



# 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 2025



## VJ MIRZAYAN DDS, MS

Whether or not you recognize the gentleman in the photograph you need to acquaint yourself with his story beginning on page 2. After reading it you're going to want to meet him, if you haven't already, and you will have an opportunity to do that at the CVAA March 1 general meeting this coming Saturday. His topic is: "Cognitive Performance Training."

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## CENTRAL VALLEY AVIATION ASSOCIATION

### Next Meeting

March 1, 2025, 9:00 a.m.

Sheriff's Air Squadron Building

Chandler Executive Airport

Speaker: VJ 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.



## VJ MIRZAYAN DDS, MS

Sometimes you have the opportunity to meet someone whose energy, positive attitude and accomplishments inspire you, and VJ is one of those people. His story begins with his grandfather surviving the Armenian genocide and going to Iran. Although VJ and his only sibling, a younger brother, were born in Iran, they are full-blooded Armenian. His family immigrated to the United States in 1979 during the revolution in Iran when he was 13 years old. His father became a real estate agent, and his mother worked for the post office. VJ states that he is an American with an Armenian heritage and is very thankful for all the opportunities and freedom that this country has given him.

He attended high school in Burbank, California, and, like most pilots, always wanted to become a pilot (commercial pilot in his case) from an early age. However, lack of the vision acuity required by the Air Force prevented his enlistment to enable him to pursue that dream and due to limited funds his parents couldn't provide him with flying lessons. Being a determined young man, VJ worked through his high school years, saved his money and earned his private pilot's certificate at age 17. Receiving the private pilot's certification gave him the realization that his actions had consequences, and that helped him to shift his focus internally.



He attended UCLA, followed by Case Western Reserve University in Cleveland, Ohio, where he received his Doctorate, and then to the University of Pittsburgh, where he received his Post Doctoral specialization in Endodontics. After graduation, while working in a clinic, he also became a professor at the University of Pittsburg teaching Endodontics.

In 1996, he thought it was time to move back to California and decided to settle in Fresno. He began racing cars in 2003 and in 3 years broke multiple track records in California for an amateur, and ended up going pro in 2006. Racing in GrandAm professionally, he finished 12th in the country in the touring class his first year. From 2006 to 2011 he drove GM, BMW, and Mini Cooper, including driving for Turner Motorsports and finishing on the podium multiple times.





He started coaching race car drivers and, after six years of pro-driving, he retired from pro-driving but continued coaching and driving for endurance race teams. He went on to start Achilles Motorsports, Inc. with his long time friend, Mino. Their company focuses on building race parts for BMW cars, and they are a winner of the 25 hours of Thunderhill race. He said the biggest lesson he took away from racing is "In life you only get to race yourself!"



Fresno was a good move for him because this is where he met his wife, Monica, on a blind date. They've been married 28 years and have two sons, Alex, 22 years old, and Arman, 20 years old. Both currently live in Idaho. Alex has been a pilot since he was 17 and has been accepted into medical school. Arman is attending Boise State and will receive his pilot's certificate as soon as he completes his check ride.



As busy as he was, coaching, working in his Endodontic practice and raising a family, he decided to go back to college, enrolled at Fresno State for three years and earned his Master's Degree in Performance Psychology. After receiving this degree, he was called by the Navy, received a clearance, sent to Washington, DC, and assigned a F18 simulator and Navy test pilots to teach them zone performance techniques that he has developed. The pilots couldn't understand, at first, how he was going to increase their performance when he couldn't fly F18's. However, he raised their performance by 40%.





This was just the beginning of his Performance Psychology coaching. He went on to use his techniques to coach a 23-year-old race car driver, Colin Garret, resulting in Colin winning the driver championship in a factory BMW M2. Colin was driving professionally for Rooster Hall Racing (the team VJ worked with) winning the team championship, and BMW winning constructor championship in 2023. His reputation in this area has spread by word of mouth, and he continues to coach others including a Reining and Herd work champion, and two years working with Occidental Women's volleyball team.



Now you may be wondering, "What about his flying?" Well, after a 20-year sabbatical from flying he got his glider license and enjoyed flying gliders. He also got back into powered aircraft and received his multi-engine and instrument ratings. But at 58, he isn't finished yet. He is taking his flying to the next level and is close to receiving his commercial rating and type certification, and plans to fly corporate jets.



He owns a 1957 Bonanza which has been completely refurbished and is hangared at Chandler Executive Airport.





His parents and brother, who is an Endodontist also, (no longer practicing) all live in Fresno. And with his busy schedule including his Endodontic practice, performance coaching, flying, getting additional aviation ratings, he loves to go Bluefin fishing, the shooting range, snow skiing and playing soccer.



He definitely lives up to his slogan — “Perfection is an illusion; but excellence is a choice.”

You don't want to miss his presentation at the CVAA General Meeting, March 1, 2025, where he will be speaking on “Cognitive Performance Training”.

Thank you, VJ, for sharing your story with us. Your energy, enthusiasm and excellence are an inspiration.

## AVIATIONISMS

Airspeed, altitude or brains. Two are always needed to successfully complete the flight.

A pilot who doesn't have any fear probably isn't flying his plane to its maximum.  
(Jon McBride, astronaut)



## Aileron and Jim's Safety Corner

### Are Towered Airports Safer?

*While it is helpful to have someone with a bigger picture to help you manage situation awareness, it does not abdicate the pilot of their responsibility,*  
By Meg Godlewski

It shouldn't come as a surprise that the midair collision at Ronald Reagan Washington National Airport (KDCA) has been a topic of discussion among pilots around the country. It was a horrible accident, taking the lives of 67 people and affecting so many more who loved them.

The only positive thing that comes out of an event like this is that it can make pilots more vigilant when they fly at or near towered airports.



### So, Are Towered Airports Safer?

One of the common misconceptions is that towered airports are inherently safer than non-towered airports, because air traffic control is "watching out" for the pilots. While it is helpful to have someone with a bigger picture to help you manage situation awareness, it does not abdicate the pilot of their responsibility. The pilot still has to display good aeronautical decision making.

One of the things I note when flying with a low-experienced pilot who has done most of their flying at a towered airport is that ATC becomes a crutch. They get used to being told when to turn base, final, etc. On one occasion we had just rolled on to downwind at a non-towered airport when ahead of us the learner was surprised to see another aircraft approaching on the 45. The learner became rather excited, expressing surprise and concern that the aircraft was going to collide with us.

No he's not," I said, and instructed the learner to reduce power and lower a notch of flaps to slow us down. I got on the radio and advised the pilot who was entering on the 45 that we had him in sight and were going to allow him to go ahead of us. We were in a Cessna 150 and he was in a Cessna 182, which was much faster. He replied he saw us. I replied we could follow him in. He acknowledged, and my learner was educated.



## Aileron and Jim's Safety Corner (continued)

### Are Non-Towered Airports Unsafe?

Those who are “aviation challenged” are also convinced that a lack of a control tower means the airport is unsafe—they use this argument when they live near a non-towered airport. That is like saying all intersections on a city street are unsafe unless they have a traffic light. Imagine that—every street having a traffic light. Just like the traffic light, it is the traffic load that dictates the need for a control device—be it a traffic light or, in the case of aviation, a control tower to assist in the flow of traffic. Most of the airports in the U.S.—some 20,000 of them—are non-towered facilities. They're just not that busy, but that changes. Check those NOTAMs carefully as you don't want to be the pilot who comes barreling into and lands at what was formerly a non-towered airport without permission.

### Do You Have The Correct Airplane Insight?

“Follow that aircraft.”

When the controller issues this instruction, you better be darn sure you are looking at the correct airplane. I have been the airplane being followed—this was before ADS-B gave us the ability to see and identify the other aircraft on the GPS or tablet.

Full disclosure: I can't even sit with my back to the door in a room, so the idea of having someone follow me puts me on edge.

I was with a learner on approach to a towered airport in a Cessna 172, and the aircraft following wasn't sure if he had seen us yet because there were several coming in from the practice area. The tower asked us to turn on our landing light (it was already on) and rock our wings. No problem there. My military-trained instructors taught me this, saying your eye will pick up the movement before your brain registers it as an aircraft.

“Got 'em!” the other airplane replied to the tower, then fell in behind us. He then said he'd been looking at another aircraft that was also in the pattern.

Misidentification of aircraft can be very dangerous.

This was drilled home in August 2005 when a club-owned Cessna 150 with a CFI and a two-hour student pilot on board collided with a de Havilland Beaver on floats on approach to Renton Municipal Airport (KRNT) south of Seattle. Renton is a towered field. It was a late afternoon flight. According to the final report from the National Transportation Safety Board, there were multiple floatplanes in the pattern as the airport abuts a seaplane base. There were also several Cessnas.



## Aileron and Jim's Safety Corner (continued)

The Beaver pilot set up to land on the water at the seaplane base on the north end of the airport. The transcript of the tower communication said the tower controller asked both pilots if they saw the traffic they were being asked to follow. The de Havilland pilot was asked if he had a visual on the airplane beneath him. Before he could reply, the right wing of the C-150 struck the float of the Beaver. The floatplane pilot was able to land on the airport grass infield without injury. Sadly, the occupants of the C-150 were both killed when the aircraft crashed into a (thankfully) empty school building.

I was working at a flying club at the time that had several Cessna 150s and when someone called to say the news was reporting a C-150 had been in a midair, there was a sprint on to the ramp to see if any of our aircraft were missing. They weren't. A few days later, I learned the CFI was a young man I had met a week earlier at an FAA WINGS event.

### Technology Enhancing Situational Awareness

Although the invention and adoption of Automatic Dependent Surveillance–Broadcast (ADS-B) has helped enhance our collective situational awareness, pilots still should be looking out the window.

If you are not sure you have the correct airplane in sight— maybe they don't have ADS-B or you don't know what a Beech whatever or Ercoupe or Cessna whatever looks like—be prepared to depart the pattern. And, in the name of all things holy, keep your head on a swivel and look before you climb, turn, or descend.

As multiple advisory circulars and books from the FAA remind us, the responsibility to “see and avoid” other traffic rests on the shoulders of every pilot.

Thanks to Meg Godlewski.

Fly safe, fly often and keep looking around,

Aileron and Jim



## AWESOME AIRCRAFT PAINT JOBS



### MORE ACTUAL COMPLAINTS FROM DISSATISFIED CUSTOMERS ON VACATION

The roads were uneven and bumpy, so we could not read the local guide book during the bus ride to the resort. Because of this we were unaware of many things that would have made our holiday more fun.

It took us nine hours to fly home from Jamaica to England. It took the Americans only three hours to get home. This seems unfair.

I compared the size of our one-bedroom suite to our friends' three-bedroom and ours was significantly smaller.

The brochure stated: "No hairdressers at the resort." We're trainee hairdressers, and we think they knew and made us wait longer for service.

## THE WAY IT WAS



Way back in about 1974, I was a wannabe pilot with a house, a wife and 3 kids to support and busy building a business, so I had to limit my forays to the airport to adjacent airport parking lots to watch takeoffs and landings and attend local airshows. There WERE lots of airshows around here in those days, the Porterville Moonlight Fly-in, the Merced Fly-in, the Watsonville Fly-in, and last, but certainly not least, the Gathering of Warbirds which started in 1972.

So in August of 1974 I was at Chandler on a sunny afternoon watching all those Mustangs, a couple of P-40s, always a Grumman Hellcat and even a B-25.....WHAT? A B-25??? At Chandler??? Back in those days, runway 30 was just about plus or minus 3,000 feet. I don't remember the exact length, but I knew it was a little short for a B-25, especially when you factored in August afternoon density altitude. But, what the heck, in April of '42 a whole bunch of them took off from a carrier deck. As an aside, if you have never seen the movie "30 Seconds Over Tokyo", you must order a DVD of it right now!

Anyway, about 11 a.m. on this one Saturday I could all of a sudden hear the growl of a Merlin powered P-51 on downwind for 30. I watched him turn base then final, and as the plane flared for touchdown, the engine started backfiring just like the Merlin engine likes to do; but what kind of paint job is this????

This Mustang was painted white with orange stripes running diagonally down the fuselage, then some blue stripes splattered here and there, red, white and blue invasion stripes and, to top that all off, gigantic P-40 style Shark's teeth were on the nose. Somewhere on the fuselage sides was the National Insignia. Now this was 1974, and the Warbird movement was still in it's infancy. Mustangs were going for \$40-50,000 with good-looking Military paint jobs that looked like they should, but this? Well, at least it sounded like a Mustang should.

The announcer was chatting away and let everyone on the airport know the pilot's name and that he lived in Florida and would be racing his Mustang at Reno in a few weeks. In those days, Air Classics magazine was nearly always on the ramp taking photos, and they always went to Reno; and the January issue always gave the results. The garishly painted Mustang went to Reno and won the Gold



Championship race, largely because the real souped up planes blew their engines running at full race power whilst the “ugly duckling” cruised along until the final lap and then pushed the throttle wide open and passed the other slower Sea Furies and Wildcats and actually won!

There were also Air Races at the Mojave Airport, and so the following year the same Mustang and it’s pilot announced that they would be entering. The pilot had moved from Florida to Balboa Island, California (Newport Beach), had based his Mustang in Chino and had become friends with the “Chino Boys”... these guys in their late teens who had access to most of the flying aircraft the Air Museum kept in it’s inventory.

So the “Flying Billboard” took off from Chino heading for Mojave with one of the Chino Boys flying wing in the Museums Hellcat. They were talking on air-to-air frequency just before switching to Mojave’s frequency, and the Mustang pilot told the Hellcat pilot to go ahead and land because he was going to do a couple practice laps around the race course. So he added race power minus a little, and as he passed the first pylon he began his high-speed turn with plenty of back pressure on the stick. Just then the plane did a high-speed dive into the desert, obliterating pilot and plane....there was talk about first responders finding a .45 strapped to the pilots leg and what appeared to be an elevator cable sawed almost all the way through which had snapped in the high G turn.

After 50 years, who knows?

- Arnie Schweer

### **CVAA NEW BOARD ELECTION**

Our March 1 meeting will include an election for the new board. Current

Candidates: Jim Shamp, President

Arnie Schweer, Vice President

Isaiah Kaninya, Secretary

Sarah Donaldson, Treasurer

Leonard Federico, Director

Sharon Schweer, Director

Nichole Kaninya, Director

Mary King, Director

Nominations are open for additional candidates.



**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

<b>TENANT INFORMATION</b>					
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	
<b>PLEASE DO NOT WRITE BELOW THIS LINE (RESERVED FOR OFFICIAL USE ONLY)</b>					
Issued:	Expires:	File #	Pin #	Tenant/Vendor/ Sub Tenant	

Last Name
First Initial

<b>AIRPORT PROPERTY MANAGER AUTHORIZED SIGNATURE</b>		
Full Name (Print) First		Last
Signature		Date
<b>FRESNO YOSEMITE INTERNATIONAL AIRPORT · FRESNO CHANDLER EXECUTIVE AIRPORT</b> <b>PUBLIC SAFETY OFFICE</b> <b>4995 E CLINTON WAY</b> <b>FRESNO, CA 93727</b> <b>559-621-6650</b>		



## March Birthdays

Christina Anderson	3/10
Bob Fairbourn	3/11
Isaiah Kaninya	3/11
Roland Lamer	3/14
Cliff Hall	3/24
Vern Goyette	3/26
Jeff Hall	3/27



***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](mailto:mary@king-appraisal.com)**

**Jim Shamp — Email: [shampjs@sbcglobal.net](mailto:shampjs@sbcglobal.net)**

#### Contributors

**Jim Shamp—Aileron and Jim’s Safety Corner**

**Arnie Schweer — The Way It Was**



## **UPCOMING & ONGOING EVENTS**

EAA 376 Aviation Ground School, Beginning, Monday, Feb. 3, 2025, continuing Through May, 7:00pm—8:30pm. Free to all 376 members!  
Instructor—Jim Shamp, Email: [shampjs@sbcglobal.net](mailto:shampjs@sbcglobal.net),  
Phone: 559-779-4405, 559-431-5918 (See Details Page 10)

Friday, Feb. 28—EAA 376 Airplane Movie Night, 6:00pm Dinner \$5/person,  
6:30pm Movie (Free) “Fly Girls” (Historical)

Saturday, Mar. 1— CVAA General Meeting 9:00am, Speaker: Dr. VJ Mirzayan

Saturday, Mar. 8—EAA 376 Young Eagles Flights 9:00am; Contact: Clari Cone,  
[Clari.cone@gmail.com](mailto:Clari.cone@gmail.com), Cell: 209-617-1170

Second Saturday Lunch Gathering 12 Noon.

Car Movie Night, 6:00pm Social Time, 6:30pm Free Movie “Cars” & Trivia  
Game (Airplane people welcome)

Saturday, Mar. 8 — 67th Annual Cactus Fly-In, Casa Grande Airport  
See Flyer Page 16

## **CVAA FUTURE MEETINGS**

**MARCH 1, 2025—CVAA GENERAL MEETING, Speaker—Dr. VJ 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.

**APRIL 5, 2025—CVAA GENERAL MEETING, Speaker—Phil Barnett**

**MAY 3, 2025—CVAA SPRING PILOT’S CLINIC (Topics to be Announced)**

**JUNE 7, 2025—CVAA GENERAL MEETING, Tour of Fresno/Yosemite Airport Tower**

**JULY 2025—NO MEETING**

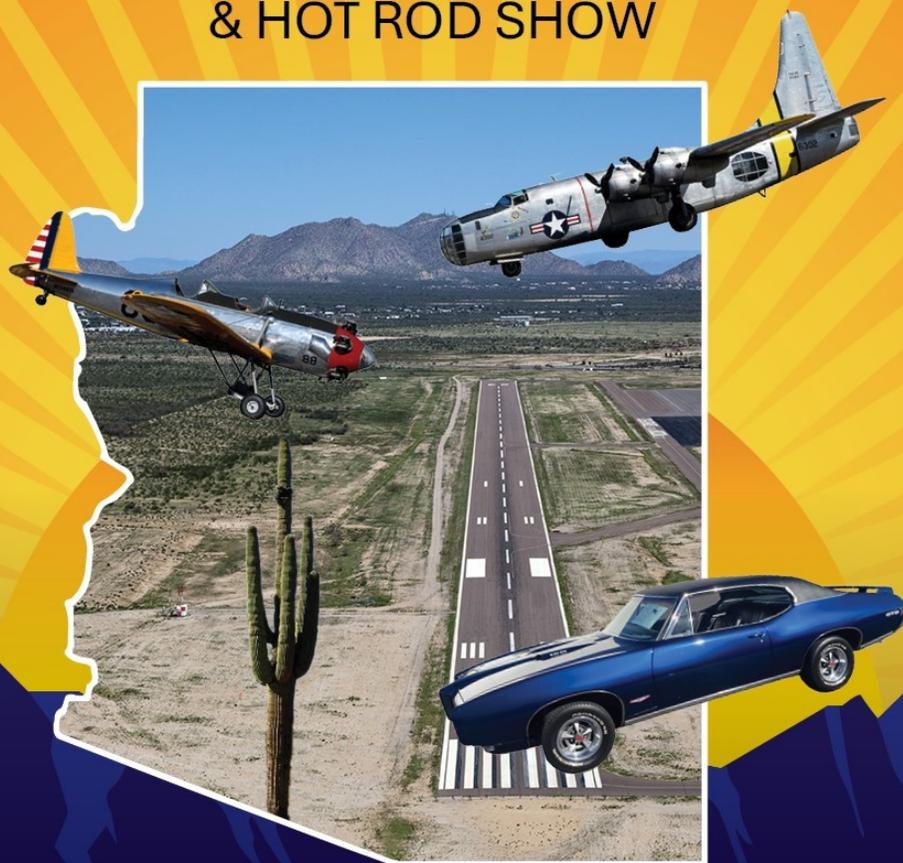
**AUGUST 2, 2025— John Krikorian, Video Topic**

**SEPTEMBER 2025—BBQ & Fly-In on September 13**

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# 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](http://CACTUSFLYIN.ORG)**



**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](http://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"/>
<b>Total</b>		<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](mailto: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](mailto:clari.cone@gmail.com)