



The Plane Scoop



A publication of the Central Valley Aviation Association

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

MARCH 2024

BESSIE COLEMAN
What do you know about her?
You can read her story beginning on Page 2



HE IS RISEN!



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CENTRAL VALLEY AVIATION ASSOCIATION

Next Meeting, Saturday, March 2, 9:00 a.m.

**Sam Estes,
AirVenture EAA Chaplain**

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.



BESSIE COLEMAN (1892—1926)



THE DETERMINATION THAT FUELED THE FIRST FEMALE AFRICAN AMERICAN AVIATOR CONTRIBUTED TO HER DEMISE AT AGE 34.

Bessie Coleman soared across the sky as the first woman of African American and Native American descent to earn her pilot's license in the U.S. Known for performing flying tricks, Coleman's nicknames were: "Brave Bessie," "Queen Bess", and "The Only Race Aviatrix in the World". Her goal was to encourage women and African Americans to reach their dreams—and this became her legacy.

Though her life and career were cut short in a tragic plane crash, her life and legacy continue to inspire people around the world.

Born in Atlanta, Texas, on January 26, 1892, Bessie Coleman had twelve brothers and sisters. Her mother, Susan Coleman, was an African American maid, and her father, George Coleman, was a sharecropper of mixed Native American and African American descent. In 1901, her father decided to move back to Oklahoma to try to escape discrimination. Coleman's mother decided not to go with him. Instead, Coleman, her mother and siblings stayed in Waxahachie, Texas. Coleman grew up helping her mother pick cotton and wash laundry to earn extra money. By the time she was eighteen, she saved enough money to attend the Colored Agricultural and Normal University (now Langston University) in Langston, Oklahoma. She dropped out of college after only one semester because she could no longer afford tuition.

At age 23, Coleman went to live with her brothers in Chicago. She went to the Burnham School of Beauty Culture in 1915 and became a manicurist in a local barbershop. Meanwhile, her brothers served in the military during World War I and came home with stories of their time in France. Her brother John teased her because French women were allowed to learn how to fly airplanes and, in the United States, Coleman could not. Her brother's stories, along with other news of pilots in the war, inspired her to become a pilot. She applied to many flight schools across the country, but no school would take her because she was both African American and a woman. Robert Abbot, a famous African American newspaper publisher, told her to move to France where she could learn how to fly. Since her application to flight schools needed to be written in French, she began taking French classes



BESSIE COLEMAN (continued)

at night. Finally, Coleman was accepted at the Caudron Brothers' School of Aviation in Le Crotoy, France. She received her international pilot's license on June 15, 1921, from the Federation Aeronautique Internationale. She then returned to the United States.

Coleman's dream was to own a plane and to open her own flight school. She gave speeches and showed films of her air tricks at churches, theaters, and schools to earn money. She refused to speak anywhere that was segregated or discriminated against African Americans. In 1922, she performed the first public flight by an African American woman. She was famous for doing "loop-the-loops" and making the shape of an "8" in an airplane. People were fascinated by her performances, and she became more popular both in the United States and Europe. She toured the country giving flight lessons and performing in flight shows, and she encouraged African Americans and women to learn how to fly.



Only two years into her flight career, Coleman survived her first major airplane accident. In February 1923, her airplane engine suddenly stopped working mid-flight and she crashed. She was badly hurt in the accident and suffered a broken leg, a few cracked ribs, and cuts on her face. Thankfully, Coleman fully healed from her injuries. This accident did not stop her from flying. She went back to performing dangerous air tricks in 1925. Her hard work helped her to save up enough money to purchase her own plane, a Jenny—JN-4 with an OX-5 engine. Soon she returned to her hometown in Texas to perform for a large crowd. Since Texas was segregated, the managers planned to create two separate entrances for African Americans and white people to get into the stadium. Coleman refused to perform unless there was only one gate for everyone to use. After many meetings, the managers agreed to have one gate, but people would still have to sit in segregated sections of the stadium. She agreed to perform and became famous for publicly standing up for her beliefs.

On April 30, 1926, Bessie Coleman took a test flight with a mechanic named William Wills. Wills piloted the plane while Coleman sat in the passenger seat. At about 3,000 feet in the air, a loose wrench got stuck in the engine of the aircraft. Wills could no longer control the steering wheel, and the plane flipped over. Coleman was not wearing a seatbelt. At the time, airplanes did not have a roof. Due to her unfastened seatbelt, when the plane flipped over Coleman fell out of the open



BESSIE COLEMAN (continued)

plane. She did not survive the fall. Wills crashed the aircraft a few feet away and also died in the accident. Her death was heartbreaking for thousands of people across the world. At her funeral in Chicago, famous activist Ida B. Wells-Barnett delivered her eulogy.

Though she died at the age of 34, her legacy continues to inspire communities all over the country. In 1931, the Challenger Pilots' Association of Chicago started a tradition of flying over Coleman's grave every year. Many aviation clubs were named in her honor, including the Bessie Coleman Aero Club, organized by William Powell in the 1930s, and the Bessie Coleman Aviators, which formed in Chicago in 1977. In 1995, the "Bessie Coleman Stamp" was made to commemorate all of her accomplishments. In 2023, the U.S. Mint released a special quarter featuring Bessie Coleman as part of the **American Women Quarters Program** (<https://www.womenshistory.org/american-women-quarters-program>).

By Kerri Lee Alexander, NWHM Fellow, 2018 / Updated December 2022 by Rebecca Ljungren, Education Programs Manager.





CHILDREN'S LOGIC

A grandfather was delivering his grandchildren to their home one day when a fire truck zoomed past. Sitting in the front seat of the fire truck was a Dalmation dog. The children started discussing the dog's duties.

"They use him to keep crowds back," said one child.

"No," said another. "He's just for good luck."

A third child brought the argument to a close. "They use the dogs," she said firmly, "to find the fire hydrants."

FEBRUARY SPEAKER



Our February speaker, John Krikorian, shared his experiences with LIGA, The Flying Doctors of Mercy, and the wonderful things they've done in Mexico. He also talked about learning to fly in Lebanon and his experience getting his U.S. pilot certificate. There were lots of photos of LIGA and the flying school in Lebanon, as well as Lebanon. Very captivating presentation. Thank you, John.



Aileron and Jim's Safety Corner



MANIFOLD PRESSURE CHECK

I was reading a recent "Pilot Tip Of The Week" article on manifold pressure check by David Gagliardi. He was asked a question by a pilot who was transitioning to a Piper Arrow from a Cessna 172, which on the takeoff roll generated about 2400 RPM until it started moving but was concerned that the RPM on the Piper Arrow, with a constant speed prop, is always redline but manifold pressure seems to vary. The pilot was wondering if something was wrong with the airplane?

As an instructor checking someone out in a high performance aircraft I'm often asked this same question, and for most pilots this manifold pressure and RPM thing always seems to be confusing to pilots. So, I thought I would print David's reply since it was very well explained.

"I think this is the most overlooked engine check during takeoff for non-turbocharged piston airplanes.

It's a two-part check. Before engine start, look at the manifold pressure gauge. It gives an approximate measure of the ambient air pressure. If it was a standard day at sea level, it would show about 30 inches, which is pretty close to the air pressure of 29.92. As the air density decreases with altitude and temperature the indication on the MP will be correspondingly lower, as it will drop about one inch per 1000 feet of altitude. At a 5000-foot airport elevation airport, you would see about 25 inches on the MP gauge before start on a standard day. Make a note of whatever number you see before engine start.

At wide-open throttle during the takeoff roll, the MP should be about one inch lower than what you saw before engine start. So, on that standard day at sea level, you should see about 29 inches of MP, but on that same standard day at 5000 feet, you should see about 24 inches of MP. Both readings are as expected for the conditions of that takeoff. A significantly lower manifold pressure is not right, and the takeoff should be rejected at low speed and the cause investigated.



Aileron and Jim's Safety Corner (continued)

In all cases, you should see full RPM if the prop governor is doing its job, so it's important to check that as well."

Do you have a target manifold pressure (or RPM) you check for on the takeoff roll?

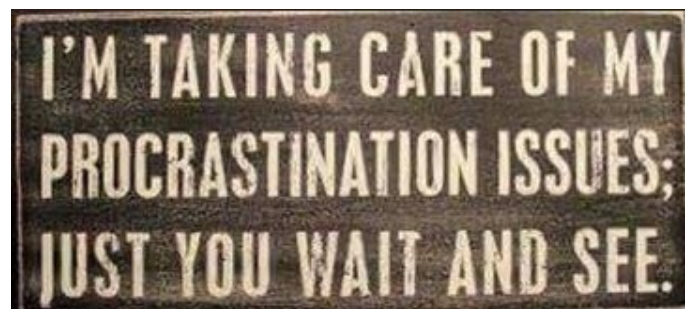
-Yes

-No

-I didn't, but I think I will in the future.

Fly safe and fly often,

Aileron and Jim





THE WAY IT WAS



Having obtained my Private Pilot License in 1978 but not owning an airplane and not wanting to get “rusty” my also newly licensed friend, Jack, calls one day and said, “We need to buy an airplane”. “Sure, I’ll just go out here to the money tree and pick some for a plane!” Jack comes back with, “If I can find us an almost new Cessna 150, get it on a leaseback to a flying club, get it financed with no money down, would you go for it?” Long story short, we became members of the Skyriders Flying Club, and because we were leasing our 1976, 100hp 150 to the club, they would even waive the membership fee! Such a deal!

So I got checked out in the club 172

N2563L and our 150 was getting lots of time, almost enough to make the payments. Soon a Cessna 152 with the 108hp Lycoming engine also became a leaseback and was competition to our 150, but the litany of errors was about to start.

One of the members decided to take the 152 to Tehachapi, and in a hurry to get back to FCH, decided not to refuel. He ran out of gas near Selma Aerodrome, the airport’s runway lights were too dim to make out, and he landed in a vineyard, totaling the 152, but no injuries. OK, the insurance paid the owner off, but he should have had enough fuel to make it, right? WRONG!! That 152 and it’s 108hp engine now has an endurance of 3 hours instead of the 150’s 3-1/2 hours....so much for ignoring the Pilot’s Operating Handbook!

How about the 182 on leaseback that used full flaps for landing with the back seats empty and the pilot’s seat way forward? The nosewheel gave way and buckled the firewall on landing because, in this configuration, there was just too much weight from that big Continental and those Cessna barndoor flaps being full down, just not enough up elevator available. The bill was around \$10,000 for this one.



THE WAY IT WAS (continued)

So an ex-military jock with 10,000 hours takes the Bonanza which was on lease-back with his buddy and two women who were not their wives (this is enough to make anybody nervous), and the happy foursome is off to a nice lunch somewhere in Northern California. Being understandably nervous, our 10,000-hour pilot takes off on the RIGHT tank, leaves the other tanks all alone until the right main runs dry and the engine quits! The LEFT main was full, as was the aux tank. The plane was totaled, but none of the happy foursome were injured. I never did hear how the stay-at-home wives took all this.....

Now it became our plane's turn to have a shot at the "Litany of Errors." One of the student pilots, who had just been briefed by his instructor at his previous lesson on how to hand prop a plane, comes out to go flying, but alas, the master was left on by the previous renter. Obviously, that was also a student pilot, right? Anyway, our brain impaired student decides to hand prop the plane and so not tying ANYTHING down, just some wheel chocks, has the throttle a little more than half open, mixture full rich, ignition key on, master on, and when he swings the prop, bingo, the plane starts with a roar. As it is jumping the wheel chocks, our student pilot grabs the left wing strut on his way to the cabin to try to shut this monster off, can't make it to the cabin, just holds on to the wing strut for dear life as the plane is circling in ever-widening circles until it saws the tail off an innocent 150 parked nearby, stopping the engine and putting a stop to the student's nightmare. Even though he wrecked our plane, I still feel kind of sorry for him. Anyway it was another insurance claim, and now Jack and I had to make the payments on the plane until it was fixed some 4 months later. When it was fixed, we sold it to a guy who based at Reedley Airport where it was tied down outside until some other student pilot hand propped another 150, and our old plane got IT'S tail sawed off! Ironical justice I guess you could say.....

There was a beautiful club-owned M-35 Bonanza, N9824 Romeo, that had just had it's IO-470, 260 hp engine overhauled to the tune of about \$10,000, and it was flying like a dream come true. One fine Sunday afternoon in 1980 my phone rang, and it was a fellow Skyrider pilot who had become a good friend of mine calling me to tell me he had just landed 24 Romeo gear up at Harris Ranch, and could I come and pick him up and bring him home? "HEY! Don't kid me like that!!" "I'm not kidding, Arnie!" Yikes!! "OK, Sharon and I will jump in trusty old 172 63 Lima and come get you." As we were on a left downwind to Harris I could see the Bonanza lying on it's belly off to the side of the runway, the left wing bent up and the prop folded over the nose. My friend had set up for a long final instead of a 45, and there were several homebuilts taking off one right after the other leaving straight out and, becoming preoccupied with whether or not they would all be out of the way by the time he got there, he forgot to hit the gear



THE WAY IT WAS (continued)

switch. When he heard the prop going DING DING DING on the asphalt he fire-walled the throttle trying to fly out of it but stalled it, the left wing dropping, and he cartwheeled it to a stop, conveniently off the left side of the runway. The insurance company totaled 24 Romeo. No injuries other than being "All Shook Up". There was another Skyriders accident at Harris Ranch, this a result of taking off into the "Black Hole," two non-IFR pilots and their wives losing there lives in this terrible avoidable accident.

I resigned from Skyriders after the last one and didn't fly again for 20 years, but the memories of these avoidable happenings has never left me. Did I ever have the thought it can't happen to me? No, I can honestly say all these Skyriders accidents taught me that it CAN happen to me! Like Korean War Ace Bob Love used to say, "Don't do nuthin' dumb!!!! As a matter of fact, I too did somethin' dumb. Soon after I bought my beautiful Bonanza 8346 Yankee I was pushing it by hand back into it's T hangar and giving it one final big push to get it over the lip of the hanger door rail, instead of looking to make sure everything would clear the hanger, BANG, and the left ruddervator hit the hangar wall and cost the insurance company \$19,000. At least it was called a "non-moving event". ANY time we are within 500 feet of an airplane we need to get our smarts on.

..... Arnie Schweer

KIDS SAY THE DARNDDEST THINGS

While working for an organization that delivers lunches to elderly shut-ins, I used to take my 4-year-old daughter on my afternoon rounds. She was unfailingly intrigued by the various appliances of old age, particularly the canes, walkers and wheelchairs. One day I found her staring at a pair of false teeth soaking in a glass. As I braced myself for the inevitable barrage of questions, she merely turned and whispered, "The tooth fairy will never believe this!"

A little boy got lost at the YMCA and found himself in the women's locker room. When he was spotted, the room burst into shrieks, with ladies grabbing towels and running for cover. The little boy watched in amazement and then asked, "What's the matter? Haven't you ever seen a little boy before?"

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 March 2, call Mary King, 559-250-1489, or Jim Shamp, 559-779-4406 and one of us will meet you and caravan you in.



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			



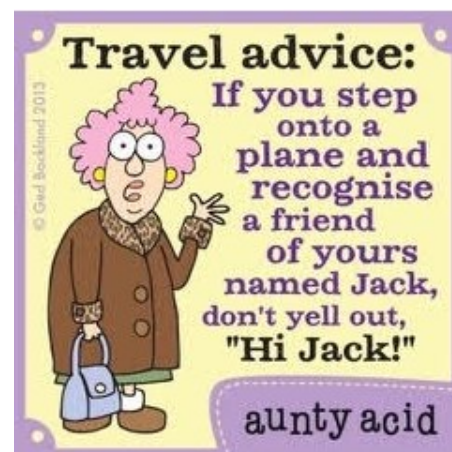
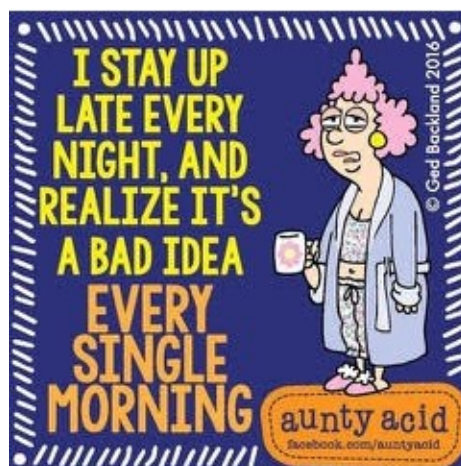
March Birthdays

Peggy Witmer	3/05
Christina Anderson	3/10
Bob Fairbourn	3/11
Roland Lamer	3/14
Cliff Hall	3/24
Vern Goyette	3/26
Jeff Hall	3/27



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)

- Mar. 2** - Sam Estes, AirVenture EAA Chaplain
- Apr. 6** - Reedley College Tour with Flight Simulator (CVAA Members Only)
(Application for Membership in this Newsletter)
- June 1** - Spring Clinic
- July 6** - No Meeting
- Aug. 3** - To Be Announced
- Sept. 7** - To Be Announced
- Oct. 5** - Rick Emerian, Episode 2, Season 2

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

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.

Friday, Mar. 1— Airplane Movie Night, “12 O’Clock High”, 6:00 p.m. Dinner \$5
Optional, Bring a Dessert if You Wish

Saturday, Mar. 2 — CVAA Meeting, 9 a.m., Chandler Airport, Sheriff’s Air
Squadron Building. Guest Speaker, Sam Estes, AirVenture
EAA Chaplain

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

Saturday, Mar. 9 — EAA 376 Potluck Lunch Gathering + Display & Sign Offs,
Speaker: Mark Sahakian, 12 Noon, Young Eagle s Rally 8:30
a.m.

Saturday, Mar. 9 — Car Movie Night, “American Graffiti”, 6:00 p.m.

Saturday, Apr. 20— Madera Airport, Pancake Breakfast, See Flyer, Page 17

Saturday, May 18—Hayward Air Rally (<http://www.hwdairrally.org/entry>)

Saturday, Oct. 25 — Reedley Airport 2024 BBQ & Open House (Details to Follow)

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: April 13, May 11, June 8.



66TH ANNUAL CACTUS FLY-IN & HOT ROD SHOW



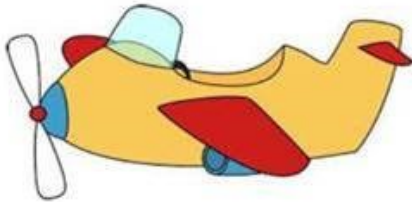
MARCH 2, 2024

CASA GRANDE MUNICIPAL AIRPORT (KCGZ)

CHECK FOR UPDATES AT: WWW.CACTUSFLYIN.ORG

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

Rotary



Madera Sunrise Rotary Annual Fly-In

Madera Airport

Saturday April 20, 2024

8:00 am – 11:00 am

Program TBD

**If flying in or for more info, please RSVP to Scott Wilhite:
559-269-4511 or wilhite78@yahoo.com**

**Pancake Breakfast \$5.00
donation (kids 9 and
under eat for free)**



**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 Tjernild; 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