



The Plane Scoop



A publication of the Central Valley Aviation Association

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

JUNE 2025

AWESOME AIRCRAFT PAINT JOBS



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CENTRAL VALLEY AVIATION ASSOCIATION

Next Meeting

June 7, 9:00 a.m.

Sheriff's Air Squadron Building

Chandler Executive Airport

Program: AOPA Air Safety Videos

**Call Jim Shamp, 559-779-4406 for access if you
don't have a pin code.**

ATTENTION

**All pilots with an "Aircraft of Historical Signifi-
cance" who fly in to Chandler Airport to attend any
CVAA meeting and display their aircraft will be eligible**



Aileron and Jim's Safety Corner

LEANING FOR HIGH DENSITY OPERATIONS



How do you lean the mixture of a normally aspirated engine for departure under high density altitude conditions?

First we need to understand the relationship between engine power and heat.

Airplane engines were designed to operate under standard conditions at sea level without doing much of anything with the mixture control.

Under those conditions the plane gets all the oxygen and all the fuel it needs to operate normally. You can't pump too much fuel into the engine at sea level under standard conditions. Why? Because at density altitude below 4,000 feet it produces 75% or more max power.

At or above 75% power, the engine produces a lot of heat and the engine needs to pump more fuel into the engine for cooling.

This is why all engines have a **fuel enrichment valve** in the carburetor which allows 15% or more fuel into the engine when the throttle is moved to full power during takeoff. This is typically 1/5 of full forward throttle.

This is fine when the aircraft is operated at density altitude below 4,000 feet.

So, at higher altitudes, if the engine **cannot** develop 75% power you do not need the fuel enrichment which will reduce engine performance. So, you need to lean.

How do you know when your engine will produce 75% or more power or less than 75% power?

Look at the performance chart for density altitude. If you are above 4,000 feet DA and you don't lean, you are pumping 15% more fuel into the engine at full power and therefore your performance will dramatically decrease (remember the 1/5 full throttle when the fuel enrichment valve kicks in).

So, how do you lean mixture when the density altitude is over 4,000 feet?



Aileron and Jim's Safety Corner (continued)

For a fixed pitch propeller, while in the run-up area, increase to max power and lean to peak RPM, then enrich the mixture slightly to move on the rich side of peak. In other words, not too lean.

Note: Reduce power slowly to insure the engine does not quit. You may need to keep the RPM slightly higher prior to take-off.

After take-off lean slight for best performance. Remember, the RPM will increase slightly once airborne compared to the max RPM during the static engine run-up.

How about the constant speed propeller engine such as the Cessna 182? I suggest four possible methods to lean for high-density conditions.

1. Do a full throttle run-up and lean the mixture based on sound. This is the least precise method. Once airborne, make adjustments on climb-out to compensate for the increased RPM.
2. For aircraft with Multi-Cylinder Graphic Engine Monitor, lean the mixture to max EGT. During run-up, increase mixture to max EGT then reduce 75—125 degrees F on the peak cylinder.
3. Use the fuel flow meter to lean for your density altitude based on the aircraft's PCH performance charts.
4. Lean for take-off during the take-off roll. This is the least favorite method; however, if you are on an unproved runway with FOD, this may be the best method to prevent propeller damage.

The objective on take-off is to produce the maximum amount of power based on density altitude without harming the engine due to over-leaning and detonation.

It is rare to experience detonation at power setting of 70% or less.

However, in all cases, check the aircraft POH to be sure you are leaning properly in accordance with the manufacturers recommended procedures.

Safe flying!

Aileron and Jim



THE WAY IT WAS



I am sure that everyone that has a smidgeon of interest in aviation has at least ONE favorite airplane; I know I do. As a matter of fact, think I never met a plane I did not like...well, maybe the Rockwell Lark would fit in that category though. It was designed to compete with the 172 but with a Mooney-type vertical tail; and it just didn't look right to me anyway. Would I have had one? Sure, it's an airplane but not as handsome as the 172.

The P-51 is my all-time favorite, but I never had the necessary cubic dollars to buy one, let alone support one, so I had to be satisfied with other Craft I have owned such as a 1976 Cessna 150, then a Cherokee 140, then a nice M-35 Bonanza, then half of a 172, then the Fairchild PT-19, then a shiny polished 172, then a really nice K-35 Bonanza. Then the insurance companies didn't want my money any longer since I had become an Octogenarian. I remember a BFR with Dean Castang, and we were landing in Hanford where I spotted a V-tail laying on it's belly, and I asked Dean if he knew what happened, and his answer was "He forgot to lower the gear." So I said, "Well, what about the gear warning horn?" Dean replied, "I guess he was so old and hard of hearing he couldn't hear it." Ok insurance company, I'll sell the Bonanza and get me an Ercoupe. So that's what I did, but the pizazz just wasn't there anymore, so I sold it, too.

Through all those years I always had an affection for an early Cessna 310; you know, the one with the straight tail and the long nose strut that just looks like a fighter, similar to the Grumman F7F, only sleeker and way more affordable. There was a friend of mine who had just that plane based at Reedley, and he used to commute to the construction job wherever his company needed him. This plane had two low-time engines and looked just gorgeous. One day he called me and told me he had to sell the 310 because the construction company he worked for had just filed bankruptcy and was I interested? Yes, of course, but I had just bought the M-35 Bonanza and just could not swing another airplane. So there went my beloved 310....15 years went by and we were taxiing out for takeoff at Bakersfield Airpark, and there I see my once lovely 310 sitting in the derelict airplane parking area with both those low-time engines removed and a barrel under the tail. Oh well, some things were just never meant to be.....

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			



June Birthdays

Deana Briscoe	6/04
William Newburn	6/11
Donna Oldham	6/12
Kent Vandenberg	6/17
Robert Gonzalez	6/25



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

Friday, June 6—EAA 376, Movie Night, “Fly Girls”, Dinner 6:00 pm, \$5/Person Donation; 6:30 pm Movie—Free. Bring a dessert if you wish

Saturday, June 14—EAA 376, Young Eagle’s Flights, 8:00 a.m., Private Group - Adaptive Sports Kids
Luncheon & Speaker, 12 Noon, \$10/Person Donation for Lunch;
Speaker—Dennis Sniffin—His near-death experiences in airplanes while flying in the Navy, crop-dusting and the airline business.

Saturday, June 14—EAA 376, Car Movie Night, “Last American Hero”; 6:00 pm Social time (bring a dessert to share if you like); 6:30 pm Trivia Game & Free Movie.

Saturday, October 11—EAA 376, 39th Annual End O’ Summer Fly-In & Car Show

CVAA FUTURE MEETINGS

JUNE 7, 2025—CVAA GENERAL MEETING—AOPA Air Safety Institute videos, airplane accidents and their causes, how to avoid them, what to look out for to stay ahead of them - John Krikorian presenting.

JULY 2025—NO GENERAL MEETING

AUGUST 2, 2025— CVAA GENERAL MEETING — Dave Austen, Madera Airport Manager

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

OCTOBER 4, 2025— CVAA GENERAL MEETING—Local Pilots Oshkosh Experience Presentation

NOVEMBER 1, 2025— CVAA Fall Pilot’s Clinic (IFR Cross Country Flight Planning Scenario)

DECEMBER 2025— Christmas Party with EAA 376

**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