



June 2026

The Plane Scoop

A publication of the Central Valley Aviation Association

Reedley College flight instructors practicing formation flight for the Clovis Rodeo Parade flyover. 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 and aviation enthusiasts.

June General Meeting

Join us at 9:00am on Saturday, June 6th, 2026 at the Fresno County Sheriff's Air Squadron Hangar at FCH! See next page for details.

CVAA June General Meeting

Local pilot Jack Wiegand set the Guinness World Record as the youngest person to fly solo around the world at just 21 years old. Join our June CVAA meeting to hear about Jack's experience. Guests welcome!

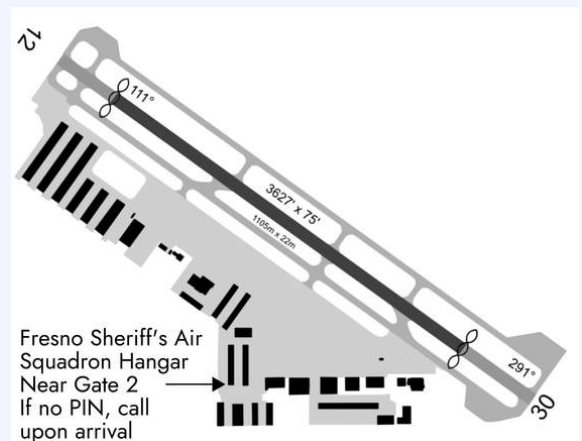


Where: FCSAC Hangar at FCH
When: Saturday, June 6th, 2026
Time: 9:00am
Annual Dues: If you have not paid your 2026 dues, please bring \$25 per person to renew your membership



Need gate code access?

PIN code required for entry.
Call 559.824.3704 for access to attend a CVAA General Meeting



Ask a CFI

This new segment aims to connect more with our members and create a productive environment to any questions that pilots might have. The safest pilots are those who never stop asking questions.

Often, students focus so much on passing a checkride that they miss the chance to understand the "why" behind the rules. Whether you are struggling with complex instrument procedures, curious about how aerodynamics affect your landing, or wondering about the best ways to study for your next rating, I want to hear from you. My goal is to provide clear, professional, and practical answers that help you become a more confident and informed pilot.

I am honored and excited to guide the first "ask a CFI" page of the CVAA Newsletter. My career so far has been focused on the pursuit of instructional excellence. As a Gold Seal Certified Flight Instructor with instrument (CFII) and multi-engine (MEI) ratings, I have spent years teaching pilots how to navigate both the physical and mental demands of flight training.

I started flight training in 2022 at ATP Flight Academy in Louisville, Kentucky where I got 7 certificates in 11 fun, but grueling months. After instructing at ATP for a couple of months I moved back to Southern California and embarked on finding another job. That search led me to Madera, where I connected with a lot of amazing people and the opportunities started presenting themselves to me.

Currently, I am a flight instructor at Reedley College with 6 students ranging from PPL to Commercial. Additionally, I was recently elected to the role of Vice President of the CVAA. While I will hopefully be at the airlines soon, I am super happy with where I'm at in my career and look forward to all of your questions!

Shawn McMinn, Gold Seal CFI, CFII, MEI
Vice President, CVAA



Ask a CFI

Q: What can I do to prepare for the next lesson?

A: This question pops up with every new pilot who is unfamiliar with flight training, and it is one of the best questions to hear as a CFI. The flight school or instructor should have a syllabus, course outline, and maneuvers guide that you can review prior to your next lesson. Once you know what maneuvers you are doing, I recommend reading the PHAK and watch some YouTube videos to get a grasp of what the maneuver looks like while referencing your maneuvers guide. Make sure you understand the objectives for the upcoming lesson and come prepared with questions about anything unclear. As my students gain experience, I let them make their own lesson plans to work on areas they feel are deficient and they can start getting in the mindset of acting as PIC.



Q: I started training at the same time as another student, but they are ahead of me. What should I do?

A: Progress in flight training often varies from student to student due to different learning styles, backgrounds, and outside commitments. Focus on your own growth and ask your instructor for personalized feedback. Identify areas where you can improve and seek extra practice if needed. Remember, mastering skills thoroughly is more important than progressing quickly. Persistence and dedication will lead to long-term success. Comparing your journey to others can be discouraging, so concentrate on your own achievements and celebrate each milestone.

Have a Question for Shawn?

Email CVAA@centralvalleyaviation.org and Shawn will answer in an upcoming newsletter!

Thank you to our May Speaker Harold Gallagher

This is the time of year when everyone wants to fly. So, once again, powered aircraft and gliders will share the skies up and down California. Our presentation by Harold Gallagher covered the essentials of how to know where and when to avoid the often hard-to-see gliders who could be at altitudes from 500 feet to 15,000 feet, and sometimes even higher. Thank you, Harold, for the informative presentation!



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.



How it Works: Leaning

Leaning is the process of adjusting the fuel-to-air mixture in our engines to achieve efficient combustion. It's the easiest way to save some money while supporting your flying habit. Fuel is expensive and air is free, so using more air and less fuel makes sense. Somewhere along the line we should have learned that the optimal (stoichiometric) air/fuel ratio is about 15. That is the ratio where (in theory) there are no leftovers after combustion. All the oxygen and all the fuel have been converted to CO₂ and water. In practice it's a little complicated. That ratio is based on the mass (or weight) of fuel and air in the mixture. Our carburetors measure air volume, not mass. Fuel injection servos are better at approximating the mass of air flowing into the engine but they are far from perfect. As we climb and the air becomes less dense the engine will typically see an increasingly rich mixture with unburned fuel wasted in the exhaust. The result is that we have to use the red knob if we want fuel efficient flight. Reliable advice about when and how to lean is a little difficult to come by. I think that is due in part to poor guidance from manufacturers. The Pilot's Operating Handbook for my formerly owned Cessna 210 advises leaning in cruise per the Cessna Power Computer or the data in Section 5 (the performance section). I have never seen a Cessna Power Computer and Section 5 simply says to operate 6 pounds per hour less than shown in the performance chart for best fuel economy. That would be about 7% fuel savings at a typical cruise power and altitude.

In practical terms leaning is somewhat aircraft dependent. You should lean aggressively during ground operations. You should lean during climb to compensate for decreasing air density and to avoid an excessively rich mixture. Consider running lean of peak EGT during cruise. If you have an engine monitor you can use it to tell when you are lean of peak. If not, the old advice to lean to roughness and then enrich until smooth is still good. If you have a carbureted engine you can try adding a little bit of carb heat to improve fuel atomization and mixture distribution, allowing leaner operation. The bottom line is that if you are running at less than about 65% power you can't hurt your engine with leaning. Besides fuel saving, leaning should reduce lead fouling of spark plugs and be easier on the engine in general. If you want more information about this topic, I recommend Mike Busch's "Engines" and John Schwaner's "Sky Ranch Engine Manual".



Bob Crooks,
Director, CVAA

Upcoming Events

Upcoming CVAA General Meetings

- June 6 - CVAA General Meeting
- July 4 - No General Meeting
- August 1st - CVAA General Meeting
- September 5th - CVAA Annual BBQ & Fly-In
- October 3rd - CVAA General Meeting
- November 7th - CVAA Fall Pilot's Clinic
- December - EAA Christmas Party in lieu of General Meeting

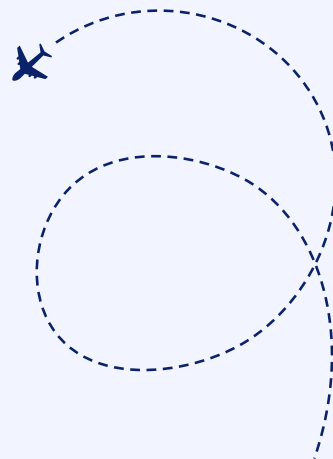
California Fly-In Opportunities

- June 4-8 - Clear Lake Seaplane Splash
- June 13 - Columbia Father's Day Fly-In
- June 14 - San Carlos Biggest Little Air Show
- June 20 - Truckee Tahoe Airshow & Family Festival

FCH Quarterly Tenant Meeting Recap

On Friday, May 8, 2026, the Airports Department invited all FCH Tenants to the Quarterly Tenant Meeting. Updates included:

- FCH AWOS phone number recently was not working. To report future outages call 559-978-1835 or email airportops@fresno.gov
- Runway to be closed in early June for maintenance. Runway, taxiway and other areas anticipated to be repaved later this year.
- Performing environmental cleanup on some hangars
- Upgrading power in the terminal



Aileron & Jim's Safety Corner

Slow and steady wins the race

Last month I spoke about fuel sumping and what to look for with the fuel sample taken. Now lets talk about that preflight of the fuel gas caps, which can pose a real serious problem in flight.

The aircraft looked normal during its run up, and the pilot took to the runway for his takeoff roll. As he accelerated and lifted off, a cloud appeared just above his right wing.



“Bonanza pilot, you’re going to have to abort,” another pilot said on tower frequency. “Your right wing is leaking fuel.”

When a gas cap pops off while the wing is generating lift like it did in the case of this Bonanza, the low-pressure air flowing over the top of the wing will siphon fuel out of the tank. Depending on the aircraft’s fuel system design, a pilot may not notice the loss of fuel immediately, especially if you are flying a high wing aircraft such as a Cessna 172. The gauges may not show the loss, and by the time it does become noticeable, there's probably already less usable fuel left.

In the case of two separate wing tanks, the leaking fuel from just one side could also lead to a weight imbalance. If the tanks are connected and the cockpit fuel switch is set to “both,” that could create a far greater emergency as the fuel is rapidly sucked out of both tanks, leading to unexpected fuel exhaustion and, eventually, a possible engine failure.

Aileron & Jim's Safety Corner

Slow and steady wins the race

An additional risk of an unsecured fuel tank is contamination. A popped fuel cap will allow water, dirt, or any other external debris into the tank, leading to blocked fuel lines or other obstructions in the fuel system, which can, in turn, cause engine roughness or failure. A missing cap can also disrupt the venting system that is designed to maintain proper fuel flow and can lead to vapor lock.

On that afternoon day, the pilot returned to the field and landed uneventfully. The airport closed the runway until a ground patrol found the lost fuel cap.

It turned out to be a mechanical problem—a worn-out part—not a human-induced one. But it was a good safety reminder that minutiae matter, and can make or break an entire flight.

It's easy to overlook small details like a loose wire, or a missing rivet, or a peskily malfunctioning fuel cap. You've probably topped up the tanks, and you want to launch while the day is young. One extra check to make sure the cap(s) is/are on tight is a good habit to get into, even if you're anxious to get in the sky.

Remember, "Slow and steady wins the race" and you know, the time lost making that extra check really won't matter by the time you arrive at your destination. It's the details that win the race and get you to your destination or home safely.

Fly often, fly safe, and check that fuel.

Aileron and Jim

Have a Question for Jim?

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

Happy Birthday!

6/4 - Deana Briscoe

6/11 - William Newburn

6/12 - Donna Oldham

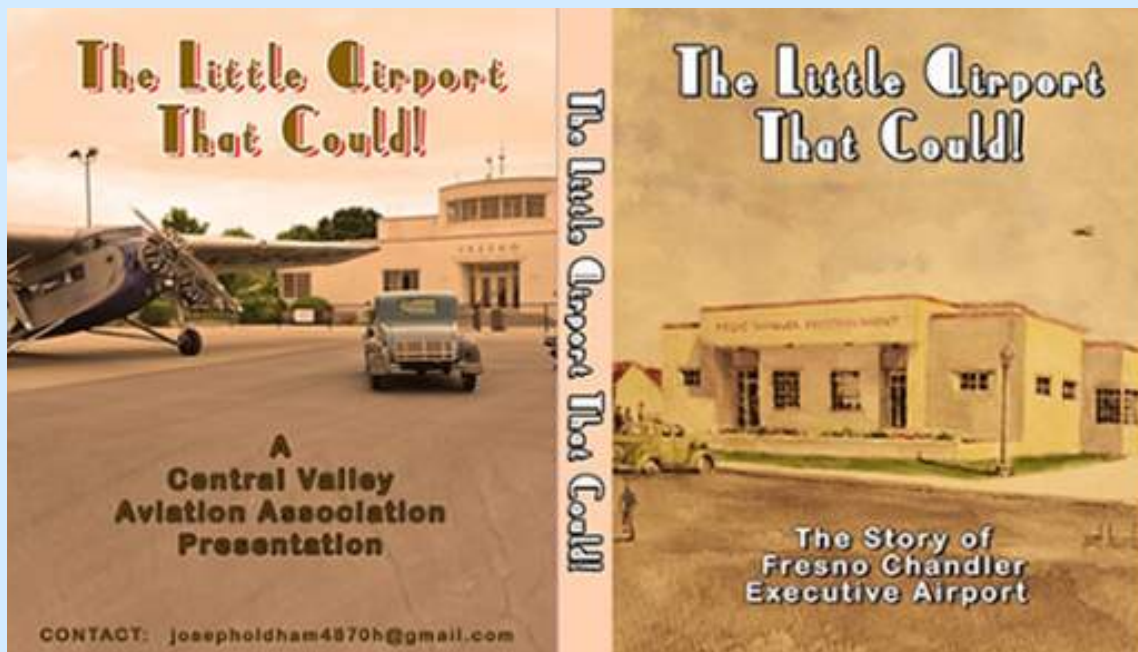
6/17 - Kent Vandenberg

6/25 - Robert Gonzalez



The Little Airport That Could

For a donation of \$15, you can take home this great DVD at the next CVAA General Meeting!



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:5592334411)

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:5592688516)

Pacific Coast Avionics

668 W Kearney Blvd, Fresno, CA 93706

[\(559\) 497-0957](tel:5594970957)

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Learn more about **CVAA**

Central Valley Aviation Association (CVAA)

CVAA was formed by Central California pilots in 1968 to support aviators who utilize Fresno Chandler Executive Airport.

Advocacy

CVAA is an official chapter of CalPilots; a community of pilots, airport supporters, and aviation enthusiasts working to protect and promote general aviation across California. Learn more at calpilots.org.

Networking

Join us monthly for an educational guest speaker and network with local pilots. CVAA also hosts two educational Pilot's Clinics per year, plans group fly-outs, and organizes an annual fly-in BBQ.

Membership

Proceeds go towards two \$500 John Pugliese & Morris Garcia Memorial Scholarships, benefiting Reedley College Flight Science & AMT students. This would not be possible without your support! Become a member today for only \$25 per year and encourage others to join. Benefits include educational events, advocacy, networking and more.

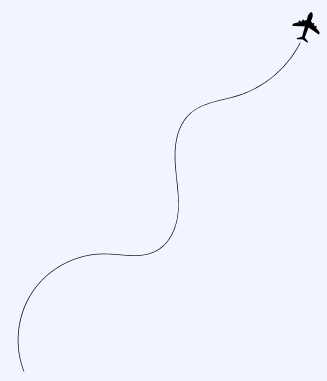
2026-2027 Board of Directors

President Isaiah Kaninya; Vice President Shawn McMinn;
Treasurer Nichole Kaninya; Secretary Leticia Council.
Directors Bob Crooks, Rubi Garrison, Carl Garrison

CVAA Newsletter - The Plane Scoop

Editor: Nichole Kaninya, CVAA@centralvalleyaviation.org

Contributors: Shawn McMinn, Ask a CFI; Bob Crooks, How it Works;
Jim Shamp, Safety Corner





Chandler Airport Access - PIN Code

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

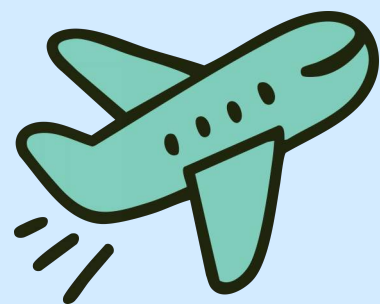
If you are unable to attend at least three CVAA General Meetings per year, you will be considered an inactive member and your PIN code will be discontinued.

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.**





**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: