



The Plane Scoop

A publication of the Central Valley Aviation Association



The
Central Valley Aviation Association
is a chapter of the
California Pilots Association

JANUARY 2024



KIMBREE TOURANGEAU Air Traffic Manager

What would be the decision-making factor to choose a career as an air traffic controller?

How do you even begin training for that career?

**Is it stressful? Is it rewarding?
Is it fun? Can it be boring?**

Read Kim's story beginning on Page 1 and hear her speak at the CVAA meeting on January 6, 9 a.m.

HAPPY NEW YEAR

May your troubles be less, may your blessings be more, and may nothing but happiness come through your door.

CENTRAL VALLEY AVIATION ASSOCIATION

**Next Meeting, Saturday, January 6, 9:00 a.m.
Kimbree Tourangeau, Guest Speaker
Air Traffic Operation and Update on Tower**

ATTENTION

All pilots with an "Aircraft of Historical Significance" who fly in to Chandler Airport to attend any CVAA meeting and display their aircraft will be eligible for a signature for their property tax exemption.

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IMPORTANT AIRPORT ACCESS REMINDER

**When driving through a security gate at Chandler Executive Airport
Wait until the gate closes behind you before driving on.
This is a security requirement by the FAA Security to insure anyone who should not be on the property has no access.**



KIMBREE TOURANGEAU

Kimbree was born in Huntington Beach, California, in 1980, to Donald and Normandi Tourangeau. Her father, an aerospace engineer, and her mother, a nurse, had three children. Kim's older brother has an engineering degree and lives in Colorado. Her sister, a nurse, lives in Chino. Her mother is now living in Colorado Springs, and her father is in Vista, California. Both of her parents are French and Swedish. Interesting fact, Tourangeau means "from Tours, France". Upon becoming a single mom, her mother changed jobs often in an effort to improve their financial situation and do the best for her children. Consequently, as she was growing up her family moved every year through California, Oregon, and ended up in Nebraska where she attended high school.

As a child, Kim was no stranger to aviation. Her grandpa owned a Cherokee with a grass strip outside his house and would take her in his plane to get hot chocolate. She also has an uncle who was a pilot in the military. Her first college major was in International Business Administration which included two summer studies abroad in Russia where she became fluent in the Russian language. However, she never considered a career in aviation until she was travelling in England and met a woman who was an air traffic controller in the military who suggested she consider it as a career. She googled it and thought it sounded like something she would like to do. She started aviation classes and was hooked after the first class.. She got her BA degree in Aviation Administration at the University of Nebraska. She also took flying lessons in order to understand the pilot's perspective. She doesn't have her pilot's certificate as that was not her goal.

In order to become employed as an air traffic controller she had to go back to school and get an Associates degree in Air Traffic Science. At that time you had to be prior military or with an FAA certified degree to be hired. It is different now.

She got her first job at the Fresno Yosemite International Airport in 2007. The first two years are considered training, and she became certified in 2009.





KIMBREE TOURANGEAU (continued)

In 2012 she became part of the administration staff and in 2013 was promoted to supervisor. In 2016 she became the Air Traffic Manager. She currently has 37 employees which includes 18 certified Air Traffic Controllers, 9 in training, and 3 supervisors.

Her entire Air Traffic Controller career has been here in Fresno, and she has loved every minute of it. Being the manager, however, she no longer gets to work in the tower which is something she does miss. She says it isn't a stressful job, although there can be stressful moments; but it's more mentally draining. She took me on a tour where I met other Air Traffic Controllers on the job. They said the same thing, and they love what they do. Because Air Traffic Controllers are assigned to different areas across the United States, they are away from family. Consequently, their team becomes their family, and they are very close.

Kim has one son, Davis. He is 24 years old and will be graduating from CSU Fresno with a Bachelor's degree in Computer Science.

As if her career doesn't keep her busy enough, Kim is very involved in music. She learned to play the tuba in junior high school and picked it up again 9 years ago. She currently plays in three community bands. She also plays in a few other quintets which include her church and others that play in neighborhoods at Christmas and other smaller events. Oh, and that's not all; she also has been singing in her church choir for five years.



Kim has a rich full life with work, music, family and friends. Her favorite get-away (and she does get away from time to time) is tent camping in the woods with her boyfriend, Chris and her two German Shepherds or just hiking in the mountains.



Thank you for sharing your story with us Kim. Your positive attitude and upbeat personality are enviable. Keep doing what you love and enjoying your life.



Aileron and Jim's Safety Corner

Non-Towered Airport Communications



I'm occasionally asked by pilots that in the traffic pattern at a non-towered airport, some pilots make their call in the turn (turning base, turning final) while others call once established on those legs. Is one better than the other?

What I teach my students is: Use something that is going to help other pilots see you. So, when is the best time to make those calls? Make those calls as you roll into the turns. When you call midfield downwind, well, it kind of tells where you are, but sometimes it's hard to see you. But 'turning base' or 'turning downwind'—when the airplane is banked,

there's more to see. I highly recommend making those calls as you bank.

So how about those other self-announced positions and/or intentions?

Self-announce" is a procedure whereby pilots broadcast their aircraft call sign, position, altitude, and intended flight activity or ground operation on the designated CTAF. You remember what "CTAF" means, "Common Traffic Advisory Frequency". Calls on CTAF are used almost exclusively at airports that do not have an operative control tower or a FSS on the airport. If an airport has a control tower that is either temporarily closed or operated on a part-time basis, and there is no operating FSS on the airport, pilots should use the published CTAF to self-announce position and/or intentions when entering within 10 miles of the airport, while in the traffic pattern, and on the ground.

Self-announcing your position should include aircraft "N" number and type aircraft, to aid in identification and detection, **but should not use paint schemes or color descriptions to replace the use of the aircraft call sign.** You are not at Oshkosh and there can be multiple aircraft of the same color in the area. Further, from a distance colors do not show up. Ask yourself this question, would ATC allow the use of color of aircraft in place of the aircraft identification? You know that answer, NO! Use your call sign, for example, "MADERA TRAFFIC CESSNA FIVE ONE THREE ZERO ROMEO TEN MILES WEST, MADERA" or "MADERA TRAFFIC, THREE ZERO ROMEO TURNING LEFT DOWNWIND RUNWAY 30, MADERA". When referring to a specific runway, pilots should use



Aileron and Jim's Safety Corner (continued)

the runway number and not use the phrase "Active Runway." Also, to help identify one airport from another when sharing the same frequency, the airport name should be spoken at the beginning and end of each self-announce transmission.

Note: Refer to AIM, Chapter 4, Section 1. Pilots are reminded that the use of the phrase "ANY TRAFFIC IN THE AREA, PLEASE ADVISE" is not a recognized self-announce position and/or intention phrase and should not be used under any condition. Any traffic that is present at the time of your self-announcement that is capable of radio communications should reply without being prompted to do so.

Further Note: Review Advisory Circular 90-66C, "Non-Towered Airport Flight Operations". This AC calls attention to regulatory requirements, recommended operations, and communications procedures for operating at an airport without a control tower or an airport with a control tower that operates only part time.

Communications with other aircraft at non-towered airports is critical to safety provided it is done in a specific and concise manner. Then we all know where everyone is and they know where we are. How many near mid-air events could have been prevented with good professional communications skill.

Fly safe and communicate,

Jim and Aileron

KIDS SAY THE DARNDDEST THINGS

While walking along the side-walk in front of his church, our minister heard the intoning of a prayer that nearly made his collar wilt. Apparently, his 5-year-old son and his playmates had found a dead robin. Feeling that proper burial should be performed, they had secured a small box and cotton batting, then dug a hole and made ready for the disposal of the deceased.

The minister's son was chosen to say the appropriate prayers and with sonorous dignity intoned his version of what he thought is father always said: "Glory be unto the Father, and unto the Son, and into the hole he goes."



THE WAY IT WAS



Somewhere along about a couple of years ago I became the proud owner of 6 issues of Flying Magazine from 1968. I remember 1968 very well, Viet Nam was heating up, and I had escaped from the clutches of the Chicago area and its vicious winters 2 years previously.

I had become a friend of one of my customers who was getting his pilot's license on the GI Bill. He only had to pay 10% of the bill; Uncle Sam was paying 90%. Such a deal!

So when my friend got his Private License, he invited me to take a ride with him. I was only a wannabe pilot back then; I had about 6 hours logged way back when I was

14 and working at the airport near Chicago.

We were going to be flying out of Mazzie's Flying Service at the Air Terminal, as it was called then, in a rented Cessna 150 that was costing my friend a grand total of about \$2 an hour.

Back then, San Luis Reservoir Dam had just been finished, so we flew over there to look over the new lake, then a jaunt down the incomplete Highway 5 about 20 miles south of the lake where there was a newly completed overpass which meant there was something to fly under, and so we did!

We went flying a few times after that, and then my friend bought a Taylorcraft and took it with him to Eureka where his new job was and so he could "land on the beach". It didn't take long for word to get back that he had flipped the T-Craft over on it's back while "landing on the beach". So ended my right seat flying; it probably saved my life!

It took another 10 years for me to resume my own flying, paying the atrociously high rate of \$12.50 per hour wet! I think the entire cost of my private license was an astronomical \$1,250 spread out over 15 months.



THE WAY IT WAS (Part 2) (continued)

Back to the 1968 Flying Magazine issues.....it's hard to believe what prices were in 1968. Advertised was a foldable motorbike that fits in most planes for \$129.95, \$10 down and \$8 a month. Then the January 1968 issue did a pilot report on a Cessna 170, giving a price range of \$3—4,000! Of course, it was a taildragger, unlike the fancy nosewheel types now coming out of Wichita. In the classified section there was this ad: P51, executive leather interior, back seat, full IFR equipped for \$22,500.

Makes you wonder who is in charge of things around here, HUH?

— Arnie Schweer

UNUSUAL SIGNS

I didn't even know they could drive



**AIRPORT ADMINISTRATION MEETING WITH CHANDLER TENANTS****CHANDLER EXECUTIVE AIRPORT
MEETING WITH AIRPORT ADMINISTRATION****DECEMBER 15, 2023**

A meeting was held at the Terminal Building at Chandler Airport to discuss tenant issues and to give an update to improvements made and upcoming to the airport. It was conducted by Henry Thompson, Airport Director, Francisco Partida, Assistant Director, Melissa Garza-Perry and other members of the management team and attended by tenants, pilots, CVAA members, and other interested parties.

It was reported that the airport annual revenue is \$400,000, expenses \$563,000 for a loss of \$164,000+/- . Chandler receives no funding from the city or the county. Chandler is being supported by Fresno/Yosemite Air Terminal budget.

The master plan includes identifying priorities. Airport administration recognizes that Chandler Airport has potential and will engage with the tenants in achieving that potential. Currently, security includes the police driving around the airport twice daily checking fences, lighting has been increased, PIN codes have been assigned and are not being shared. Airports are targets and the goal is less break-ins. Broken cameras on gates have been replaced. SECURITY 24/7: 559-621-6670.

Plans for transient pilots include a buzzer that will notify a dispatcher who will buzz them in and plans are to install additional cameras. Technology to put this in place requires some infrastructure.

Partnership with Fresno Unified School District is underway. The lease plan has been completed and approved by FAA and the school district.

Proposed landing fees which would increase income and which have not been previously collected were discussed. It was pointed out that landing fees will simply cause pilots and CFI's giving flying lessons to use other airports and increase congestion at those airports.



AIRPORT MEETING (continued)

Tenants expressed concerns regarding the following:

1. Improved communication is needed between airport administration and tenants. They have experienced no return calls and limited assistance or cooperation when discussing issues.

2. Numerous leases have not been renewed because tenants refuse to agree to a clause which makes them liable for ground contamination which may have occurred years prior to their tenancy and for which they are not responsible.

Administration staff indicated that an individual call to Melissa Garza-Perry 559-621-4543 to discuss their concerns can resolve the lease agreement issue.

3. Some tenants expressed they feel that airport administration wants them to go away because the environment for business and tenants is punitive.

4. Tenants feel administration is not scratching the surface of the potential at Chandler Airport.

5. Tenants have asked for an advisory committee which includes tenants to work with airport administration on changes to the airport. Some of these tenants have been here over 30 years and know the airport and the area. Prior requests for this have been ignored.

6. Tenants were not notified of a city council meeting to increase fees. They felt that their attendance and input should have been considered.



AIRPORT MEETING (continued)

7. Airport administration indicated that they intend to establish an FBO in Frank's hangar with an appropriate tenant. However, one business has approached administration with a proposal and was refused with no meeting.

Airport administration agreed to meet with this individual and review his business proposal.

8. Chandler Airport is a hidden gem as well as a historical building which is one of the last standing WPA buildings.

CONCLUSION: AIRPORT ADMINISTRATION PLANS GOING FORWARD

1. In future quarterly meetings will be scheduled to meet with tenants and share administration's plans and get feedback and input from tenants.
2. Identify an FBO for the airport for transients – Frank's hangar being considered. Administration will meet with prior business submission and consider that proposal.
3. New hangars on the north side are in the master plan.
4. Transient landing fees will be required.
5. A transient gate buzzer will be installed with a dispatcher to buzz in the transient after the technology infrastructure is in place.
6. Minutes of this meeting will be sent out to all tenants.

Chandler Airport Contact: Travis Shafer 559-417-8662

AWESOME AIRCRAFT PAINT JOBS



REMINDER!!!!!! CHANDLER EXECUTIVE AIRPORT ACCESS

To enter Chandler Executive Airport gates you must have a personal PIN number. The application is in this newsletter. In the box for Aircraft Hangar Numbers — please put in Central Valley Aviation Association. Turn this application in and then Airports will be in touch with you for the rest of the process.

If you have not received your PIN number in time for the CVAA meeting on January 6 there will be someone at the restaurant to meet you and caravan down to the meeting or call Mary King, 559-250-1489, or Jim Shamp, 559-779-4406.



FRESNO CHANDLER

EXECUTIVE AIRPORT

IDENTIFICATION TENANT APPLICATION

TENANT INFORMATION					
Full Name					
(Please Print) First		Middle	Last		
Residence Address					
Street		Apt. #	City	State	Zip
Phone #	Cell #	Email:			
Emergency Contact (1)				Emergency Contact Phone #	
(Please Print) First		Middle	Last		
Company Name					
Aircraft Hangar Number(s)/Tail Number(s)					
The information I have provided is true, complete, and correct to the best of my knowledge and belief and is provided in good faith. I understand that a knowing and willful false statement can be punished by fine or imprisonment or both. (Section 1001 of Title 18 of the United States Code)					
Signature:			Date		
PLEASE DO NOT WRITE BELOW THIS LINE (RESERVED FOR OFFICIAL USE ONLY)					
Issued:	Expires:	File #	Pin #		Tenant/Vendor/ Sub Tenant

AIRPORT PROPERTY MANAGER AUTHORIZED SIGNATURE

Full Name (Print) First		Middle	Last
Signature		Date	
FRESNO YOSEMITE INTERNATIONAL AIRPORT · FRESNO CHANDLER EXECUTIVE AIRPORT PUBLIC SAFETY OFFICE 4995 E CLINTON WAY FRESNO, CA 93727 559-621-6650			



January Birthdays

Bill Campbell	1/06
Jean-Marie Bonnar	1/07
Judie Moradian	1/09
Mary King	1/13
Tony Whitehurst	1/16
Margaret Borns	1/16
Carl Christenson	1/24



HAPPY BIRTHDAY TO YOU!!

WISE WORDS FROM AUNTY ACID





CVAA PROGRAM MEETINGS FOR THE COMING YEAR

(Tentative, Subject to Change if Necessary and More Details to Follow)

- Jan. 6** - Kimbree Tourangeau, Manager, Air Traffic Control,
Fresno-Yosemite International Airport
- Feb. 3** - John Krikorian, LIGA—Flying Doctors of Mercy
- Mar. 20** - Sam Estes, AirVenture EAA Chaplain

NOTICE: IF YOU DO NOT HAVE A PIN TO ENTER THE AIRPORT AND WISH TO ATTEND THE MEETING, SOMEONE WILL BE AT THE CAFÉ TO ASSIST YOU IN ENTRY OR YOU CAN CALL JIM SHAMP 559-779-4406 OR MARY KING 559-250-1489.

CVAA Officers and Board Members for 2023-2024

**President: Jim Shamp; Vice President: Rick Emerian; Treasurer: Sarah Donaldson;
Secretary: Christy Anderson**

Board Members

Mark Cannon, Joseph Oldham, Mary King, Arnie Schweer, Sharon Schweer, Mark Pomaville

Editor—CVAA Newsletter— “The Plane Scoop”

Mary King — Email: mary@king-appraisal.com

Jim Shamp — Email: shampjs@sbcglobal.net

Contributors

Jim Shamp—Aileron and Jim’s Safety Corner

Arnie Schweer — The Way It Was



UPCOMING EVENTS

Friday, Jan. 5—EAA Movie Night, Dinner 6 p.m. Movie 6:30 p.m.
Dinner \$5—hot dogs, chili beans, salad
Movie—Island in the Sky with John Wayne
Sierra SkyPark

Saturday, Jan 6 — CVAA Meeting, 9 a.m., Chandler Airport, Sheriffs Aerosquadron Building. Guest Speaker, Kimbree Tourangeau, Air Traffic Manager.

Saturday, Jan. 13 — Second Saturday Lunch Gathering, 12 Noon
EAA 376 Hangar, Sierra Skypark
Hosted by Ryan & Dominique Caglia—\$10/adult, \$5/child 12 and under. Email your RSVP to Ryan Caglia at rmcaglia@gmail.com

Saturday, Jan. 13 — New Event—Saturday Night Car Movie
Social Time 6 p.m.; Movie 6:30 p.m.—EAA 376 Hangar
Movie: Ford vs. Ferrari
Contact: Diane Tjerrild, dianet@realtyconcepts.com
Mobile Phone: 559-696-6553

Monday, Feb. 5 — EAA 376 AviationGround School Begins and will be held every Monday from 7:00 p.m. to 8:30 p.m. until sometime in May.
Instructor: Jim Shamp. Free to all EAA members. If you are not a member you may sign up at class: EAA National \$40/\$50 Family; EAA 376 \$50 single or family.
Questions? Contact Jim Shamp—559-779-4406 or 559-431-5918 or email shampjs@sbcglobal.net.

Future Airplane Friday Night Movie Dates: Jan. 19, Feb. 2, Feb. 16, March 1, March 15, April 5, April 19, May 3, May 17, May 31, June 14, June 28

Future Saturday Car Movie Night Dates: Feb. 10, March 9, April 13, May 11, June 8.

Saturday, Mar. 2 — 66th Annual Cactus Fly-In and Hot Rod Show, Casa Grande Municipal Airport, See Page 16 for flyer.



66TH ANNUAL CACTUS FLY-IN & HOT ROD SHOW



MARCH 2, 2024

CASA GRANDE MUNICIPAL AIRPORT (KCGZ)

CHECK FOR UPDATES AT: WWW.CACTUSFLYIN.ORG

ENTRY DONATION: \$10 PER PERSON OR \$20 PER CAR LOAD
(CASH ONLY)

**The Central Valley Aviation Association**

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**Central Valley Aviation Association
Membership Application or Update**

Name: _____ Membership: Single _____ Family _____

Spouse's Name (If family membership): _____ (we encourage family membership)

Address:

Street _____, City _____, State: _____ Zip: _____

Telephone:

Home: _____, Work: _____, Cellular: _____

Email address: _____ (Print carefully)

I would like to receive the Plane Scoop via e-mail: Yes _____, No _____

Airplane (you usually fly):

Type: _____, N number: _____, Colors: _____

Date of birth (just the month and day—not the year):

Primary member: _____, Spouse: _____

How many years have you been a member of CVAA? _____ (estimates are OK)

CVAA Service:

Please list any offices or committee positions in which you are interested in serving:

Please list any talent or skills you have that you would be willing to use to serve CVAA:

This information will be printed in our Club roster and distributed to members only. Please omit any information you do not want to appear in the Club roster.

Mail application, with \$20 single membership or \$25 for a family membership to:

Sarah Donaldson
c/o Sierra Land Co.
7726 N. First Street #510
Fresno, CA 93720

If you have already paid your dues please complete the form anyway and mail it or hand it to Sarah Donaldson.

Comments or suggestions:



Experimental Aircraft Association/EAA Chapter 376 Membership Application

President - Tim Cone
EAA Chapter 376, 4344 W. Spaatz Ave., Fresno, CA 93722
Ph: (559) 352-6145 Email: tcone1@comcast.net



Check one: ☐ New Local Membership ☐ Renewal of Local EAA 376 Membership

PLEASE PRINT

First & Last Name _____ >>> Nametag? ☐ Have one ☐ Need one

☐ Please use my information from last year, no changes needed

Spouse's First & Last Name _____ >>> Nametag? ☐ Has one ☐ Needs one

Mailing Address: _____

Email Address(es): _____

By supplying an email address, you understand that you will receive emails regarding events, meetings, and other local aviation news.

Phone Number(s): Home: (____) _____ - _____ Member's Mobile: (____) _____ - _____

Spouse's Mobile: (____) _____ - _____ Other: (____) _____ - _____

EAA National Member #: _____

Please note: To comply with the National EAA Charter, please also join EAA National at www.eaa.org
There are lots of great advantages to having a national EAA membership, including its beautiful magazine plus many other perks, latest news, and aviation updates.

Do you have any comments, thoughts, help you would like to offer or volunteer for? _____

Local EAA Chapter 376 dues are \$50 for the calendar year of 2023. Due Jan. 31, 2023. (Prorated to \$25 if after June 30 if you have not been a local member of Chapter 376 before. Lifetime local EAA 376 membership with **perks is \$1,000.

**Lifetime Membership is a one-time \$1,000 with Special Perks. Contact the Board for details!

Please complete FORM:

EAA 376 Standard Membership Dues for 2023
Additional donation to help support our Chapter

	+	\$50.00
Total		

MAKE CHECKS PAYABLE to: **EAA Chapter 376**

Or fill out the CREDIT CARD INFORMATION below:

Cardholder Name (as shown on card): _____

Card Number _____ Exp. ____ / ____ Code: _____ Billing Zip Code _____

Signature _____

Mail this Application with Payment to:

Vern Berry
1677 W. Shaw #109
Fresno, CA 93711

Legal Name: Kings River Area Chapter 376 EAA 501(c)(3) Charitable non-profit educational California Corporation, Tim Cone, President, 4344 W. Spaatz Ave., Fresno, CA 93722
Common Name: EAA Chapter 376 - Website: <https://chapters.eaa.org/ea376> Email: eaachapter376@gmail.com or tcone1@comcast.net

2023 Board: VP, Diane Tjemild, Secretary Phil Barnett, Treasurer Vern Berry; Rick Emerian, Jim Shamp, Bruce Witmer, John Kinsfather, Dennis Sniffin, and Ryan Caglia

Regarding the EAA Young Eagle Flights and Program, please contact our local Young Eagles Coordinator:
Aubrie Stanger: Ph: (619) 201-1900 Email: YoungEagles376@gmail.com