



The Plane Scoop



A publication of the Central Valley Aviation Association

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

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CENTRAL VALLEY AVIATION ASSOCIATION

Next Meeting

January 4, 2025, 9:00 a.m.

Sheriff's Air Squadron Building

Chandler Executive Airport

Speaker: Dr.V.J. Mirzayan

**Call Jim Shamp, 559-779-4406 for access if you
don't have a pin code.**

ATTENTION

**All pilots with an "Aircraft of Historical Signifi-
cance" 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.**



Aileron and Jim's Safety Corner

Priming For A Cold Start

As winter has arrived here I'm hearing lots of airplane starters grinding over and over, with no results.

In the colder denser air, airplanes need more fuel and less air to start. That means if your carbureted airplane engine usually needs two or three strokes of prime in the summer, it needs more: maybe three, four, or even five strokes before starting when the air and engine are really cold.

If your engine is fuel injected and normally primes by using the fuel boost pump and full rich on the mixture control, try leaving the mixture control in and pump on for one, two, or three seconds longer than you would in the summer.

If the engine fires but only runs a second or two, it's telling you it needs more fuel. So give it more on the next try by using the primer, or fuel boost pump, as appropriate.

Avoid slowly advancing the throttle while cranking as well. Doing this only adds more air to the mixture, which makes it more difficult to start. Most pilot operating handbooks advise opening the throttle only $\frac{1}{4}$ - to $\frac{1}{2}$ -inch for starting. That's not much. Now don't confuse $\frac{1}{4}$ - to $\frac{1}{2}$ -inch with $\frac{1}{4}$ - to $\frac{1}{2}$ -throttle opening.

Of course, too much prime can flood the engine. If you smell fuel or see it dripping from the lower cowling, let the airplane sit until those symptoms disappear, and then try the POH recommended flooded start procedure.

Here's one more tip and maybe the most useful of all: If possible, simply avoid starting a cold-soaked engine by getting a pre-heat or installing an engine pre-heater.

Starting an airplane during cold conditions is often more of an art than procedure. Know your POH recommendations, pre-heat if possible, and don't be bashful. Ask local CFIs or an aviation mechanic if they have any good techniques for your specific airplane and climate."





Aileron and Jim's Safety Corner (continued)

Note: Go to Aircraft Spruce & Specialty Co. to purchase a Primer Overhaul Kit for \$8 bucks. The kit includes Seal Lube, O-rings and simple instructions.

This article from pilotworkshop.com December 2024

Fly safe and fly often and prime that engine properly,

Aileron and Jim

AWESOME AIRCRAFT PAINT JOBS





Aileron and Jim's Safety Corner (continued)

A bit of theory is pretty much mandatory to understand the issues with airflow and fuel during startup and to customize priming for your engine. The air part of the starting problem is that the slowly cranking engine means fewer combustion events per minute offering fewer chances per minute for the engine to start. The fuel problem is related: There's poorer suction in the carb to get fuel mixed into the air, and the air-fuel mixture travels more slowly to the cylinders. The slower airflow gives the fuel more time to drop out of the air and pool on the metal intake manifold in a process called "quenching." Unless you shut down recently and your engine is still warm from operation, some quenching will occur on start and you'll need some amount of prime to overcome that. The colder that metal, the worse the problem. In fact, if you just tried to crank a cold engine without compensating for this, it would probably never start. The fix is either adding lots of extra fuel or drastically reducing the air. Either makes a mixture that's extra rich. Carbureted cars do this with a choke. The choke restricts much of the airflow until the engine starts, and then allows increasing amounts of air as the engine warms. Chokes maintain a rich mixture no matter how long you crank the engine. One disadvantage is that if that choke closes, the engine would quit, that's not good for an airplane! Conventional airplane engines prime by squirting fuel into the engine near the intake valve of one or more cylinders. Fuel-injected engines just use the fuel injectors for this. Carbureted engines use something like a simple injector to essentially do the same thing. This is a simpler system and doesn't restrict airflow in any way. However, it only increases the fuel-air ratio for several engine revolutions, and it's inexact in doing it.

PLUNGER PRIMER MAINTENANCE 101

I can't count the number of aircraft I have flown in which the primer is difficult to pull out and push back in and the pilot thinks nothing about it. But, primer maintenance is easy. You see, gas comes through the firewall right to your instrument panel through the primer plunger.

The plunger consists of two rubber O-rings which provide a tight seal on the plunger shaft that prevents fuel from squirting into the cockpit. This plunger and O-rings should be lubed with Krytox or Parker Fuel Lube (it's great for fuel caps, too). That should last a year or more. It's so easy to do it, a pilot can do this (even if your mechanic must actually sign it off). Just remove the nut, pull plunger out, lube O-rings, and reinstall. Use only a thin coating of grease. You will find the plunger so much easier to pull out and push in and you can do it yourself!

THE WAY IT WAS



Way back in 1977 I was a new student pilot and when I met Sharon I shared with her some of the wonders of flight on our first date. I guess she liked what she heard on that first date so she accepted a dinner date invitation. But since I lived in Fresno and she lived on the Monterey Peninsula, where was the best place to go for a nice romantic dinner?

It so happened that I needed to be in San Francisco on business on the upcoming Thursday, business would be finished by 7 or so, but Monterey is a long way from the City. So I asked her if she had any ideas about where to meet. She comes back with "since you are a

pilot, you must know about the Flying Lady Restaurant just off Highway 101 in San Martin." Oh, sure, "I think I heard about it," I lied. So we meet at about 8:30 p.m. at the Flying Lady and had a very nice romantic dinner amidst all the model airplanes. Sooooo, she likes airplanes, too!

A short time later we went to the Watsonville Fly-in and Airshow and watched the action, and the last Airshow act was a kind of a burgundy and black P51 which was owned and flown by a milkman up near Napa named George Perez. More about them later. Anyway, Sharon was really excited to be so close to all these airplanes, and she was looking better to me all the time. Alas, I digress....back to the matter at hand....the Flying Lady....As more time went by I received my PPL, married Sharon, the girl of my dreams, joined the old Skyriders Flying Club, got checked out in their M-35 Bonanza, and was flying somewhere every week.

So the Flying Club decided to have a "fly out" to none other than the Flying Lady Restaurant which just happened to be just across Highway 101 from South County Airport, and all we had to do was call the restaurant when we landed, and they would send a van down to pick us up. There were four other Sky rider planes besides us in the V-Tail. After a great lunch, we were invited to check out the surrounding building where we were told there were interesting artifacts. Well, I GUESS SO! Inside one of the buildings was a complete and flyable silver-painted P51 and a two-tone blue Grumman Hellcat, both looking like they were still in the USAAF. It could have been 1943!....but how did they get there? There was a golf course adjacent to the restaurant, but was a safe landing there possible? Who owned these two extremely valuable warbirds?



A few years went by and the restaurant closed because of an unfortunate lawsuit, but I would think about those two planes every now and again, wondering what happened to them and who they belonged to. So the other day I called my old friend Dan Martin to see what he might know about them. "Well, they both belonged to Mustang Mike Coutches, and he flew them both in and did indeed land them on the golf course. When the Flying Lady closed, the planes were dismantled and trucked out. One of Mike's sons flies the Mustang these days while the other son flies the family P51H." Dan did not know what happened to the Hellcat.

The burgundy and black Mustang we saw at Watsonville some 47 years ago is still owned and flown by George Perez, based at Schellville, and you can buy a ride in it. There is also a ride available in a P-40 if so desired.

- Arnie Schweer

FCH VISIONING SESSION December 20, 2024

The first visioning session with airport management and Chandler tenants/pilots was held on Friday, December 20, 11 am to 2 pm. The objective was collaboration on the vision of the airport, identify what is possible and how it can be accomplished. The vision will be consistent with the master plan approved by the FAA in April 2023. Information and plans were shared by management and suggestions were invited from tenants and general aviation pilots using the airport. Many good suggestions were made. Record of past meetings and the visioning session are available on the website: flyfresno.com/chandler-executive/

A second visioning session will be planned and notification sent to tenants.

AVIATIONISMS

Mankind has a perfect record in aviation; we never left one up there!

You know your landing gear is up and locked when it takes full power to taxi to the terminal

Advice given to RAF pilots during WWII: When a prang (crash) seems inevitable, endeavor to strike the softest, cheapest object in the vicinity as slowly and gently as possible.



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 you plan to attend call Mary King, 559-250-1489, or Jim Shamp, 559-779-4406 and one of us will meet you and caravan you in.

ATTENTION ALL CVAA MEMBERS

Important update on Chandler Airport Access Pin Codes

Pin codes issued by Airports to CVAA members are for the sole purpose of accessing the field when attending the CVAA monthly meetings. They are going to be issued only to “active” CVAA members who attend the meetings. The Airports Department does check with CVAA on a regular basis to ensure they are issuing Pin Codes to active CVAA members only. In order for a CVAA member to be issued and maintain a Chandler Pin Code, that member must attend at least three (3) CVAA General Meetings per calendar year. If you are unable to attend at least three (3) CVAA General Meetings per year, you will be considered an inactive member, and your Pin Code will be discontinued. You can still attend the general meetings, but you will need to contact Jim Shamp so that he can escort you onto the field. To be considered an Active member, please be sure to sign in at the General Meetings and attend a minimum of three (3) meetings per year.

**Thank You,
Your CVAA Board of Directors**



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

William Campbell	1/06
Jean-Marie Bonnar	1/07
Judie Moradian	1/09
Mary King	1/13
Margaret Borns	1/16
Tony Whitehurst	1/16
Carl Christenson	1/24
Nichole Kaninya	1/31



HAPPY BIRTHDAY TO YOU!!

CVAA Officers and Board Members for 2024-2025

President: Jim Shamp; Vice President: Arnie Schweer; Treasurer: Sarah Donaldson; Secretary: Rita Fairbourn

Board Members

Mary King, 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 & ONGOING EVENTS

Saturday, Jan 4— CVAA General Meeting, Speaker: Dr. V.J. Mirzayan

Saturday, Jan. 11—EAA 376, 2nd Saturday Lunch Gathering, Ryan & Dominique Caglia

Saturday, Feb. 10—EAA 376, 2nd Saturday Lunch Gathering, Diane Tjerrild

EAA 376 Aviation Ground School, Beginning, Monday, Feb. 4, 2025, continuing Through May, 7:00pm—8:30pm. Free to all 376 members!

Instructor—Jim Shamp, Email: shampjs@sbcglobal.net,

Phone: 559-779-4405, 559-431-5918

Saturday, March 8 — 67th Annual Cactus Fly-In, Casa Grande Airport
See Flyer Page 11

CVAA FUTURE MEETINGS

JANUARY 4, 2025—CVAA GENERAL MEETING, Speaker—Dr. V.J. Mirzayan

“Cognitive Performance Training” which will include how to sharpen focus, distraction control, emotion and performance relationship, error reduction techniques, and more as time permits.

FEBRUARY 1, 2025—CVAA GENERAL MEETING, Speaker—Jim Shamp

- “Most Surprising Check-Ride Experiences”

MARCH 1, 2025—CVAA GENERAL MEETING, Speaker to be Announced

APRIL 5, 2025—CVAA BBQ, Details to Follow



67th ANNUAL CACTUS FLY-IN & HOT ROD SHOW



MARCH 8, 2025
CASA GRANDE AIRPORT

Join the fun with vintage aircraft, war birds, hot rods and food. Early aircraft arrivals are invited to Cactus open-house Friday evening with snacks and beverages. Spaces available for on-field RV parking and camping. Enjoy a Saturday morning pancake breakfast and food trucks all day while viewing amazing antique and classic aircraft and hot rods.

ENTRY DONATION: \$10 / Person \$20 / Car Load (CASH)
FOR MORE INFORMATION VISIT: CACTUSFLYIN.ORG

**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 tcone1@comcast.net



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

PLEASE PRINT

First & Last Name _____ Nametag: ☐ Have one ☐ Need one

Is your information the same as last year? If so, check here ☐ and skip down to "Please Complete"

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 Dec. 31, 2022. (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:

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, President: **Tim Cone, President**, 4344 W. Spaatz Ave., Fresno, CA 93722 | Common Name: EAA Chapter 376 - Website: <https://chapters.eaa.org/ea376> Facebook: EAA Chapter 376 Email: tcone1@comcast.net

2024 Board: VP: Diane Tjerrild; Secretary: Phil Barnett; Treasurer: Vern Berry; Rick Emerian, Bruce Witmer, Dennis Sniffin, Ryan Caglia, Judie Moradian, and John Krikorian

Regarding the local area EAA Young Eagles Flights and Program, please email youngeagles376@gmail.com or contact:
Aubrie Stanger: Ph: (619) 201-1900 aubriestanger@gmail.com | Judie Moradian Cell: (559) 287-7011 morad@comcast.net