



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 2026

This photo of Ed Lowder was taken when he was about to jump out of a C-47 at the 75th D-Day Anniversary in Normandy. He will tell us all about it at the CVAA meeting on Saturday, February 7, at 9:00 a.m.

Be sure to read his story beginning on Page 4.



In This Issue

- 2 — President's Message
- 3 — Awesome Aircraft Paint Jobs
- 4 — Ed Lowder, M.D.
- 6 — Aileron & Jim's Safety Corner
- 8 — The Way It Was
- 9 — Upcoming & Ongoing Events
CVAA Future Meetings
- 10 — 68th Annual Cactus Fly-In
- 11 — Chandler Airport Access Info
**Important Info for CVAA Members
(PLEASE READ)**
- 12 — Airport Access Application
- 13 — February Birthdays
CVAA Officers & Board Members
- 14 — CVAA Membership Application
- 15 — EAA Membership Application

CENTRAL VALLEY AVIATION ASSOCIATION

Next Meeting

**February 7, 2026—9:00 a.m.
Sheriff's Air Squadron Building
Chandler Executive Airport
Speaker: Edward Lowder**

**Call Isaiah Kaninya (559) 417-8112 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

<https://centralvalleyaviation.org/>



PRESIDENT'S MESSAGE

Dear Central Valley Aviation Association members and faithful Plane Scoop readers,

It's hard to believe we're already one month into the new year! It seems that the worst of winter IFR is already behind us and many beautiful VFR days lie in the weeks and months ahead. I hope for everyone that 2026 has been off to a fantastic start and that all your aspirations for this promising time are coming to fruition.

For many of us, it's now that the true challenge of keeping our new year's resolutions emerges. The unwavering conviction that we held so strongly on January 1st has been steadily eroded by the return to normal life after the holidays. If you've managed to keep your resolutions so far, congratulations! However, if you're like many of us whose resolutions fell victim to the minutiae of everyday life, there's still plenty of time in 2026 to set new goals and achieve them.

In this spirit, I'd like to challenge each of you with a simple new resolution for 2026: take just one step to become more involved in CVAA this year. If you enjoy the Plane Scoop and are not yet a member, please mail in an application and join us. If you are already one of our wonderful members, attend just one more meeting in 2026 than you did last year. Whatever you choose, remember that finite, actionable goals have the highest chance of success.

For those of you that may be more ambitious, the best way to become more involved in CVAA is to join our Board of Directors! We will have multiple positions open at the end of the current fiscal year in March, and the nominations process will begin in February. Serving on the CVAA Board of Directors is a rewarding experience with minimal commitment required. If you want to have a greater impact on the direction of the Association and become more involved with supporting general Aviation in the Central Valley, serving on the CVAA Board is the best



PRESIDENT'S MESSAGE (continued)

way to do it. **Anyone interested in running for an open Board position should plan to attend the February general meeting on 2/7/26**, where we will discuss the process in detail. If you have any questions in the meantime, please feel free to reach out to me or any Board Member directly – we'd love to hear from you!

However you choose to achieve this new resolution, I'm sure you'll find that this is a great time to become more involved with CVAA with so many new and exciting things on the horizon. Along with all your fellow CVAA members, I look forward to seeing more of you this year!

All the best,
Isaiah Kaninya

AWESOME AIRCRAFT PAINT JOBS





EDWARD LOWDER, M.D.

Ed grew up in several states and the Philippines as his father was a 20-year member of the Air Force and they moved around a lot. His dad was in the Air Force during World War II and was called back in 1951 during the Korean War. One of Ed's experiences was going to school at one point with Chuck Yeager's daughter. He graduated from high school in Maine and attended Purdue University where he received his bachelor's degree in aeronautical engineering, and then a master's degree in engineering at NASA-Langley followed by employment at NASA as an engineer.

He changed careers and attended Eastern Virginia Medical School from 1978 to 1981 and after graduation moved to Los Angeles to do his residency in emergency medicine. He worked at Northridge Hospital for 25 years. During that time, he was working in the ER during the Northridge earthquake. The following year he organized a group of 28 doctors and nurses to assist victims of the Kobe earthquake.

In 2000 he joined the Air National Guard as a flight surgeon and served in Iraq for three months of his 10-year enlistment.

He received his pilot's certificate in 1982 and his helicopter rating in 1985. He built a Lancair, 235 model, in the early '90's. He and a friend crashed in a helicopter in the Malibu Hills in 1988 and amazingly came out of that with only a couple of aching backs. In 1991 he witnessed a collision between a bi-plane and helicopter at Santa Paula airport in which two passengers were killed. Being a doctor, he rushed to the scene and helped one of the survivors who happened to be Kirk Douglas.





EDWARD LOWDER, M.D. (continued)

He came to Fresno in 2006 for a new ER position at CRMC. Recently he received his A&P certification at Reedley College.

Ed's experiences are too numerous to include here. However, he will be speaking at our meeting tomorrow, Saturday, February 7, at 9:00 a.m. His topic will be his attendance at the 75th D-Day Anniversary in Normandy where he put on a parachute and jumped out of a C-47. He will talk about the training required to participate and the entire experience. You won't want to miss it!!





Aileron and Jim's Safety Corner

What's a Cross-Control Stall?

From Pilot Workshops pilot tip of the week comes this question, "Please explain cross-control stalls. They are not even demonstrated in civilian training".

That is correct. The FAA only requires CFI applicants to train and test on cross-control stalls. Sort of remarkable, since this is the stall that often causes the low-altitude stall-spin accident we all read about. A cross-control stall is a stall while turning and either skidding or slipping.



The most dangerous situation is a stall in a turn with excessive bottom rudder. If we're turning left, the airplane is banked left, the left rudder pedal is lower, so that's the bottom rudder. When coordinated, that's not an issue at all. However, if the pilot uses excessive bottom (left) rudder, the left (lower) wing is slowed and experiences an increased angle of attack. The right (higher) wing is accelerated and experiences a reduced angle of attack. The lower, left wing stalls first, the aircraft rotates to the left, and the nose drops.

The natural pilot reaction is pulling back on the yoke and applying right aileron—both of which are incorrect—and the aircraft continues to rotate, progresses deeper into the stall, and may enter a spin. The results can be disastrous close to the ground.

The proper action is applying forward elevator, neutral aileron, and opposite rudder. Of course, the real solution is to not make a cross-control stall in the first place. The Airplane Flying Handbook describes the cross-control stall as a stall from a skidding turn.

You can perform a cross-control stall from a slipping turn, but that's not as dangerous. A slipping turn would be excessive top rudder. The top wing stalls first, which effectively levels the wings. This presents a much more normal picture to the pilot and almost acts as an automatic recovery system.



Aileron and Jim's Safety Corner (continued)

Cross-controlled stalls can be performed safely at altitude. I believe the experience is beneficial for all pilots. Find an experienced instructor and learn the difference between a stall from a skidding turn and one from a slipping turn. You'll understand why it's dangerous to increase turn rate with the rudder alone, but not so dangerous to slip during landing.

I will conclude with this, every student I train learns cross control stalls and every student is immersed in coordination training, the most important strategy to prevent the insidious stall spin accident in the pattern.

So practice those stalls with an instructor, practice good coordination work and fly safe and fly often.

Aileron and Jim

If you ever feel like your brain is inadequate... Think of this guy!



THE WAY IT WAS



Way back in 1977, I was taking flight lessons at KFAT where I could rent a Cessna 150 for \$12 an hour. WET and the instructor was \$10 an hour. So I tried to fly once or even twice a week weather permitting. Since the home office of the flight school I was flying with was in Stockton that was where routine maintenance was done, things like a 25-hour oil change, etc. So one foggy morning in January of 1978, after I had the grand total of 15 hours, my flight instructor calls me and says, "How would you like to ferry a 150 to Stockton and bring another one back?" WELL, is the Pope Catholic? Are

pork chops greasy? But what about this weather? "Oh, I just checked it, and fog should be burned off by 11 a.m."

Well you know what the visibility is like on a hazy day in wintertime around here, 2 or MAYBE 3 miles in haze; but I had already done my solo cross countries and all I needed to do was fly Victor 23 up and back, so sure, I'll be right over! Free flyin', boy, it doesn't get any better than that! So I got out of KFAT on a Special VFR, and by the time I made Stockton it was 10 miles and by the time I got back to KFAT it was down to 2 miles, but I got in SVFR an hour before dark.

It was good experience for me, and I was blessed to have a good instructor who had enough confidence in me to sign me off for such a flight. My instructor was seasoned enough to give a lot of sage advice; and one piece of advice he gave me was never accept a midfield takeoff from ATC. The reason? "The two most useless things to a pilot are runways behind you and altitude above you." Good advice, even though sometimes I thought he was a jerk for slapping my head with a folded chart. He taught well.

About 3 or 4 months later, a Baron lost the right engine right after a midfield take-off from 29R, and the pilot bellyflopped it on the Chestnut/Willow cutoff and skidded to a stop in the middle of the street. He got a broken foot out of the deal, but he had the good sense not to let it get away from him in a rollover. It gave me more respect for my instructor's warning about the 2 most useless things to a pilot.....

Arnie Schweer



UPCOMING & ONGOING EVENTS

Monday, February 2 —EAA 376, Aviation Ground School, 7:00—8:30 pm, every Monday through May, EAA 376 Hangar on the west side of Sierra Sky Park, 4344 W. Spaatz Ave, Fresno. Must have an annual membership to EAA National \$48 single/\$60 family <https://www.eaa.org/membership/join.aspx>. Special free membership for Young Eagle participants 8-18+6 mos. (see details under the student tab at website) and an annual membership to EAA Chapter 376 which is \$50/single or family (sign up at class). **Class is FREE to Members!!**

Instructional Material: Pilot Handbook of Aeronautical Knowledge (PHAK) Required https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak (Free PDF download)

https://www.amazon.com/Pilots-Handbook-Aeronautical-Knowledge-FAA-H-8083-25C/dp/1510779876/ref=tmm_pap_swatch_0?encoding=UTF8&qid=&sr= (The 2023/2024 is the latest version, says 2025 on cover on Amazon) you can also use an older version of the PHAK.

or purchase from Sporty's Pilot Shop <https://www.sportys.com/sporty-s-pilot-s-handbook-of-aeronautical-knowledge-softcover.html>

Sign up at first class. If you can't make the first class, come to the second.

For more information: Jim Shamp, 559-779-4406 or 559-431-5918, email shampjs@sbcglobal.net

Friday, Feb. 6—EAA 376—Airplane Movie Night, 6pm Dinner \$5, 6:30 Movie, Paper Airplanes Movie is Free

Saturday, Feb. 7—CVAA Meeting, 9:00 a.m.

Saturday, Feb. 14—EAA 376—Young Eagles Rally, 10 a.m., 2nd Saturday Lunch Gathering

CVAA FUTURE MEETINGS

FEBRUARY 7— Ed Lowder, NASA Aerospace Engineer

March 7— FAAS Team Event

April 4 — Reedley College Staff

May 2— FCSO Helicopter Program

June 6— Spring VFR Pilot's Clinic



68th ANNUAL CACTUS FLY-IN & HOT ROD SHOW



MARCH 7, 2026
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: \$15 / Person \$30 / Car Load (CASH or ZELLE)
FOR MORE INFORMATION VISIT: CACTUSFLYIN.ORG

With great pleasure the Classic Airplane Association of Arizona announces scheduling of the 68th Annual Cactus FLYIN.



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)					
Previous Badge at FCH?		Badge #		Return Date	
Yes No					
Previous Badge <input type="checkbox"/> Renewal		<input type="checkbox"/> Lost/Stolen		<input type="checkbox"/> Revoked/Reason: <input type="checkbox"/> Returned	
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)					
I UNDERSTAND THAT THE UNIQUE PIN CODE ASSIGNED TO ME IS FOR MY SOLE USE ONLY AND IS NOT TO BE SHARED WITH ANYONE.					
Signature:				Date	
PLEASE DO NOT WRITE BELOW THIS LINE (RESERVED FOR OFFICIAL USE ONLY)					
Issued:	Expires:	Badge #	Pin #	Tenant/Vendor/ Sub Tenant	
AIRPORT PROPERTY MANAGER AUTHORIZED SIGNATURE					
Full Name (Print) First		Middle	Last		
Signature				Date	
<p>FRESNO YOSEMITE INTERNATIONAL AIRPORT - FRESNO CHANDLER EXECUTIVE AIRPORT PUBLIC SAFETY OFFICE 4995 E CLINTON WAY FRESNO, CA 93727 559-621-6650</p>					



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

Officers and Board Members for 2025-2026

President: Isaiah Kaninya; Vice President: Arnie Schweer; Treasurer: Sarah Kutz; Secretary: Nichole Kaninya

Board Members (Directors)

Leonard Federico, Mary King, Sharon Schweer

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



The Central Valley Aviation Association



**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/year, due on January 1 of each year. (Prorated to \$25 if after June 30 only 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 this year	+	<input type="text" value="\$50.00"/>
Additional donation to help support our Chapter		<input type="text"/>
Total		<input type="text"/>

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
EAA Chapter 376
4344 W. Spaatz Ave.
Fresno, CA 93722**

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 | Non-Profit Fed. ID: 71-0869246

Additional 2025 Board: VP: Diane Tjerrild; Secretary: Phil Barnett; Treasurer: Vern Berry; Rick Emerian, Bruce Witmer, Ryan Caglia, Judie Moradian, John Krikorian, and Dave Bonnar

Regarding the local area EAA Young Eagles Flights and Program, please contact: Clari Cone: Phone: (209) 617-1170 Email: clari.cone@gmail.com