



The Plane Scoop

A publication of the Central Valley Aviation Association



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

MAY 2024

REEDLEY COLLEGE AVIATION PROGRAM TOUR

A good time was had by all. See photos Page 2



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CENTRAL VALLEY AVIATION ASSOCIATION

Next Meeting, Saturday, May 4, 9:00 a.m.

Speaker: Sean Johnson, Sheriff's Air Squadron

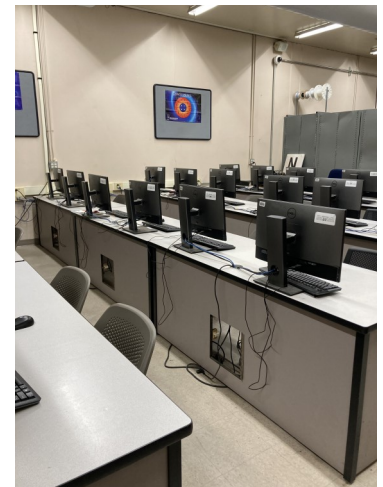
ATTENTION

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.



REEDLEY COLLEGE AVIATION PROGRAM TOUR PHOTOS

Our April CVAA meeting tour of the Reedley College aviation program site was a huge success. It gave the attendees a first-hand view of what our scholarship donations are supporting, the set-up, the new planes, and an opportunity to experience flying with the flight simulators.





Aileron and Jim's Safety Corner

Carbon Monoxide!



I was just reading an article titled "Carbon Monoxide Safety" by Thomas Dunn in the May issue of Cessna Flyer magazine and thought it would be an excellent subject to talk about as we start doing more flying after the long winter months. So here is an excerpt discussion from the article "Carbon Monoxide Safety".

Carbon Monoxide (CO) is a colorless gas that is a by product of hydrocarbon gas. Unfortunately due to its colorless and sometime odorless nature many pilots fail to recognize its affect on safety of flight.

In study of toxicology samples from fatal aircraft accidents in the U..S. between 1967 to 1993 at least 360 victims had been exposed to CO poisoning in sufficient amounts to impair their abilities to safely operate an aircraft.

So, what is the science behind CO poisoning? Well, inhalation of CO results in poisoning with symptoms similar to hypoxia. These symptoms of CO poisoning may include:

- Dull headache
- Weakness
- Dizziness
- Nausea or vomiting
- Shortness of breath
- Confusion
- Blurred vision
- Loss of consciousness

What happens here is that CO binds with the hemoglobin which transports oxygen in the blood forming carboxyhemoglobin (CO-Hb). This prevents the delivery of oxygen to the tissues of the body. Unlike hypoxia, CO does not clear up quickly when moved to fresh air. The typical half-life of CO for an adult under room air ventilation at sea level is about four to five hours.

The rate of CO-Hb varies from person to person based on age, health and prior exposure such as smoking. Exposure to CO prior to flight increases the likelihood of incapacitation if there is CO leakage within the cabin.



Aileron and Jim's Safety Corner (continued)

CO is obviously very dangerous, but where does it come from? The three most common sources of CO are your engine exhaust gases, your combustion heater, and exposure to other airplanes exhaust when on the ground.

Any failed external seal could allow exhaust gas to draft into the aircraft. While on the ground, any openings may allow exhaust gas from other aircraft to seep into the cabin while you sit on the ramp or taxi to the runway. Idling an engine on the ramp with the door open can pose a significant risk to the flight. Make sure all your doors seals, window seals, air ducting, steering boots, landing gear compartments, gear actuator boots, and firewalls are in good condition.

Both single and multiengine aircraft pose different problems and different sources of CO. So let's talk just single engine aircraft. With a single engine aircraft, all it takes to allow CO into the cabin from the engine is an exhaust leak and a leak in the firewall. Cabin heat for single engine aircraft typically comes from shroud wrapped around a heat exchanger section of the exhaust system. A crack in the heat exchanger will allow exhaust gases to flow freely into the cabin when the heat is on.

Recommendations

Special Airworthiness Information Bulletin (SAIB) CE-10-19R15

Use a CO detector while operating your aircraft

During the 100 hour or annual inspection conduct engine run up test with cabin heat on and check for CO in the cabin with a hand-held CO detector

At inspection intervals recommended by the engine manufacture (Annual and 100) inspect engine exhaust system for damage and cracks.

Carbon Monoxide is odorless but when mixed with other contaminants one maybe able to smell it. If you can smell exhaust fumes, you must assume CO is present and take steps to protect yourself and your passengers.

Consider having a functioning carbon monoxide detector in the plane. I believe a mounted detector on the instrument panel with aural alerts and a flash notification are more likely to draw your attention and alert you to a potential hazard.

If you suspect CO contamination in the cabin, what do you do? TAKE ACTION! Close off sources of CO and get as much air in the cabin as possible. If you have oxygen, start oxygen immediately. Then land as soon as possible! Get the problem fixed before any more flights.



Aileron and Jim's Safety Corner (continued)

Remember, CO is colorless, odorless and highly toxic and can result in impairment or death. Maintain your aircraft, use CO detectors and if CO is detected, get it fixed!

Finally, remember CO poisoning is cumulative and takes time to clear your system of the deadly Carbon Monoxide!

Fly safe and fly often,

Aileron and Jim





THE WAY IT WAS



It is fun looking at old logbooks and finding interesting flights made to different places who knows how long ago...here is one I remember well.....

But first, I must say that as a 300-hour VFR-only pilot, I was privileged to read a book by airshow pilot, Duane Cole, entitled Happy Flying Safely. Mr. Cole flew a clipped-wing Taylorcraft from coast to coast appearing at airshows every weekend and never missed a show because of weather; he just flew between weather fronts and landed before ceilings and visibilities got IFR. So, from the logbook on May 1st, 1981, Bonanza 9824Romeo, takeoff at dawn from Chandler to Provo, Utah, through Mammoth Pass, 3 hours and 15 minutes, refuel and takeoff to Rapid City, South Dakota, cruising at 7500 feet, arrived in 3 hours and 20 minutes and

the Rapid Tower was nice enough to remind me not to land at Elmendorf AFB as they are only 8 miles apart and both runways are aligned the same way....taking off after a quick lunch and refuel, and heading to Longville, Minnesota, where my mother lived in a lakefront house on Blackwater Lake. It is still early spring/late winter in Minnesota and the trees are just starting to turn green, time 3 hours and 30 minutes, hours this day, 10.1, and my new wife, Sharon, and her daughter, Michele, get to meet my mom.

Watching the weather, after two days it was time to head for upstate New York where I would be meeting Sharon's family for the first time, so takeoff and head east, crossing over Lake Michigan at 13,500 feet. I had figured this altitude would leave only about 5-7 minutes where I could not reach either shore of the lake if the engine threw a rod or something else catastrophic happened. A good friend who was a dentist had loaned me a large full oxygen tank, and it laid crosswise at my feet on the floor of the plane. We landed for fuel and lunch at Cadillac, Michigan, after 3 hours and 10 minutes. I had flight planned for 150mph, using the old-fashioned way of compass, a paper chart, a pencil drawn line with a plotter and E6B. This was, of course, way before GPS. Our next stop was to be Utica, New York; and in 1981 you could cross over into Canadian airspace as long as you talked to them and didn't land anywhere. I don't know what the requirements are now.

So we were cruising along now down to 7500 and talking to Toronto Center, and I get this radio call—"Bonanza 24Romeo, Niagara Falls at your 12 o'clock and 20 miles if you want to come down and take a look at them." WOW, so we descend to about 2500 or so and took some good pictures. I had always filed flight plans on these legs, and I suppose the controller had seen our point of origin, KFCH. Landed at Utica and stayed with Sharon's sister for 2 days, and always watching the weather, I decided on an after-lunch departure from Utica as there was a weather front on it's way



THE WAY IT WAS (continued)

in from Canada, and I needed to be in Chicago for my company's 50th anniversary celebration.. After all, they were footing the bill for my flight around the country.

I always liked to fly on the top half of the tanks so, even though it would put us in the Chicago area after dark, we stopped at Toledo, Ohio, for fuel; and having looked at the AOPA airport book for an airport near the south side of Chicago, I picked Lansing, Illinois, with a 3200 foot runway and fuel and car rental. As we approached the south side of Lake Michigan we could see the curvature of the south side of the lake, represented by complete blackness with the lights of Gary, Indiana, and Chicago suburbs brightly shining. Lansing was 3 miles east of the Chicago Heights VOR, so we were watching for the green and white beacon approaching the VOR but didn't see any green and white lights. So I just flew to the VOR and did a 180 when I passed it, then flew east for a little over one minute and said, "OK girls, look for the green and white with 2 lines of white lights." Well, we could all see the two lines of white lights but no green and white flashing light...just a flashing white light...ok, I'll set up for a left downwind here at pattern altitude. There are NO other double lines of white lights, so after clicking the mike 5 times those lights HAVE to be Lansing Airport. So as I turned left base I turned the Bonanza's landing lights on, and as I turned final I could see the runway. So OK, we made it, smooth touchdown, and we are rolling out now and looks like we are coming to the END of the runway now so hard braking now and a right turn off to a taxiway ; and WOW, that was sure a short 3200 feet!

Taxied to a tiedown and noticed a mobile home trailer with lights on as a guy opens the door and says, "Can I help you?" Sure, like to buy gas, park here 3 days and get a car rental." "Sure, we can handle all that." So we filled 'er up, and while we were waiting for the rental car to arrive, I asked....."UH, how long is the runway here?" "2300 feet." "You mean AOPA transposed the numbers?!! "And what happened to the green and white beacon?" "Oh, the green lens fell out a couple years ago, and we just haven't gotten around to putting it back in yet!"

Three days later we returned, ready to head home, but believe me when I say I really sumped all that Bonanza's fuel tanks! At least their avgas was clean! Utica, New York, to Toledo and then Lansing was 5 hours and 20 minutes.

Our trip home took three days because of detours around thunderstorms and precautionary landings at Scottsbluff, Nebraska, and North Las Vegas due to weather. I am glad I read Duane Cole's book. Total flying time on the tach was 38.3 hours but a lifetime of Happy Flying!

- Arnie Schweer

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 May 4 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	



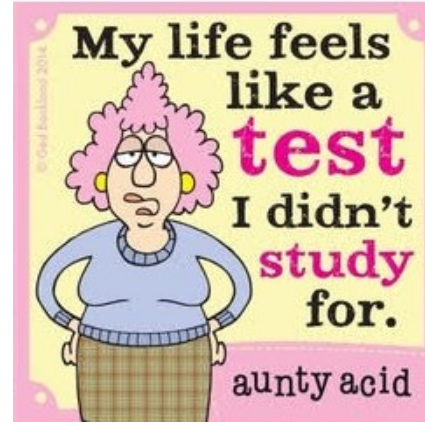
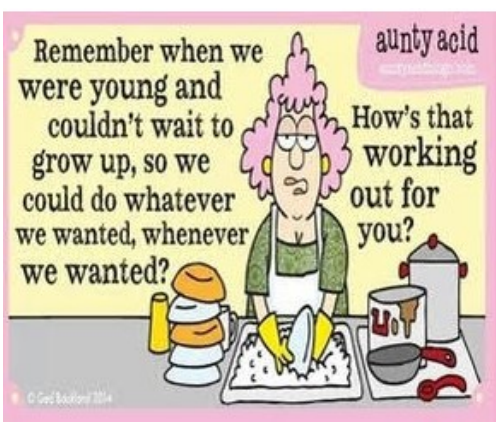
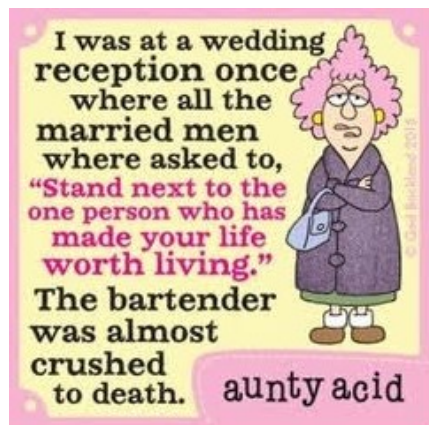
May Birthdays

John Krikorian	5/02
Chris Dillahunty	5/03
Marjorie Jauron	5/03
Lynn Krikorian	5/11
Jim Shamp	5/16
Arnie Schweer	5/19
Rita Fairbourn	5/21
John Kinsfather	5/24



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)

- May 4** - Sean Johnson, Sheriff's Air Squadron
- June 1** - Spring Clinic—See Details Page 13
- 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

Friday, May 3—EAA 376, Airplane Movie Night, “Six Days, Seven Nights”, Harrison Ford & Anne Heche; 6 pm Social & Dinner \$5/Person; 6:30 pm Movie (Always Free to Watch)

Saturday, May 4— CVAA General Meeting, Speaker: Sean Johnson, Sheriff’s Air Squadron

Saturday, May 11 —EAA 376, 2nd Saturday Lunch Gathering (Ryan & Dominique Caglia) and Young Eagles Rally

Saturday, May 11—EAA 376, Car Movie Night, “Gone in 60 Seconds”, Nicholas Cage & Angelina Jolie; 6 pm Social; 6:30 pm Movie

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

Saturday, June 8—EAA 376, 2nd Saturday Lunch Gathering (Tim & Clari Cone) and Young Eagles Rally

Saturday, Aug. 10—EAA 376, Pancake Breakfast due to heat, Vern Berry

Saturday, Sept. 14—EAA 376, 2nd Saturday Lunch Gathering (Phil Barnett) and Young Eagles Rally

Saturday, Sept. 21—CVAA Fly-In and Potluck, 11:00am to 2pm (Details Page 13)

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)

Saturday, Nov. 9—EAA 376, 2nd Saturday Lunch Gathering (Dennis & Marilyn Sniffin)

Future EAA 376 Airplane Friday Night Movie Dates: 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: June 8., Sept. 14, Nov. 9.



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

JUNE 1- CVAA SPRING PILOTS CLINIC!

- **Please register now! Call Jim Shamp for information @ 559-779-4406**
- CVAA Safety Program and Continuing Education - Wings Accredited.
- \$50/person TAX deductible 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—An in-depth briefing on Foreflight and how to use it for your flights
 - o Segment #2 will be on Oshkosh—This segment will talk about what the flight to Oshkosh entails, whether you intend to make that trip in the future or are just curious. It will cover your approach and all needed information! You don't want to miss it.
- **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!

**The Central Valley Aviation Association**

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**Central Valley Aviation Association
Membership Application or Update**

Name: _____ Membership: Single _____ Family _____

Spouse's Name (If family membership): _____ (we encourage family membership)

Address:

Street _____, City _____, State: _____ Zip: _____

Telephone:

Home: _____, Work: _____, Cellular: _____

Email address: _____ (Print carefully)

I would like to receive the Plane Scoop via e-mail: Yes _____, No _____

Airplane (you usually fly):

Type: _____, N number: _____, Colors: _____

Date of birth (just the month and day—not the year):

Primary member: _____, Spouse: _____

How many years have you been a member of CVAA? _____ (estimates are OK)

CVAA Service:

Please list any offices or committee positions in which you are interested in serving:

Please list any talent or skills you have that you would be willing to use to serve CVAA:

This information will be printed in our Club roster and distributed to members only. Please omit any information you do not want to appear in the Club roster.

Mail application, with \$20 single membership or \$25 for a family membership to:

Sarah Donaldson
c/o Sierra Land Co.
7726 N. First Street #510
Fresno, CA 93720

If you have already paid your dues please complete the form anyway and mail it or hand it to Sarah Donaldson.

Comments or suggestions:



Experimental Aircraft Association/EAA Chapter 376 Membership Application

President - Tim Cone, EAA Chapter 376, 4344 W. Spaatz Ave., Fresno, CA 93722
Ph: (559) 352-6145 tcone1@comcast.net



Check one: ☐ New local Membership ☐ Renewal of local EAA 376 Membership

PLEASE PRINT

First & Last Name _____ Nametag: ☐ Have one ☐ Need one

Is your information the same as last year? If so, check here ☐ and skip down to "Please Complete"

Spouse's First & Last Name _____ Nametag: ☐ Has one ☐ Needs one

Mailing Address: _____

Email Address(es): _____

By supplying an email address, you understand that you will receive emails regarding events, meetings, and other local aviation news.

Phone Number(s): Home: (____) ____ - ____ Member's Mobile: (____) ____ - ____

Spouse's Mobile: (____) ____ - ____ Other/____: (____) ____ - ____

EAA National Member #: _____

Please note: To comply with the National EAA Charter, please also join EAA National at www.eaa.org
There are lots of great advantages to having a national EAA membership, including its beautiful magazine plus many other perks, latest news, and aviation updates.

Do you have any comments, thoughts, help you would like to offer or volunteer for? _____

Local EAA Chapter 376 dues are \$50 for the calendar year of 2023. Due Dec. 31, 2022. (Prorated to \$25 if after June 30 if you have not been a local member of Chapter 376 before. Lifetime local EAA 376 membership with **perks is \$1,000.

**Lifetime Membership is a one-time \$1,000 with Special Perks. Contact the Board for details!

Please Complete:

EAA 376 Standard Membership Dues for 2023
Additional donation to help support our Chapter

	\$50.00
+	
Total	

MAKE CHECKS PAYABLE to: EAA Chapter 376

Or fill out the CREDIT CARD INFORMATION below:

Cardholder Name (as shown on card): _____

Card Number _____ Exp. ____ / ____ Code: _____ Billing Zip Code _____

Signature _____

Mail this Application with Payment to:

Vern Berry
1677 W. Shaw #109
Fresno, CA 93711

Legal Name: Kings River Area Chapter 376 EAA 501(c)(3) Charitable non-profit educational California Corporation, President: **Tim Cone, President**, 4344 W. Spaatz Ave., Fresno, CA 93722 | Common Name: EAA Chapter 376 - Website: <https://chapters.eaa.org/ea376> Facebook: EAA Chapter 376 Email: tcone1@comcast.net

2024 Board: VP: Diane Tjerrild; 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