



The Plane Scoop

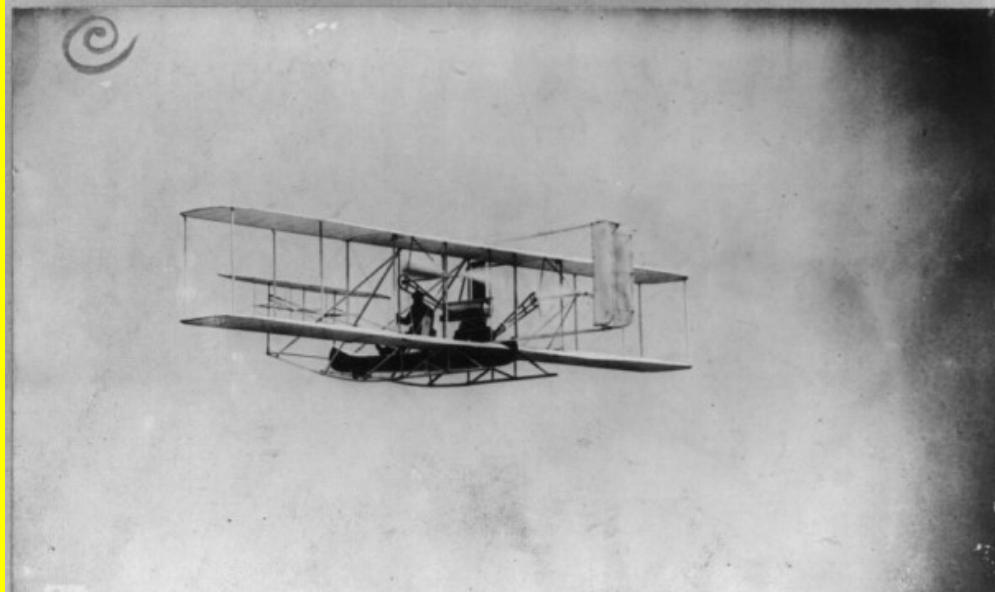


A publication of the Central Valley Aviation Association

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

FEBRUARY 2024

Celebrating 120 Years of Aviation



**Wilbur Wright in flight in 1909. [Library of Congress]
See Story Beginning on Page 2**



CENTRAL VALLEY AVIATION ASSOCIATION

**Next Meeting, Saturday, February 3, 9:00 a.m.
John Krikorian, Guest Speaker
LIGA—Flying Doctors of Mercy**

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.**



CELEBRATING 120 YEARS OF AVIATION

The need for travel, speed, invention, and safety continue.

By Meg Godlewski
December 11, 2023

It is said that “necessity is the mother of invention,” and in aviation the needs are practicality, speed, distance, and safety. In the 120 years since the Wright brothers’ first flight, there have been many milestones—too many to list here, in fact. So we’re just going to mention a few that stood out from the rest in the following timeline:

1903

On December 17, Wilbur and Orville Wright achieve powered flight. They make a total of four flights that day in Kitty Hawk, North Carolina. Orville is at the controls for the first flight that lasts 12 seconds and marks the beginning of powered, heavier-than-air flight.

The Wright Flyer is little more than a curiosity at this point. As the decade continues, the Wrights continue to tinker with the design. With the Wright Flyer II and Wright Flyer III, the brothers work to make the aircraft more practical, meaning controllable and stable.

This is achieved in the Wright Flyer III, which manages to fly for 24 minutes with Wilbur at the controls at Huffman Prairie outside of Dayton, Ohio. He is able to bring the aircraft back to the starting point safely and land without damage.

1913

Within 10 years of the Wrights’ achievement, the airplane is being utilized by many nations for military operations. The British Navy experiments with what will become known as aircraft carrier operation, and the United States Army makes the 1st Aero Squadron into its first official aviation squadron.

The airplane will be used in combat for the first time a few years later in World War I.



Celebrating 120 Years of Aviation (continued)

1923

It's been 20 years since the Wrights first flew, and the airplane has evolved from a curiosity to a weapon of war as air combat was developed during WWI. With the cessation of hostilities, the airplanes are declared surplus and sold to civilians. Many are snapped up by barnstormers, pilots who fly across America landing in farmers' fields and offering rides for a price. Around the world, air circuses with stunt pilots and aviation meets (think NASCAR with wings) are held at fairgrounds, giving many people their first real-world look at an airplane.

It is a decade of new designs and record-setting flights. In May 1927, a 25-year-old named Charles Lindbergh becomes the first to successfully fly solo across the Atlantic. Lindbergh's achievement spurs an interest in global aviation and air commerce, specifically airmail. He became a champion of aviation, and the growth in the industry was referred to as "the Lindbergh Boom."

1933

In February, the U.S. Navy launches the USS Ranger (CV-4), the first ship designed specifically to be an aircraft carrier. Record-setting flights become a thing as pilots feel the need for speed. Frank Hawks flies the Northrop Gamma Texaco Sky Chief from Los Angeles to Brooklyn, New York, in 13 hours, 26 minutes, and 15 seconds, setting a new west-to-east speed record. Hawks' average speed on the trip is 181 mph.

In July, Wiley Post in a Lockheed Vega makes the first solo flight around the world, starting at Floyd Bennett Field in New York with stops in Berlin, Moscow, Irkutsk, Russia, and Alaska. Post's journey covers a total distance of 15,586 miles.

On December 17, 1935, on the 32nd anniversary of the Wrights' first powered flight, the Douglas DC-3 takes to the skies. This hearty, versatile bird is still used in both commercial operations and airshow demonstrations around the world.

1943

WWII arrives, and once again airplanes are weaponized. But instead of being made from fabric and spruce, they are made primarily from aluminum. Aviation technology grows by leaps and bounds in all areas, including aircraft construction and navigation in hopes of ending the war more quickly.



Celebrating 120 Years of Aviation (continued)

The Navy begins development of the helicopter as a platform for anti-submarine patrol, which was being done by blimps on the West Coast.

1953

On the 50th anniversary of the Wrights' first flight, the first meeting of the Experimental Aircraft Association (EAA) takes place in Milwaukee at Curtiss-Wright Field.

With the war over, commercial aviation grew. Aircraft formerly used to transport soldiers and war goods are repurposed to transport businessmen and vacationers.

The British introduce the de Havilland Comet as the world's first jet airliner.

Aviation records are being set again. Aviatix Jacqueline Cochran, who created the Women Airforce Service Pilots (WASP) in WWII, becomes the first woman to break the sound barrier, reaching over 760 mph in steep dives in a F-86 Sabre.

1963

President John F. Kennedy announces at the U.S. Air Force Academy that the government will team up with private industry to develop a commercially viable supersonic aircraft. The British and French are working on the Concorde, and the Soviet Union is working on the Tupolev Tu-144. Boeing begins its SST project in response.

1973

The Vietnam War begins to wind down as a cease-fire agreement is entered. The U.S. has had an aviation military presence in the region since 1962, using both fixed wings and helicopters.

In June, Bonnie Tiburzi becomes the first woman to earn her wings as a pilot, at American Airlines, though Emily Howell Warner was hired earlier, in January, by Frontier Airlines. Citing her as an example, little girls already bitten by the aviation bug start asking for the junior pilot wings instead of the junior stewardess wings during airline trips with the family.



Celebrating 120 Years of Aviation (continued)

1983

Just 80 years after the technical marvel at Kitty Hawk, America's reusable space vehicle, the space shuttle Challenger glides to a landing at Edwards Air Force Base in California. Aboard it, astronaut Sally Ride returns after being the first American woman in space. The Challenger will be lost during launch in 1986, taking the lives of all seven astronauts, including Christa McAuliffe, who would have been the first teacher in space.

1993

The skies are getting more crowded, and there are some growing pains. In December an accident involving a chartered business jet upset by the wake turbulence from a Boeing 757 has both the National Transportation Safety Board (NTSB) and the FAA taking a closer look at what is considered adequate distance between heavy aircraft and following light aircraft, hoping to eliminate more wake turbulence accidents. This evolves into more education for pilots on the dangers of wake turbulence and how to avoid it.

2003

Cirrus Design Corp. delivers the first glass cockpit aircraft to the training world in its SR20 and SR22 models. Within 10 years, glass panels will be the overwhelming choice of the larger flight schools in the U.S. In 2006 Cessna reports that most of the Cessna 172s it is building that year will have G1000s in them. Cirrus also has installed its Cirrus Airframe Parachute System (CAPS) into both models, another safety milestone for new Part 23 aircraft.

Tragedy strikes in February when the space shuttle Columbia disintegrates on reentry after 16 days in space. All seven astronauts are killed.

On December 17, the 100th anniversary of the Wright brothers means a jubilee celebration, and the aviation world is focused on Kill Devil Hills to watch the reenactment of the first flight by a reproduction aircraft built by The Wright Brothers Experience, founded by Ken Hyde. Unfortunately, the weather does not cooperate, and the famous flyer does not lift off as expected.



Celebrating 120 Years of Aviation (continued)

2013

In February, American Airlines and US Airways merge, creating the world's largest airline, with 900 planes, 3,200 daily flights, and 95,000 employees.

Boeing makes the first of two test flights with its 787 Dreamliner, hoping to show the traveling public it has solved an earlier issue involving lithium-ion battery system overheating. The aircraft departs from the Boeing facility at Snohomish County Airport-Paine Field in the morning. Local flight schools with television watch the event, while general aviation pilots take to the sky, hoping for a glimpse of magnificent machines. The aircraft flies down the coast of Washington and halfway down the coast of Oregon before returning to base without incident.

JANUARY SPEAKER



If you missed hearing Kimbree Tourangeau, Air Traffic Manager, Fresno Yosemite Int'l. Airport, at our January meeting you missed a great speaker and missed hearing a lot of good information. There were lots of questions answered regarding air traffic control. Kimbree also told us about the long overdue new tower that is going to be built at the airport and updated us on the process and the progress.

Thank you, Kimbree.



Aileron and Jim's Safety Corner

WHERE DO I TOUCH DOWN



I recently was reading a Pilot Workshop "Pilot Tip of The Week" and came across a question I'm often asked by pilots and students landing at a towered airports. If the tower simply clears a pilot to land, where does the controller expect the pilot to touch down and where are they expected to exit the runway?

When the tower issues a landing clearance, you own the entire runway unless the controller says otherwise (such as with a Land- and-Hold-Short clearance). There is nothing in the AIM or the FAA Controller Handbook that specifies a particu-

lar spot. The Pilot/Controller Glossary describes the touchdown zone as the first 3000 feet of the runway beginning at the threshold, but it doesn't say you must land there.

For a day VFR arrival in a light GA airplane, most controllers would expect a touchdown somewhere in the first third of the runway, or between the numbers and 1000-foot markers.

If you want to land beyond the touchdown zone, say to avoid wake turbulence from a departing jet or shorten taxi time on a long runway, request a 'long landing'. This gives the controller a heads up which helps keep a smooth sequence of arrivals and departures.

Now that you've landed, where are you expected to exit the runway?

The AIM says to exit the runway without delay at the first available taxiway or on a taxiway as instructed by ATC, once the aircraft has reached a safe taxi speed and let me emphasis this one more time, once the aircraft has reached a safe taxi speed. An aircraft is expected to taxi clear of the runway unless otherwise directed by ATC. In the absence of ATC instructions, you should ensure that all parts of the aircraft are past the holding lines associated with the landing runway—even if that requires the aircraft to protrude into or enter another taxiway or ramp area. However, you should not exit the landing runway onto an intersecting runway,



Aileron and Jim's Safety Corner (continued)

or cross a taxiway, unless authorized by ATC. At airports with an operating control tower, pilots should not stop or reverse course on the runway without first obtaining ATC approval.

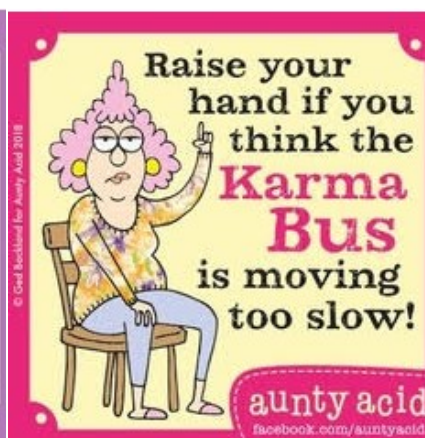
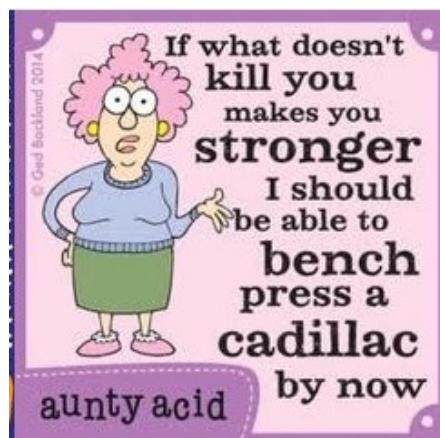
Once in awhile, a controllers will issue turnoff and taxi instruction to a pilot still in the flare or rollout. I have never experienced this at the Fresno Air Terminal. But, if it happens, at some other airport, it is not the time for a pilot to take attention away from aircraft control to talk to a controller. If this happens to you, focus on the landing and deceleration. Only reply to ATC when it's safe to do so.

When contacting the local controller, if you have time, let them know of your destination on the airport when receiving the landing clearance. This helps the controller to plan where you should turn off the runway.

Communication is the key, don't be afraid to talk and ask questions if there is any confusion, clear up the miss-understanding. Remember, controllers are human just like you and many are pilots just like you. In fact go visit the tower and TRACON, they are more than glade to give you a tour of the facility. I guarantee you will come away more aware of what is happening on the otherside and you will definitely learn something.

Fly Safe and Fly Often, oh, and communicate,

Aileron and Jim



THE WAY IT WAS



In 1976, air races were held at what is now Mojave Air and Spaceport, but back then it was just "Mojave". So my friend, Jerry, who lived in Bakersfield and owned a Piper Tripacer, suggested that my 11-year-old son and I drive down to Meadows Field where he hangered his plane, and the three of us would fly to Mojave, land and watch the races.

Have you ever seen the old movie, King Kong, where the gorilla is swatting airplanes that are flying around him out of the sky? That is what the approach to Mojave airport that day was like. There was no tower, no AWOS, just a bunch of airplanes all trying to find a way to stay out of everyone else's way, and most of us were some-

how getting on a left 45 for the active runway.

So although Jerry and I were sweating we found an empty spot and landed safely, parked the plane and tied it down as Lyle Shelton and the Grumman Bearcat that became "Rare Bear" were taking off on the other runway. The announcer said he was given a late slot at qualifying, so Lyle was really gunning that big 2000hp engine when something inside it let go just as he came blasting by at what seemed like at least 450mph. White smoke started coming out of the plane as Lyle pulled up a sharply trading speed for altitude. Now he has to get the plane back around in a 360 and hopefully make the runway. As he turns final now the gear is coming down, and there is fire as well as smoke under the engine. We found out later his crew radioed him about the fire so with one gear leg just starting down and the other one kind of dangling he sets his hot rod Bearcat down on the asphalt runway, gear folding back up under the wing and now skidding along on its belly until he gets down to about 40mph or so and kicks full right rudder and skids off into the Mojave Desert sand and puts the fire out. What a cool guy!! I don't remember much about the races, but that landing is forever etched in my mind.

Jerry sold the Tripacer soon after that and bought a 182. The Tripacer went to a guy in Tehachapi, and the proud new owner was enjoying his new plane when a friend of his to whom he owed a favor asked him if he would give his wife a ride.



THE WAY IT WAS (continued)

“Sure, how about 9 a.m. Saturday before the wind kicks up?” Tripacers came with 135hp, 150hp, or 160. This one had the 160 engine in it. Good thing! So Saturday morning comes along, and the friend and his wife show up and WOW, the wife must weight 400 lbs.! She is too big to sit in the right front seat so what to do? Well, Tripacers have the back seat door on the right side and, with the help of a heavy wooden box to stand on, the lady was able to crawl in to sit in the back seat all by herself. But as soon as she was seated, the Tripacer fell back on its tail skid, nosewheel high in the air. The husband was a sort of skinny guy so it seemed alright to put him in the right front seat to hopefully bring the plane back into balance, at least somewhat. At engine start, with some down elevator, the plane came back to an almost normal stance.

So the new owner and the friend and his wife taxi out to the active runway, nose-wheel just barely touching the ground for steerage, the pilot wondering if they will even get off the ground. But they do, and our pilot figures, ok, once around the pattern and that will be it. So they make a successful flight and landing, taxi up to the ramp near where the box was, shut down, and as soon as the engine stops the tail falls back on the tailskid again.

A friend of the pilot showed up who had not been there when the lady got in the plane, so he didn't know anything except that Joe's new Tripacer must really have a load in the back, says, “HOT DOG, Joe, what's in the back seat, an elephant?”

So much for giving friends unseen wives a ride and trying to be genteel about their weight.

— Arnie Schweer

KIDS SAY THE DARNDEST THINGS

A woman was trying hard to get the ketch-up out of the jar. During her struggle the phone rang so she asked her 4-year-old daughter to answer the phone. “mommy can't cvome to the phone to talk to you right now. She's hitting the bottle.”

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	



February Birthdays

Linda Cannon	2/03
Mark Pomaville	2/07
Harold Gallagher	2/09
Chip Blythe	2/12
Mable Smith	2/16
Jim Patterson	2/18
David Purvis	2/27



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)

- Feb. 3** - John Krikorian, LIGA—Flying Doctors of Mercy
- Mar. 2** - Sam Estes, AirVenture EAA Chaplain
- Apr. 6** - Reedley College Tour with Flight Simulator
- June 1** - Spring Clinic
- July 6** - No Meeting

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, Feb. 2 - Airplane Movie Night, "Midway", 6:30 p.m. Dinner \$5 Optional

Saturday, Feb. 3— CVAA Meeting, 9 a.m., Chandler Airport, Sheriff's Air Squadron Buiding. Guest Speaker, John Krikorian

Ground School 2024—Monday Nights through May beginning

Monday, Feb. 5 — EAA 376 Aviation Ground 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.

Saturday, Feb. 10—EAA 376 Potluck Lunch Gathering & Speaker 12 Noon
Charles "Wingnut" Wickware, former F-18 Hornet pilot.

Saturday, Feb. 10—Car Movie Night, "Bullitt", 6 p.m. Dinner \$5 Optional

Friday, Feb. 16— Airplane Movie Night, "Apollo 13", 6:00 p.m. Dinner \$5 Optional

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

Future Saturday Car Movie Night Dates: 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: ea376chapter@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