



April 2026

The Plane Scoop

A publication of the Central Valley Aviation Association



March was a great time for a Yosemite Valley tour.
Email us your photos to be featured in upcoming issues!

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Central Valley Aviation Association

CVAA was formed by Central California pilots in 1968 to support aviators who utilize Fresno Chandler Executive Airport. Join us monthly for an educational guest speaker, and make lifelong friendships with fellow local pilots.

April General Meeting

Join us at 9:00am on Saturday, April 4th 2026 at the Fresno County Sheriff's Hangar at FCH! See next page for details.

April General Meeting

***Get to know your new CVAA Board Members
& hear from various guest speakers.***

You won't want to miss it!

Where: Fresno County Sheriff's Hangar at FCH

When: Saturday, April 4th 2026

Time: 9:00am



**If you have not paid your 2026 dues, please bring \$25 per person to renew your membership*

Need gate code access?

PIN code required for entry. Call Treasurer Nichole Kaninya at 559-824-3704 if you need access to the field for the CVAA General Meeting

Meet your new **CVAA Board of Directors**



President
Isaiah Kaninya



Vice President
Shawn McMinn



Secretary
Leticia Council



Treasurer
Nichole Kaninya



Director
Bob Crooks



Director
Rubi Garrison



Director
Carl Garrison



Thank you for voting!

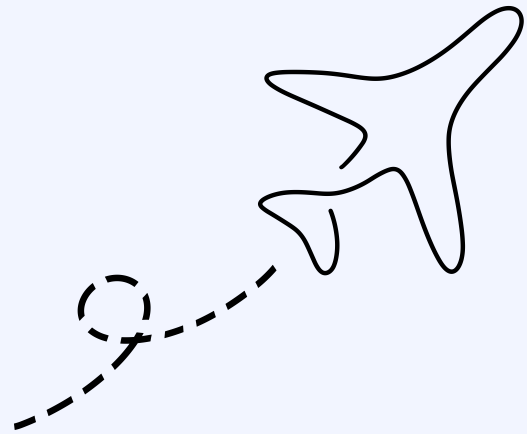
We had the pleasure of introducing several new nominees to the ballot, each of which bring valuable experience and diverse perspective to help guide CVAA into its next chapter.

Thank you

To our emeritus Board Members



Left to right: Arnie Schweer, Sharon Schweer, Mary King, Sarah Kutz, Jim Shamp. **Not pictured:** Leonard Federico

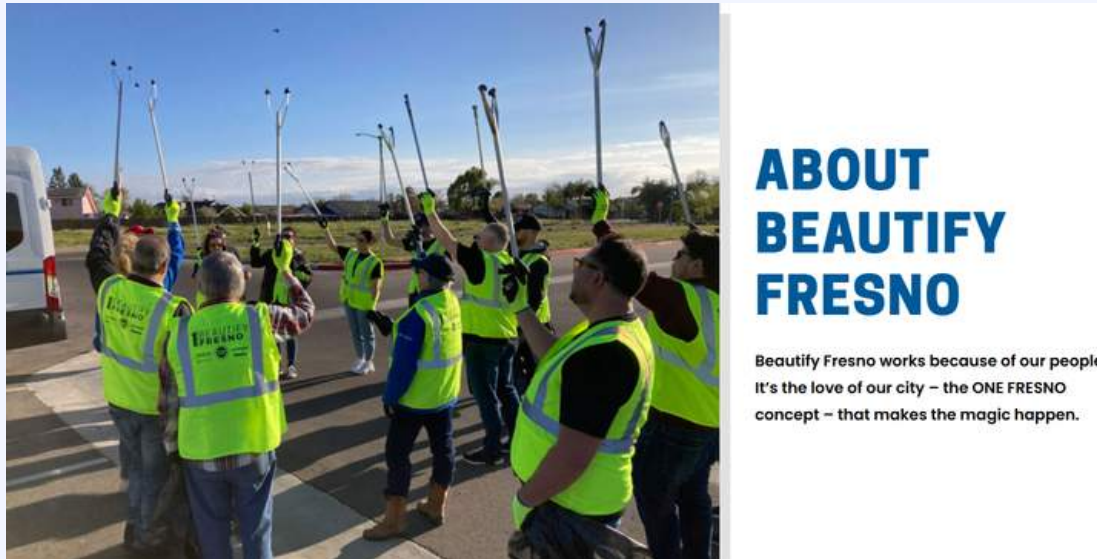


Thank You!

We appreciate
your years of
dedicated service,
expertise, and
guidance!

Volunteer Opportunity

Make a positive impact in the FCH neighboring community!



The City of Fresno Airports Department is proud to partner with the Beautify Fresno initiative to host a 2026 Greatest American Cleanup event at the Fresno Chandler Executive Airport (FCH) on **Saturday, April 18, 2026, from 8:45 a.m. to 11:00 a.m.**

FCH is one of 28 cleanup locations across the city in celebration of America's 250th anniversary.

Volunteers will receive a free event T-shirt and an invitation to the post-cleanup celebration at the H Street parking lot downtown from 11:00 a.m. to 1:00 p.m. Please register using the QR code on the next page by Monday, April 13, and select your shirt size.

All participants should meet at the FCH parking lot no later than 8:45 a.m. for check-in and orientation.

Please join your fellow CVAA members in this perfect opportunity for all users of FCH to give back to the surrounding community.

Join us!



FRESNO CHANDLER
EXECUTIVE AIRPORT



Saturday April 18

**FOR THE GREATEST
AMERICAN CLEANUP**

SCAN ME



FOR AMERICA'S 250TH

KEEP AMERICA
BEAUTIFUL



Thank you to our March Speaker Joe Biviano!

The POH/AFM under Section 3 contains procedures to manage emergencies. These procedures do NOT contain details/guidance for off-nominal conditions. It's the pilot's responsibility to manage the emergency to a safe outcome.

Joe gave a fantastic presentation, reviewing select emergency procedures under various conditions and providing insight on managing emergencies that you normally would NOT find in the POH/AFM. Thank you to Joe and his wife Zanya for flying in from Tehachapi!



**This seminar was hosted by
FAASTeam. If you attended
and need WINGS credit
please contact FAASTeam
rep and CVAA President
Isaiah Kaninya**



Aileron & Jim's Safety Corner

The Peril of Weekend Warriors

By Janice Wood, January 8, 2026
General Aviation News

Do you fly enough to maintain proficiency, especially in slow flight?

The perils of the weekend warriors written by Janice Wood addresses the subject of slow flight. As many of you may know this is one of my pet peeves especially with respect as to how instructors teach this maneuver. I have

a philosophy that a good instructor teaches their students how to fly not how to pass the check ride. It's not just teaching minimum controllable airspeed but airspeed management or saying it another way, energy management. Janice Wood addresses the issue that proficiency is not currency especially with respect to slow flight or energy management.

General aviation pilots are often referred to as "weekend warriors," rarely finding time to take to the skies except on the occasional weekend. But what does that do for proficiency, especially for slow flight? Most GA pilots believe they are good at it, but a new study suggests that for many private pilots, slow-flight proficiency may be eroding quietly — masked by infrequent flying, limited maneuver practice, and a strong sense of confidence that may not match reality.

Using a combination of NTSB accident data, ADS-B flight tracking, and a nationwide pilot survey, Douglas D. Boyd and Mark T. Scharf, researchers from [Embry-Riddle Aeronautical University](#), set out to answer a simple question: Do private pilots fly enough to maintain proficiency?

Why Slow Flight Still Matters

Maneuvering flight accidents — many involving stalls in the traffic pattern — have long been overrepresented in fatal general aviation mishaps. The study confirms that reality hasn't changed much.



Aileron & Jim's Safety Corner

Continued - The Peril of Weekend Warriors

Although the overall fatal accident rate for slow-flight-related events showed a modest downward trend after 2016, these accidents remain three to four times more likely to be fatal than accidents from other causes. Low altitude, low airspeed, and limited recovery margins leave little room for error. The answer often appears to be no. Especially in slow flight.

Previous research has shown that slow-flight skill is among the first to degrade when flying becomes irregular. In a previous study, private pilots were evaluated eight months after passing their check rides. That study found that pilots who had flown at least 51 hours in the eight months since their check ride showed a higher success rate in completing the flight maneuvers compared to pilots who flew five hours or less over the same time.

Notably, of all the flight tasks re-examined, slow flight represented the one skill most degraded by low flight time, according to the researchers. “This observation is important since this skill set is critical for safe operations during the traffic pattern/circuit when the airplane is being maneuvered at low speed and at low altitude prior to landing,” the researchers wrote. “In this phase of flight, poor slow-flight skills may result in an aerodynamic stall and a fatal mishap due to insufficient altitude to recover.”

Do most private pilots fly at least 51 hours in an eight-month period?
The new study says no.

Rather than relying only on pilot self-reporting, the researchers turned to ADS-B data. They tracked 90 privately owned, piston singles — each owned by a single non-instrument-rated private pilot — over an eight-month period through [FlightAware](#). They found that:

- 27% of the aircraft did not fly at all during the eight months.
- The median flight time was six hours.
- Only 6% of aircraft met or exceeded the 51-hour proficiency benchmark.

Aileron & Jim's Safety Corner

Continued - The Peril of Weekend Warriors

The researchers then looked for evidence of intentional slow-flight practice. Using conservative criteria — airspeed near VSO, adequate altitude, and clearing turns — they found it in only 9% of aircraft that were flying below the proficiency threshold. In other words, most pilots who weren't flying much also weren't compensating by practicing slow-flight skills.

What Pilots Said Instead

The researchers then surveyed 126 private pilots across the U.S. The respondents were experienced aviators, with a median total time of more than 800 hours and two decades since earning their tickets. On paper, this group looked far more active:

- Median reported flight time was 60 hours a year
- 57% to 60% reported recurrent training with an instructor at least annually
- 89% said they believed they flew enough to operate safely.

But even here, the cracks showed, according to the new research.

Only 25% of respondents reported enough annual flight time to meet the 51 hours to preserve proficiency. Most pilots believed that 36 to 50 hours a year was sufficient — below the level previously shown to prevent slow-flight skill decay. The disconnect between ADS-B data and survey responses likely reflects a mix of factors, including optimism and the tendency to overestimate our own proficiency, according to the researchers.

None of this suggests that private pilots are reckless. In fact, the survey showed strong safety attitudes and widespread participation in recurrent training.

The risk is subtler. Slow flight rarely announces its degradation. You don't notice it at cruise altitude. It doesn't show up on a smooth final — until it does, suddenly, and close to the ground. That's why maneuvering flight accidents remain so unforgiving.

Aileron & Jim's Safety Corner

Continued - The Peril of Weekend Warriors

The study argues that irregular flying plus minimal maneuver-specific practice may help explain why these accidents persist.

Practical Takeaways for Pilots

- The researchers say their findings point to several practical lessons every pilot can use:
- Private pilots should be educated to dispel the prevalent perception that they fly sufficiently to maintain proficiency, noting that currency is not proficiency.
- Pilots should be encouraged to engage in recurrent flight training every six months that includes slow flight and energy management, not just landings.
- Slow flight deserves intentional practice, especially if you fly infrequently.
- Objective data matters as ADS-B and flight tracking data reveal patterns we may not recognize in ourselves.

The Bottom Line

Most private pilots believe they fly enough to be safe. The data suggest that many don't — at least not enough to reliably preserve slow-flight proficiency. The good news? This is a solvable problem. It doesn't require new technology or mandates, just honest self-assessment, structured practice, and a willingness to treat slow flight as the perishable skill it is.

Because the traffic pattern is no place to find out you've been rusty all along.

Fly often, fly safe and most of all manage that airspeed,

Aileron and Jim

Have a Question for Jim?

Email your question to CVAA@centralvalleyaviation.org and Jim will answer in an upcoming newsletter!

Happy Birthday!

4/04 - Demetrio Papagni

4/14 - Sina Shamp

4/15 - Sarah Kutz

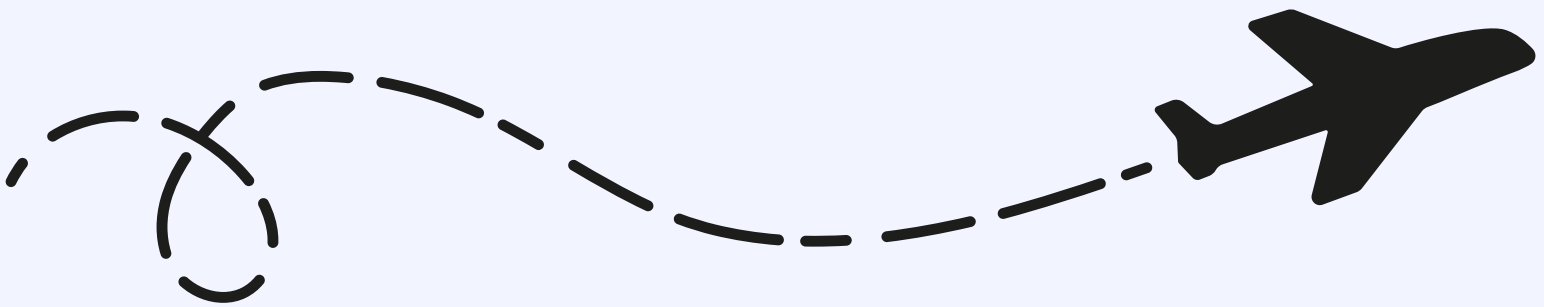
4/15 - Jeanne Nelson

4/16 - Sam Estes

4/18 - Bob Crooks

4/28 - Warren Lev

4/29 - Terrance Oldham



Aircraft of Historical Significance

All pilots with an “Aircraft of Historical Significance” who fly into Chandler Executive Airport to attend a CVAA meeting and display their aircraft are eligible for a signature for their property tax exemption.





Chandler Airport Access - PIN Code

Attend at least three CVAA General Meetings per calendar year to qualify for a PIN code.

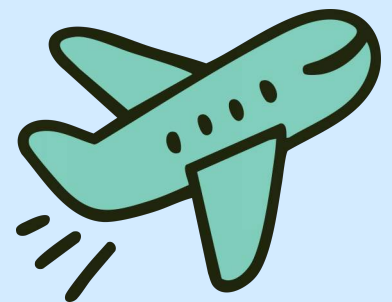
If you are unable to attend at least three CVAA General Meetings per year, you will be considered an inactive member and your PIN code will be discontinued.

You can still attend the General Meetings without a PIN code, but you will need to contact a Board Member to escort you onto the field.

How can CVAA members get a PIN Code?

Complete an in-person application at the City of Fresno Airports Department at 4995 E. Clinton Way, Fresno, CA 93727. Your PIN code will expire on your driver's license expiration date.

When entering FCH please make sure the gate closes behind you. Every vehicle must enter their own PIN code.



Fresno Chandler Executive Airport

510 West Kearney Blvd, Fresno, CA 93706

Following World War I, there were no real facilities for aviation in the Fresno area. As a result, husband and wife Wilber F. Chandler and Edna Maria Goble allowed pilots to take off and land in their fields once the crops were harvested. Chandler Field was officially dedicated for public use as an air field in November 1929, on a one hundred-acre site donated by the Chandlers.



Notable Events

In 1923, local fliers organized the "World's Greatest Aerial Circus" to raise funds for a new aviation field. The event included races, parachute jumps and dual wing walking, and was held at "Chandler Field" in the afternoon on Thanksgiving Day.

On March 23, 1930, Charles A. Lindbergh and his wife landed briefly at the airport and were greeted by a crowd of 20,000.

In 1938, the runway was expanded 4,000 feet as part of a WPA project. However, in 1947, commercial airlines announced the new airfield was too small for the new commercial aircraft. Therefore, Fresno Air Terminal east of the city became the new municipal airport.

Services

Engine/airframe repair, avionics repair, helicopter instruction, charter services, hangar rentals.

American Helicopters:

612 W. Kearney Blvd, Fresno, CA 93706

[\(559\) 233-4411](tel:(559)233-4411)

Helicopter flight school, Helicopter Rentals, charter services

[American Helicopter Website](#)

Flight Line Cafe:

510 West Kearney Blvd. Fresno, CA

Open Daily 6:30 a.m. - 2:00 p.m.

Sunday 8:00 a.m. - 2:00 p.m.

D & D Aircraft Service:

918 West Chandler Avenue Fresno, CA 93706

[\(559\) 268-8516](tel:(559)268-8516)

Pacific Coast Avionics

668 W Kearney Blvd, Fresno, CA 93706

[\(559\) 497-0957](tel:(559)497-0957)

5706

r Rentals, charter

, CA 93706

5706



**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.

Please email your completed membership form to CVAA@centralvalleyaviation.org or hand it in at an upcoming General Meeting. Dues are \$25 per adult member (free for anyone 18 years or younger), payable by cash or check at any General Meeting. A schedule of upcoming meetings can be found in our monthly newsletter, The Plane Scoop, available at centralvalleyaviation.org.

Thank you for your interest in the Central Valley Aviation Association!

Comments or suggestions: