



The Plane Scoop

A publication of the Central Valley Aviation Association



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

APRIL 2024



LAUREN TYSLAND, RED TAIL AVIATION

Many of you know Lauren, but do you know how this young entrepreneur became the proprietor of an aviation mechanic shop? Is she an A&P? What's the story? Find out beginning on Page 2!!!

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CENTRAL VALLEY AVIATION ASSOCIATION

Next Meeting, Saturday, April 6, 2024

**REEDLEY COLLEGE TOUR/
AVIATION PROGRAM TRIP**

SEE PAGE 16 FOR DETAILS



LAUREN TYSLAND, RED TAIL AVIATION

Lauren is a Madera native, born and raised, and attended Lincoln Elementary and Madera High School. She has one younger brother, Robert, who works for Boeing Aircraft & Transport Corporation as a mechanic. Her dad, Todd, was a mechanic for Food Machinery and Chemical Corporation (FMC) and her mom, Bonnie, worked as a teacher's aide and eventually in the garden department at Home Depot. Both are now retired.

How she came into her present career is interesting since she indicated that she has no family members involved in aviation. However, after graduating from Madera High she enrolled in Madera Community College. There she met a classmate whose dad was a pilot. When Lauren told her friend that she was looking for a part-time job, her friend referred her to Mike Bode of Bode Enterprises, an Aircraft & Powerplant mechanic (A&P), who had an aircraft mechanic shop at the Madera Municipal Airport. He was looking for a part-time office employee to answer phones, do any typing needed, and handle the paperwork so he could concentrate on mechanics. She applied, got the job, and worked there part time during the school year and full time during the summer months.



MIKE & LAUREN

After attending Madera Community College she continued her education at California State University Fresno with a major in agriculture. During those years at Fresno State she continued to work for Mike Bode and eventually graduated with her Bachelor of Science Degree in Plant Science.

After graduating from Fresno State she offered to continue working at Bode Enterprises until Mike retired. There she continued her responsibilities in the office plus doing what she calls "grunt work" and learning a lot about aircraft mechanics in the process. At some point during this time and as Mike was getting close to retirement, he asked Lauren if she would like to take over the business.



LAUREN TYSLAND (continued)



LAUREN THE MECHANIC



LAUREN & DANIEL



LAUREN WITH TRI-MOTOR

In 2013 Mike, Lauren and another gentleman entered into a partnership and changed the name of the business to Red-Tail Aviation. After two years, Lauren and Mike bought the third partner out.

Before Mike was able to fully enjoy retirement he unexpectedly passed leaving the business to Lauren. He was an A&P for over 50 years.



She says that June of this year she will have been working here, her first job, for 19 years – half of her life. You can do the math if you want to know her age! She now handles the office and does some mechanical work. The business is currently being handled by her and the mechanic, Daniel, who has been with Red-Tail Aviation for 10 years. She indicated that they need and are currently looking to hire another mechanic.



She is presently single and has no children. She does have a sweet two-year-old dog named Mabel, a Boxer/ French Bulldog mix. She accompanies Lauren to work every day and gets really excited and happy to see visitors. I had the pleasure of meeting her on my visit.



LAUREN TYSLAND (continued)

Lauren has completed Jim Shamp's ground school and taken some flying lessons which were put on hold when Covid hit. Her intention is to resume her lessons and get her pilot's license. She has a plane, a 1953 Piper Tri-pacer, that needs some work. And she's the person that can handle that.



Lauren & Jim



Piper Tri-pacer



Lauren with Tri-pacer

Lauren's hobbies include doing crafts, water colors, and embroidery. She says that these days it is mostly crocheting and gardening (a continuation of her interest in Plant Science and maybe a mother who enjoyed gardening?) At any rate, she has a talent for it and has a beautiful blooming small garden outside the hangar at the Madera airport.



Lauren's journey to her current career and business is a beautiful example of how life can take you somewhere totally unexpected, even though your plans were to go in a different direction, if you are willing to walk through doors that open for you.

The result is she has a full life and loves what she does.

Your story is an inspiration, Lauren. Thank you for sharing it with us.



Aileron and Jim's Safety Corner

CONVECTIVE SIGMETS?



The other day, I was reading an article on weather and the discussion centered on Convective Sigmet criteria. We do not see many thunder storms out here but if you are thinking of heading out to Oshkosh here is something you might want to know a little more about how those Convective Sigmets are determined.

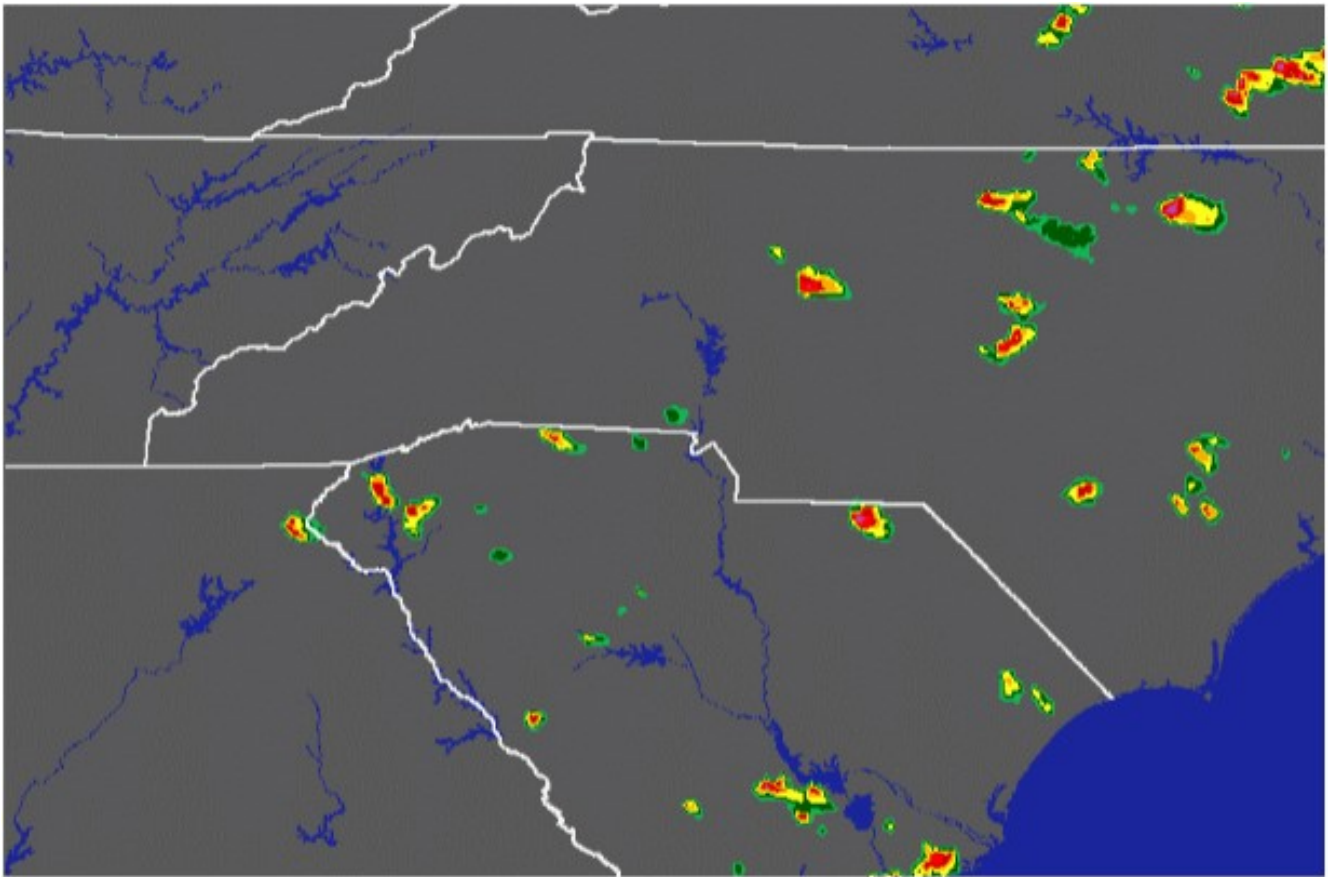
So, the big question is, "What is the criteria for issuing a Convective Signet?"

Active thunderstorms must meet specific conditions before a WST is released. A what is released? I'll tell you later!

During the warm season, convective weather has a huge impact on the National Airspace System (NAS). As the amount of usable airspace diminishes on any given day, this ultimately engenders delays in the system. A departure within busy airspace usually means a delay. In the worst-case scenario, ground stops may be levied depending on route of flight and destination airport. Nevertheless, forecasters at the **Aviation Weather Center** (AWC) are busy at work issuing advisories to warn pilots of these dangerous convective areas.

A single-cell, pulse-type thunderstorm is normally easy to spot in the distance and maneuver around while in flight. In this situation, a deviation around such a cell does not eat into your fuel reserves. However, when thunderstorms become embedded, severe, or dense in coverage within an area or along a line, they are considered a significant enroute hazard to aviation. This often requires you to plan a more circuitous route, which means carrying extra fuel than if you flew a direct route. It is in this case that an AWC forecaster will issue a convective SIGMET to "protect" this airspace. When you hear "convective SIGMET" during your pre-flight briefing, don't think of it as a forecast for thunderstorms. Instead, think of it as a "NOWcast" of organized convection that may be highly challenging or dangerous to penetrate. These active thunderstorms must meet specific criteria before a convective SIGMET is issued. Areas of widely scattered thunderstorms, such as shown in the XM-delivered satellite radar image below, are generally easy to see and avoid while in flight and often do not meet convective SIGMET criteria.

Aileron and Jim's Safety Corner (continued)



Shown here in the Southeast and Mid-Atlantic are pulse-type showers and thunderstorms. In most cases, the scattered or isolated nature of these cells may not meet convective SIGMET criteria. With some strategic planning, these are fairly easy to circumnavigate without draining your fuel reserves.

Nevertheless, on any particular eight-hour shift a single forecaster at the AWC's convective SIGMET desk looks at all of the convective activity occurring throughout the conterminous U.S. on a continual basis. On an active convective weather day, they are likely the busiest forecaster on the planet. This forecaster is given the responsibility to subjectively determine if an area or line of convection represents a significant hazard to aviation using these minimum criteria:

A line of thunderstorms is at least 60 miles long with thunderstorms affecting at least 40 percent of its length.

An area of active thunderstorms is affecting at least 3,000 square miles covering at least 40 percent of the area concerned and exhibiting a very strong radar reflectivity intensity or a significant satellite or lightning signature.



Aileron and Jim's Safety Corner (continued)

- Embedded or severe thunderstorm(s) are expected to occur for more than 30 minutes during the valid period regardless of the size of the area.

For reference, 3,000 square miles represents about 60 percent of the size of the state of Connecticut.

Will an advisory be issued as soon as the convection meets one or more of these criteria? Possibly. A special convective SIGMET may be issued when any of the following criteria are occurring or, in the judgment of a forecaster, expected to occur for more than 30 minutes of the valid period:

Tornadoes, hail greater than or equal to three-quarters of an inch in diameter, or wind gusts greater than or equal to 50 knots are reported. Indications of rapidly changing conditions, if in a forecaster's judgment they are not sufficiently described in existing convective SIGMETs.

However, special issuances are not the norm, especially when there is a lot of convective activity to capture. In most cases, a convective SIGMET is not issued until the convection has persisted and met the aforementioned criteria for at least 30 minutes. Given that these advisories are routinely issued at 55 minutes past the hour, any convection that has not met the criteria by 25 minutes past the hour may not be included in the routine issuance. Consequently, there are times where a dangerous line or area of developing thunderstorms could be present without the protection of a convective SIGMET. All convective SIGMETs will have a valid time of no more than two hours from the time of issuance.



This is an example of a convective SIGMET that was issued for an area of severe thunderstorms as shown in the EZWxBrief progressive web app. The text of the convective SIGMET provides useful information, such as the movement of the cells and the maximum tops, in this case, above FL 450. The convective SIGMET identifier 73C means that this is the 73rd convective SIGMET issued in the center-third of the country since 00Z.



Aileron and Jim's Safety Corner (continued)

Last but not least, these convective SIGMETs are often coordinated by an AWC forecaster with meteorologists at the various Center Weather Service Units (CWSUs) located throughout the country at the various Air Route Traffic Control Centers (ARTCCs). At times, a meteorologist at the CWSUs may issue a Center Weather Advisory (CWA) when building cells are approaching convective SIGMET criteria. The goal is not to duplicate advisories when possible and provide the best guidance for pilots.

Now with all that said, you are probably asking, What does "WST" stand for? Well, it doesn't make a whole lot of sense but it stands for, "Convective Significant Meteorological Information". You asked!

Fly Safe and watch that weather.

Aileron and Jim

MARCH SPEAKER



SAM ESTES., AIR VENTURE EAA CHAPLAIN

Sam is a dynamic speaker and incorporates his love of aviation with his passion for helping communities organize a task force that equips city movement leaders to make a difference. The task force model is "people of faith working with people of good will", and together they can make positive changes in their community. If you missed his presentation you can check out City Advance (email: cityadvance.org). One of his quotes: "Your attitude equals your altitude."

Thank you, Sam, for sharing your passion and enthusiasm with us.

THE WAY IT WAS



Way back in about 1978 I was walking past a row of hangars at KFAT and spotted a guy working on a yellow Cub, so I stopped and started a conversation with Mr. Alan Buchner. When he was finished with the Cub, he said, "Hop in, let's take it for a ride." Well, who wouldn't want to go for a ride in a nice yellow Cub with the side window down? So I jumped right in. This began a 46-year friendship with a guy who has probably restored more antique airplanes than anyone in the Central Valley.

When he moved over to Chandler I would stop by every month or so and look over what he was restoring; and when I decided to start flying again after a 20-year hiatus, I stopped by and asked what he thought I should buy. I was leaning toward some kind of Stinson, or maybe a Navion or maybe even a Bonanza. Never one to be bashful about offering his opinion, he says, "Stinsons have bad engines in them and parts for them are hard to find, Navions are a maintenance nightmare, and you should think about something a little more docile than a Bonanza since you've been away from flying so long." Hmmm, sounds like good advice, so I bought a Cherokee 140, flew it around for 3-4 months, started complaining to Sharon about how slow the Cherokee was, and she pops up with, "Well, why don't you just buy a Bonanza?" MAGIC WORDS!!!

So I went online and found a nice M-35 in Ohio with a factory remanufactured engine with less than 300 hours on it, fully IFR, and the seller wanted my Cherokee in trade! I had a cousin in Chicago who was an A&P with an inspection authorization, so he drove over and did a pre-buy inspection for me. The seller knew an airline pilot who would deliver the Bonanza and bring the Cherokee back to Ohio, such a deal!

Time went by and Alan was "taking care" of our Bonanza (those were his words), and he bought property at Pine Mountain Lake and built a hangar/home that could house a bunch of his airplanes and retired from Chandler and moved everything in the Chandler hangar to Pine Mountain. We stayed in touch through the years and, since we had sold our airplane, we drove up to Alan and Connie Buchner this last Tuesday. Alan is almost 90 years old now, and they have decided to sell all the airplanes and parts of airplanes since insurance for a 90-year-old is unobtainable.



THE WAY IT WAS (continued)

Here is a list of restored classic aircraft that are now for sale. All are in excellent condition, and they have realistic prices on them:

1946 Culver Cadet, there were 30 built, 4 are left

1942 Ryan PT-22, has been to Oshkosh Airventure, beautiful civilian paint job, white/red trim/polished aluminum, landing gear fairings

1942 Ryan PT-22 military paint, freshly restored, polished fuselage with Wings and tail, BEAUTIFUL

1932 Waco Cabin Biplane, 5 times Oshkosh Grand Champion, red/black trim

1936 Rearwin, Air Show Grand Champion, red/black trim

1932 Porterfield, red/black trim

All of these airplanes are in beautiful condition. Then there are three project airplanes, two complete Ryan PT22s, one 1932 Porterfield.

Alan's cell phone number is 559-341-2926.

When he and Connie went back to Oshkosh in the Ryan PT-22, they went with four other Ryans from the west coast, so it was a flight of five, stopping every 100-115 miles for gas as the PT-22 has only one small tank. When the weather got iffy, they were following Interstate 40 and flying right smack down the middle of the interstate because there were no towers there. Then when it cleared up some they just kept on going to the next fuel stop, waving at the truck drivers on the highway as they slowly passed them.

Arnie Schweer

A second-grader came home from school and said to her grandmother, "Grandma, guess what? We learned how to make babies today." The grandmother, more than a little surprised, tried to keep her cool. "That's interesting," she said. "How do you make babies?" "It's simple," replied the girl. "You just change 'y' to 'l' and add 'es'."



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			



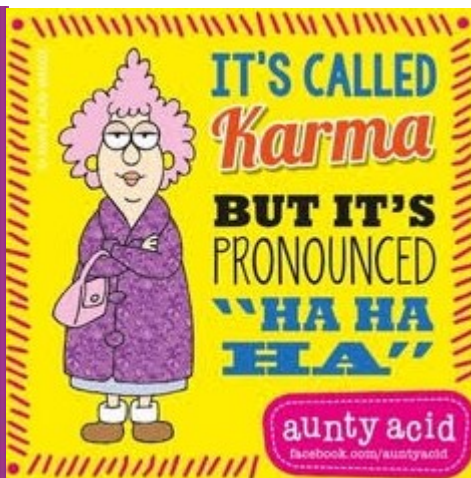
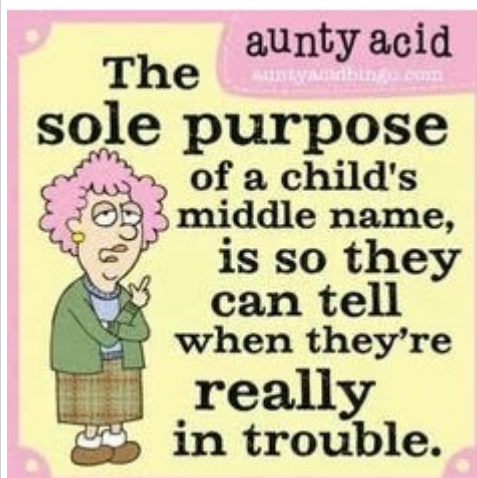
April Birthdays

Sina Shamp	4/14
Sarah Donaldson	4/15
Jeanne Nelson	4/15
Sam Estes	4/16
Bob Crooks	4/18
Warren Lev	4/28
Terrance Oldham	4/29



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)

- Apr. 6** - Reedley College Tour with Flight Simulator
See Details Page 16
- June 1** - Spring Clinic—See Details Page 16
- 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, YOU CAN CALL JIM SHAMP 559-779-4406

CVAA Officers and Board Members for 2023-2024

**President: Jim Shamp; Vice President: Arnie Schweer; Treasurer: Sarah Donaldson;
Secretary: Rita Fairbourn**

Board Members

Mary King, Sharon Schweer, Mark Pomaville

Editor—CVAA Newsletter— “The Plane Scoop”

Mary King — Email: mary@king-appraisal.com

Jim Shamp — Email: shampjs@sbcglobal.net

Contributors

Jim Shamp—Aileron and Jim’s Safety Corner

Arnie Schweer — The Way It Was



UPCOMING & ONGOING EVENTS

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, Apr. 5 — EAA 376, Airplane Movie Night, “Bombers B-52”, 6:00 p.m. Dinner \$5 Optional, Bring a Dessert if You Wish

Saturday, Apr. 6 — CVAA Meeting, Trip to Reedley College Trip/Aviation Tour, See Page 16 for details

Friday, Apr. 13— EAA 376, 2nd Saturday Lunch Gathering (Tim & Clari Cone) and Young Eagles Rally

Saturday, Apr. 13 — EAA 376 Car Movie Night, “Cannonball Run”, 6:00 p.m.

Saturday, Apr. 19— EAA 376 Airplane Movie Night, Movie To Be Announced

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

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

Saturday, Oct. 12— 39th Annual End O’ Summer Fly In and Car Show

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

Future EAA 376 Airplane Friday Night Movie Dates: May 3, May 17, May 31, June 14, June 28, Sept. 6, Sept. 20, Oct. 4, Oct. 18, Nov. 1, Nov. 15

Future EAA 376 Saturday Car Movie Night Dates: May 11, June 8., Sept. 14, Nov. 9.



APRIL 6 - REEDLEY COLLEGE TRIP / AVIATION PROGRAM TOUR

- Meet at Flight Line Cafe for a 7am breakfast
- Depart to Reedley at 8am / we can coordinate carpooling with members the day of the trip.
- Dean Castang will be at the Reedley airport to transport folks who fly over to Reedley College. Thanks, Dean!
- Call Jim Shamp if you have any questions @ 559-779-4406. Please send us a quick RSVP if you plan to attend.
- This will be in place of our CVAA General Meeting
- All are Welcome!

MAY 4 - CVAA GENERAL MEETING 9am / Sheriff's Air Squadron

JUNE 1- CVAA SPRING PILOTS CLINIC!

- CVAA Safety Program and Continuing Education - Wings Ac credited.
- \$50/person donation
- 1st three people to sign up will receive a complimentary tour of the FAT tower and facilities
 - o Segment #1 will be on FOREFLIGHT
 - o Segment #2 will be on Oshkosh.
- Complimentary Flight Review will be offered to paying attendees! This is a \$280 dollar value for the price of \$50! Your \$50 donation is tax deductible!

NO MEETING IN JULY 2024

AUGUST 3, 2024 - CVAA GENERAL MEETING 9am / Sheriff's Air Squadron

SEPTEMBER 21, 2024 - CVAA FLY-IN AND POTLUCK! 11am to 2pm

- Bring your own beverage and chair! Come enjoy the Chandler community for a fun Fly-In and Potluck.
- CVAA will provide the Hamburgers and Hotdogs / Donation Jar will be there to help offset the costs
- Display your Classic Aircraft for sign-off
- If your Last name begins with A through L: Please bring a side dish to share
- If your Last name begins with M through Z: Please bring a dessert to share
- Story telling is encouraged!
- This will be in place of our CVAA General Meeting
- Kindly RSVP so we know how many people to feed!



AIRPORT ADMINISTRATION MEETING WITH CHANDLER TENANTS

CHANDLER EXECUTIVE AIRPORT MEETING WITH AIRPORT ADMINISTRATION

MARCH 15, 2024

Attendees: Henry Thompson, Airport Director; Francisco Partida, Assistant Director; Melissa Garza-Perry and other members of the airport division; Georgeanne White, City Manager; Miguel Arias, City Councilmember; representative from the Fresno police department, Chandler Executive Airport tenants, pilots, CVAA members and other interested parties.

Henry Thompson began the meeting by addressing the issues that were brought up at the last meeting on December 15, 2023.

1. Restroom access and cleanliness including the restrooms at the tower facility and the sheriff aero-squadron building are being cleaned on a regular basis. Anyone that see something that causes a concern should call airport administration.
2. In an effort to promote better communication there have been some website changes making it easier to locate Chandler Airport information. The website flyfresno.com/chandler-executive/ has been updated with more information. It will be kept up to date. Suggestions are welcome. Airport administration can be reached by phone, individual email or fchairport@fresno.gov. The airports communication center is available 24/7. In an emergency call 911.
3. Additional Signage for Transients has been added at the gate so they can re-access the airport to get to their aircraft.
4. General Lighting/Dark Areas: The area has been surveyed and airport administration is looking to address that by installing new LED lighting.
5. Fixed Based Operator Status: A Request for Qualifications (RFQ) for a Fixed Base Operator (FBO) at Chandler has gone out. It was reported that they have received one application which is in the process of being reviewed. Henry indicated they could not share anything more at this time. Frank Ruiz' hangar is the potential location for the FBO.
6. Unrenewed Leases: Language has been removed from the tenant leases making them liable for ground contamination and the clause regarding minimum standards regarding vacation has been removed.
7. Security Updates: Those with PIN codes to enter the airport were reminded they are not to be shared and when their driver's license is renewed they will also need to apply for a new PIN. Businesses on the airport will have to escort any guests, customers or delivery people in.

The inconvenience of having to go into the administration office to accomplish this was brought up and the suggestion made that it be done by email.

The inconvenience of businesses having to escort every customer or delivery onto the airport was also brought up. Also, there is an issue with UPS and Amazon drivers making deliveries. Airport division spoke with carrier services and advised them on how all drivers can get PIN's, but tenants said this was not going to happen as it is too cumbersome for the carrier services. Henry said airport division is open to suggestions.



Airport Meeting (continued)

The police representative stated that there is more patrolling at night – every three hours if possible. The suggestion was made to close Chandler Avenue access at night for security. Henry stated that is not simple as the city would have to study and approve it and coordinate with other property owners on the street.

8. Trash Bins: Henry stated that the trash bins were removed because they were being used to dump illegal items. However, the tenants have indicated they need them so another location has been identified for placement and a trash receptacle will be brought back.
9. There are 10 shade hangar spaces available that were offered to the waiting list first. It was mentioned that people on the waiting list usually pass on shade hangars as they prefer T-hangars.

ADDITIONAL DISCUSSIONS:

1. Historical aircraft displays and how best to work with the assessor's requirements was discussed. There is a four-hour display requirement. Attendees had some ideas such an airport day like most airports across the state have. The city was open to that but said they need to balance security concerns with the assessor's office.
2. Present and Future Plans for Chandler: Henry stated there is a five-year master plan. This vision includes a partnership with tenants and new facilities above and beyond what we have today. All in attendance were assured the plan includes keeping the airport a viable airport. City Manager, Georgeanne White, assured the attendees that the plans are not to turn the airport into housing as concerns were voice regarding that.
3. Issues Presented by Attendees:
 - a) The business on the airport should not be responsible for maintaining these old buildings.
 - b) Some hangars are being used as storage when there is a waiting list for aircraft storage. This needs to be resolved.
 - c) Tower: Should be revitalized. There are contractors who are pilots and have an interest in the airport who are willing to clean up and restore the tower at no cost. Henry stated the original plan was to demolish the tower. Currently, the vision/wishlist is to rehabilitate it. However, the issue is not just the asbestos in the tower, but there are also structural problems. Attendees suggested promoting donations, fundraising, government grants. Henry stated that the FAA will not assist in this effort because there is not enough air traffic at Chandler to warrant a tower.
 - d) Chandler Financial Deficit: Airport management again mentioned that Chandler Airport 2025 fiscal year deficit is \$250,000 and is being subsidized by the general airport which is not supposed to be done. They referred to the website for budget vs. actual budget information. Attendees suggested that Chandler doesn't need more subsidy from the Fresno Air Terminal budget. Attendees encouraged things that can be done on the Chandler Airport to increase revenue.
 - 1) There is a shortage of hangars and a long waiting list. A retired contractor who has built hangars on airports suggested using the land north of the runway to build more hangars. They can lease the land to contractors to build the hangars. City management brought up the Surplus Land Act which prohibits leasing or selling any city-owned land without a public bid process. This was put in place due to the housing shortage. *Note: Research indicates that the Surplus Land Act appears to state that surplus land is land that is not needed to support the existing improvement; and it is evident that the land is needed to support Chandler Airport with new hangars.*



Airport Meeting (continued)

- 2) It has been two years since the Buckner hangar has been empty. Why not rent it? Airport management said it is not inhabitable.
- 3) Frank Ruiz hangar has been vacant for two years and airport management indicated the Fresno Unified School timeline is completion within the next couple of years. Attendees stated why hasn't that hangar been rented all this time as that would bring in additional revenue.
- 4) Fresno Unified is making a \$55,000,000 investment at Chandler. A comment was made as to why the Fresno Unified buildings weren't being built on the north side of the runway on that vacant land. Response was – It's a done deal. Sorry.
- 5) Suggestion was made to work with investors, have fundraisers. There are many sources that would be willing to help.
4. One attendee stated that liability insurance requirements are unrealistic. He is being asked to have \$15,000,000 worth of insurance to fly his aircraft.
5. CVAA is not receiving any notification of these meetings. The response was that we are sub-tenants and that the Sheriff's Aero Squadron should be notifying us.
6. Once again the suggestion was made to have an Airport Advisory Committee made up of pilots and tenants on the airport to help in the decision-making by giving their perspective. Most, if not all, general aviation airports in California have one. Airport management said they will look at that down the road.
7. When asked about the buildings and plans for Fresno Unified School airport management said it is constantly changing and will be shared with others on the airport once it's finalized. He did state that there will be fences around the facility and participants will have badges so they can be identified.
8. Attendees suggested that airport management help the tenants first. FUSD is a part of what will be going on at the airport and the other activities on the airport can support the program.
9. The question was asked about the mechanics with businesses on the airport being able to help, possibly teach, working with Reedley College and their aviation program. There could be possibilities that would be beneficial to all.
10. City Councilmember, Miguel Arias, for the area stated if revenue is inadequate expect costs to tenants and use of the airport to go up.

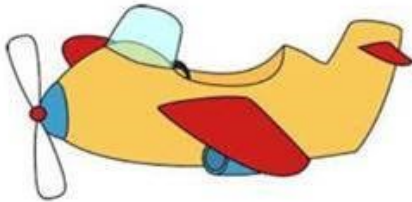
When I see chocolate, I hear two voices in my head. The first one says, "You need to eat the chocolate." The second voice says, "You heard him. Eat the chocolate."

"Don't be afraid of the dog," the woman told the man delivering her groceries. "Ever hear the saying, 'A barking dog never bites'?"

"Yes," the man replied. "You know the saying. I know the saying. But does your dog know it?"



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**

Page 7

**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 Tjemild; 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