



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 2025

PHILIP BARNETT



Phil is a familiar face to many of you and has advised a lot of pilots in the process of building and/or restoring aircraft. Whether you know Phil or not you will find his story interesting and will learn some things you didn't know. In fact, Phil might just be your go-to person when you're working on your next aircraft project.

Happy



Easter

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CENTRAL VALLEY AVIATION ASSOCIATION

Next Meeting

April 5, 9:00 a.m.

**Sheriff's Air Squadron Building
Chandler Executive Airport**

Speaker: Phil Barnett

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.



PHILIP BARNETT

Phil was born and raised in Fresno and is the second of four children. He has one older brother and a younger brother and sister. His father worked as a Design Engineer for the City of Fresno Utilities Department (water system). His mother was a homemaker and an active volunteer who worked with the Girl Scouts, served as President of the Girl Scout Council and President of the Fresno Genealogy Society. His dad had been an Eagle Scout and was an active Boy Scout Council Commissioner. Naturally, Phil and his siblings were scouts.

His aviation DNA goes back to two great uncles; one was a pilot in the Navy in the early and mid-1930's flying a Grumman F3F-1 enclosed cockpit biplane carrier-based fighter and the other flew the Thomas-Morse Scout, Standard J-1 and Curtiss JN-4 "Jenny" as well as being in the Horse Cavalry. His dad was always interested in flying, although never became a pilot, as well as Phil.



Grumman F3F-1

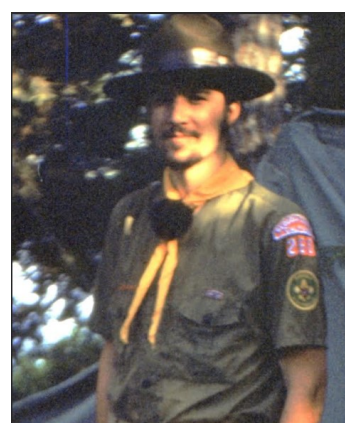


Standard-Morse Scout

When he became an Eagle Scout in 1972, his neighbor, Hogan Steele (who later owned Steele Aviation) gave him a ride in his airplane as a gift for his achievement and that was all it took.



Camp Chawanakee Mess Hall 1971

Philp Barnett, Asst. Scout Master Troup 268
Camp Chawanakee



His Primary flight instructor was Dave Harris while Hogan was the Chief Pilot at Valley Aviation West. He started washing planes for Valley Aviation West in exchange for pilot training; and when he was 17 years old (between his junior and senior high school years) he soloed and received his pilot certificate. It is interesting to note that his parents had a rule: He and his siblings couldn't get a driver's license until they had a part-time job and could contribute to gas and auto maintenance. Consequently, he could fly a plane but couldn't drive a car by himself, having only a learner's permit. He graduated from McLane High School in 1975 with the intention of joining the service and eventually becoming a commercial pilot. However, that was at the end of the Viet Nam war when there was a flood of pilots leaving the military filling the commercial pilot positions. In addition to that, his vision didn't meet military requirements.

He was always interested in electronics and became a ham radio operator at the age of 15. As a part-time employee at Radio Shack while finishing his education he was the only employee who understood electronics. This was during the days of glass tubes that needed replacement. Anyone remember that?



He started college at Fresno State in 1976 and graduated with a BS IT degree in 1981. He obtained a summer job with Hughes Aircraft in Los Angeles just prior to graduation the following December. After graduation, he received several job offers (including a request to return to Hughes) and selected a position with Underwriters Laboratories in Santa Clara for six months. His next job was a Field Engineer for CompuGraphic Corp. which brought him happily back to the Fresno area. He installed and repaired all types of electronic equipment (typesetters, computers, networks, etc.) and was employed with CompuGraphic (later absorbed by AGFA Corp.) for 17 years.



In 1998 he went to work for IBM as a Field Engineer working on everything from laptops to mainframes and was with them until his division was sold to Toshiba in 2014. He then retired in 2020. All those positions required extensive local and long-distance travel for customer needs, training and temporary assignments.

He thoroughly enjoyed what he did during his employment years and says that he felt he was being paid to do his hobby. The word “lucky” came up often in this interview.

During these employment years and being based in Fresno he purchased a home and paid it off. That’s an unusual and unbelievable story you will have to ask him to tell you. When he sold that home in 1995, he bought the lot in Sierra Skypark and built his current home and hangar. In 1998, he bought his first airplane, a Cessna 172.

He has taken EAA courses including Aircraft Sheetmetal, Van’s Aircraft Construction and Composites Class and built his RV-7A which he now flies. He spent approximately 2,500 hours building it from a standard-build kit—including design and integration of the electrical and avionics systems around the Dynon SkyView line of avionics.



RV-7A N577PB First Flight 10-17-2013

He likes to keep busy in his retirement and is currently an EAA Technical Counselor. In that capacity he is a resource to builders/restorers aiding in finishing their project and assuring they have a defect-free airworthiness inspection. To become an EAA Technical Counselor, you must have an A&P rating with hands-on experience with any experimental amateur-built, warbird or vintage aircraft and a recommendation from the EAA chapter president. His role as Technical Counselor includes answering questions, offering solutions to problems and enabling project completion by linking builders with resources. Because of his background and career, he is the go-to person if pilots have a question regarding electricity, electronics and computer avionics.



His hobbies include collecting and restoring old tube and transistor radios from the 1930's through the 1950's and collecting American Eagle, Morgan and Peace silver dollars.

He will be the speaker at the April 5 CVAA meeting, and he will tell us all about the EAA Technical Counselor Program for EAA members—Restoring and Constructing Aircraft. You won't want to miss that.

Thank you, Phil, for sharing your story with us. You have been fortunate (lucky is a good word, too) to have had a career doing something you love and to pursue your dream of flying. Continue to enjoy your retirement keeping busy with the things you love.

AWESOME AIRCRAFT PAINT JOBS





Aileron and Jim's Safety Corner

Sometimes Being Legal Can Be Unsafe

What!! While the regulations may mean well, traps await the unwary. As a Pilot Examiner I see this all the time, from fuel requirements to weather requirements to currency requirements, we all carefully follow the regulations and still get into big trouble. We can learn all about these requirements and so on - but when it's go time and you're aloft, your world shrinks to the view outside and the decisions you thought were good ones. Now your focus becomes tactical. Decisions may need to be made and made quickly. All of them affected by your qualifications, experience, proficiency, and judgment.



So you ask what are you talking about? You thought if one follows the regulations you'll be making good decisions, staying safe and staying out of trouble. Well it is important to follow the regulations, don't get me wrong, but it is also important to exercise good risk management and make good decisions, and we have to go a little more above and beyond what the regulations say.

Lets take a look at a couple of examples:

Weather: When it comes to steering clear of clouds, the regulations can be helpful guidelines. But, VFR rules have an air of compromise and you have to decide if the risk of compliance is worth it. Cloud separation and visibility rules for VFR flying FAR 91.155 (look it up and review it) amount to a bewildering list of requirements based on airspace. This results in that "textbook" VFR translating into a multitude of meanings and to put it bluntly, flying VFR may well be legal but it can be unsafe at the same time. My favorite example is Class "G" airspace which allows for one mile clear of clouds, for any other airspace, that's IFR. So milling around in rotten so called VFR conditions near the surface can be challenging if not outright dangerous. Even at altitude, judging that 2,000-horizontal cloud separation can be simply a guess. Anyway, what difference will it make when you are what you think is 2,000 feet from a cloud and an airplane pops out of that cloud next to you! Even three miles in controlled airspace is pretty marginal. Well, you get the picture!



Aileron and Jim's Safety Corner (continued)

Fuel requirements: This is another great one I ask on check rides all the time. FAR 91.151 "Fuel Requirements for Flight in VFR Conditions". Well, we all know that considering wind and forecast weather, we have to have enough fuel to fly to your intended landing and at normal cruise during the daytime, to fly thereafter for at least 30 minutes. But what do you do when you get to your intended landing and the airport is closed and the nearest suitable airport is over an hour away. No fuel and you were in compliance with the regulations, well, now what? This is where good planning and good aeronautical decision making (ADM) comes into play, and we need to go above and beyond the regulations to be safe. Oh, for you instrument pilots, don't forget the fuel requirements for IFR, it gets a little more complicated and requires more planning.

Currency vs Proficiency: Here is one more, currency vs proficiency. FAR 61.57 Recent Flight Experience (look that one up for a good review) but the real question is if you are current by 61.57, are you proficient? One could be perfectly legal for day or night (remember 61.57 (b) requires full stop landings at night), but are you proficient? Your last night flight could have been a year ago, and all you have to do is go out by yourself and do three takeoffs and landings to a full stop and you are current, but are you proficient? Are you really prepared to go out flying at night? You're legal, but are you safe? Well, I think you see the difference between being legal and being safe.

So, while the regulations mean well, traps await the unwary. Being legal is not always the safest move. Flying with an instructor is "Good ADM" (Oh, that means "Good Aeronautical Decision Making") and that's the safest move!

Fly Safe and Fly Often,
Aileron and Jim

AVIATION AXIOMS

It's a good landing if you can still get the doors open.

It's best to keep the pointed end going forward as much as possible.

Any attempt to stretch fuel is guaranteed to increase headwind.



THE WAY IT WAS



Buying an antique airplane like the PT-19 was a real blast, and my wife, Sharon, loved it as much as I did. I was looking in my logbook just now and recalled flights to the Hollister Air Show, the Chuck Wentworth Warbird only BBQ at Paso Robles, numerous flights for lunch to Los Banos, Woodlake, Porterville, etc. Then there were the flights over Millerton Lake and the Table Mountain areas, and a flight to KFAT for display and a dinner put on by the local Red Cross just because we agreed to display our plane. I logged 169 landings and 114.3 hours in that plane and was able to avoid the dreaded ground loop, flying it once or twice a week just to stay sharp. Oil changes were fun as was the

mandatory prop pull-through before flight because the engine was inverted and oil would settle in the bottom (top) of the engine and could create a hydraulic lock which would bend the connecting rods. It was a great learning experience, and I was having a ball. Back seat rides were given to whoever asked for one—kids, grandkids and friends.

The man I bought the plane from was just a great guy, but the only problem was that he kept wanting to buy the plane back. Three times he called me and said he was ready to buy it back, was I ready to sell it yet? Talk about seller's remorse!! The CVAA was going to sponsor an "Airport Day", and everyone was invited. I called my friend who wanted to buy the plane back and told him to be sure and come to the event. He said he would but never showed up. So I called him the next day and said, "Okay, okay, I'll sell you the plane back!" "Really? Yes, but what are you going to fly, Arnie?" "Oh, I'll go after a shiny polished aluminum job, maybe a 170B or 180."

So the PT-19 went back to it's rightful owner, and I started looking for a replacement airplane....after all, I was now a real pilot. I had over 100 hours in a tail-dragger and could handle about anything, right? HA!! To be continued.

Arnie Schweer



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)					
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

Demetrio Papagni	4/04
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!!

Newly Elected Officers and Board Members for 2025-2026

President: Jim Shamp; Vice President: Arnie Schweer; Treasurer: Sarah Donaldson; Secretary: Isaiah Kaninya

Board Members (Directors)

Leonard Federico, Mary King, Sharon Schweer, Nichole Kaninya

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

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,
Phone: 559-779-4405, 559-431-5918 (See Details Page 10)

April 12 — EAA 376 Lunch Gathering, Sierra Sky Park

CVAA FUTURE MEETINGS

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

**Topic: The EAA Technical Counselor Program for EAA members—
Restoring and Constructing Aircraft**

MAY 3, 2025—CVAA SPRING PILOT'S CLINIC

Pilot Deviations—What are they and what happens afterwards?

JUNE 7, 2025—CVAA GENERAL MEETING—Speaker to be announced.

JULY 2025—NO MEETING

AUGUST 2, 2025— John Krikorian, Video Topic

SEPTEMBER 13, 2025—CVAA BBQ & Fly-In, 12:00 to 3:00 p.m.

AVIATIONISMS

Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it or doing anything about it.

Without ammunition the USAF would be just another expensive flying club.

**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/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	+	\$50.00
Additional donation to help support our Chapter		
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
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