

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

**JANUARY 2025** 



#### In This Issue

- 2-4 Aileron & Jim's Safety Corner Awesome Aircraft Paint Jobs
- 5-6 The Way It Was\
  FCH Visioning Session
- 7 Chandler Airport Access Info Important Info for CVAA Members (PLEASE READ)
- 8 Airport Access Application
- 9 January Birthdays
  - **CVAA Officers & Board Members**
- Upcoming & Ongoing Events CVAA Future Meetings
- 11 67th Annual Cactus Fly-In Flyer
- 12 CVAA Membership Application
- 13 EAA Membership Application

#### 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 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.

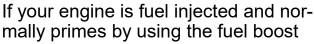


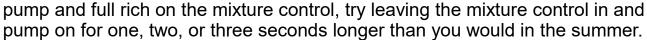
# Aileron and Jim's Safety Corner

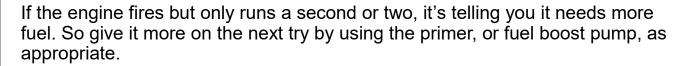
# **Priming For A Cold Start**

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.







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 guit, 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 Skyrider 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



# The Central Valley Aviation Association

Last Name

# TRESNO (HANDLER

EXECUTIVE AIRPORT

#### IDENTIFICATION TENANT APPLICATION

	- INDITION I	ENANT APPLICATION					
TENANT INFORMA	TION	- 3-36			2004.5.		
Full Name							
(Please Print) First Residence Address	Middle	La	ast	-	-		_
Nesiderice Address							First Initial
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Phone #	Cell #			nail:	e Zi <sub>l</sub>	0	
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(Please Print) First	Middle		-1			0	,
Company Name	Wildle	La	SI				
Aircraft Hangar Numl	per(s)/Tail Number(s)						
The information I have knowing and v	ve provided is true, complete, willful false statement can be	and correct to the best of m	ny knowledge	and belief and	is provided in go	od faith. I	understand that a
Signature:	our be	parished by line of limplisor	inent or both.	Date	1 of Title 18 of the	United St	ates Code)
	PLEASE DO NOT WE	RITE BELOW THIS LINE	(RESERVE	D FOR OFF	ICIAL USE ONL	Y)	
Issued:	Expires:	File#	Pin#				t/Vendor/

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

# The Central Valley Aviation Association

Page 7



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

Name:	Membership	: Single	Family
Spouse's Name (If family membership):	(we end	courage famil	y membership)
Address: Street	. City	. State:	Zip:
Telephone:			
Home:, Work:, C	'ellular:		
Email address:		_(Print ca	refully)
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 C	OK)	
CVAA Service: Please list any offices or committee positions in which y	ou are interested in serving	p	
Please list any talent or skills you have that you would b	e willing to use to serve CV	AA:	
This information will be printed in our Club roster and distribution not want to appear in the Club roster.	ted to members only. Please or	mit any inforr	mation you do
Mail application, with \$20 single membership or \$25 for Sarah Donaldson c/o Sierra Land Co. 7726 N. First Street #510 Fresno, CA 93720	a family membership to:		
If you have already paid your dues please complete the aldson.	form anyway and mail it or	hand it to	Sarah Don-
Comments or suggestions:			



# The Central Valley Aviation Association



# **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



First & Last Name	PLEASE PRINT	Nametag: [ ] Have	one [] Need one
	last year? If so, check here [ ] and skip down to "Pleas		one [ ]carone
•		•	one [] Needs one
Email Address(es):	you understand that you will receive emails regarding o	events, meetings, and o	ther local aviation news.
Phone Number(s): Home: (	) Member's Mobile: (	)	· <del>_</del>
	Please note: To comply with the National EAA C There are lots of great advantages to having a r magazine plus many other perks, latest news, a	Charter, please also join EA national EAA membership,	A Al-4:
Do you have any comments, th	houghts, help you would like to offer or volunteer fo	or?	
Please Complete:	\$50 for the calendar year of 2023. Due Dec. 31, 2022. (In right 376 before. Lifetime local EAA 376 membership with the second EAA 376 Standard Membership Dues for the support our Characterists.	*perks is \$1,000.	une 30 if you have not  **Lifetime Membership is a one-time \$1,000 wit Special Perks. Contact th Board for details!
MAKE CHECKS PAYABLE t	to: EAA Chapter 376	iotai	
Or fill out the CREDIT CARD	INFORMATION below:		
Cardholder Name (as shown on	card):		
Card Number	Exp/_	Code: Billi	ng Zip Code
Signature			
	Mail this Application with Paymen	t to:	
	Vern Berry 1677 W. Shaw #109 Fresno, CA 93711		
Legal Name: Kings River Area Chapter 376 E	EAA 501(c)3 Charitable non-profit educational California Corporation, Presi	dent: Tim Cone, President, 43	44 W. Spaatz Ave., Fresno, CA

Regarding the local area EAA Young Eagles Flights and Program, please email youngeagles376@gmail.com or contact:

Aubrie Stanger: Ph: (619) 201-1900 aubrieastanger@gmail.com | Judie Moradian Cell: (559) 287-7011 morad@comcast.net