



The Plane Scoop



A publication of the Central Valley Aviation Association

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

JULY 2024



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CENTRAL VALLEY AVIATION ASSOCIATION

**Next Meeting, Saturday, August 3 9:00 a.m.
Speaker to be Announced**

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.



Aileron and Jim's Safety Corner

Do You Check Your CheckYour Magnetos “Correctly”?



I see a lot of different things while out giving check rides and so I thought I would start once in a while talking about what I see in hopes that it makes you a better and safer pilot.

So, here is one I see quite often. Do you check your magnetos correctly? In other words do you check them in accordance with the manufacturer's POH or Owners manual?

“Mechanically”, it doesn't matter which magneto you check first. As long as you check both you've accomplished the task.

However, there's a reason many manuals—and the Pilot Handbook of Aeronautical Knowledge—recommend

checking the right magneto first, and then the left. Doing it in this order helps ensure both magnetos have been selected prior to takeoff.

When checking your mags, go two clicks to the left (which selects the right magneto), then back to both mags, then one click to the left (selecting the left magneto), and again back to both. This does not guarantee that you'll be on both magnetos when you take off, but it guards against the error of thinking you switched back to “Both” for takeoff when you actually switched one click from “Right” to “Left.”

When we check the mags, we're checking three things. One is that the magneto grounding wires are still connected. If not connected, then there will be no drop in RPM when you select that magneto. Second is that the drop in RPM falls within the recommended limits as defined in the POH. This says the remaining mag can provide sufficient spark to keep our engine running, even if with less than full power. The third is that the differential drop between magnetos is within limits, which might clue us in to a mistimed or other mag issue we should check out before the flight.

With only one mag, we have less power for takeoff. On more than one occasion, I've had an applicant take off with only the left magneto selected. For one applicant in a Cessna 150, the combination of a hot, humid day and only the left magneto selected resulted in an anemic climb rate of less than 75 FPM.

Luckily, the applicant recognized the error before I had to end the test.”

Fly Safely and Fly Often

Jim and Aileron



THE WAY IT WAS



As everyone knows, 2023 was the last year of the Reno air races. Supposedly, they will resume at some future date whereabouts unknown - I have heard Las Vegas and also the Denver area which would make it easier for folks from the Midwest and maybe even the eastern part of the US. We shall see.

I would like to share some of our experiences at Reno; see what you think.... Sharon and I were there in 1978 when this fire breathing Red and White Super Modified P-51 called the Red Baron won the Gold race with a 22-year-old Steve Hinton flying this monster Mustang. Winning speed average was 415.46. They were powered by a Rolls

Royce Griffon engine which, in its stock configuration developed over 2500 horsepower with 2240 cubic inches, a tad over 10 feet long and 4 feet wide. But this Griffon had been internally massaged and was putting out approximately 3000 horsepower, driving two 3-bladed contra-rotating propellers, of course, they had clipped the wings by 3 feet on each side and cut down the canopy and faired it into the rest of the fuselage. It was owned by a potato farmer from Idaho named Ed Browning.

We had purchased pit passes so we could roam up and down the pit area and look everything over while the airshow went on and the midget and t-6 races were held. Of course, like everyone else, we were waiting for the BIG EVENT, the Unlimiteds, and by about 4 p.m. they were firing up and taking off to form up with pace pilot Bob Hoover flying his "Ol' Yeller" p-51. Bob would monitor the race from 5000 feet AGL in an effort to keep everyone as safe as possible and give quick advice if needed.

So the air was filled up with the prettiest sound the sky has ever heard, a herd of Mustangs coming down the "chute" with an occasional Bearcat mixed in and it was "Gentlemen you have a race" from Mr. Hoover. Steve and the Red Baron led all the way, and on the last lap, everyone watched him take the checkered flag as he went blasting by, but wait, what is that stream of smoke we see coming from the Red Baron?

The wind can blow an easy 30 knots at Reno, and this day this no exception. We watched Steve pull up to trade speed for altitude, and we could see he was



THE WAY IT WAS (CONTINUED)

setting up to dead stick this monster onto runway 26, into that blustery wind; and as he passed over us he looked like he would be able to make 26. He had plenty of altitude, and so I took my eyes off of him and started watching the other planes as they were orbiting, giving the whole airport to Steve who had made the "May Day" call. When I looked back at where I thought Steve should be, I saw a huge puff of black smoke at the east end of the runway.....everyone was crestfallen as we were sure Steve had lost his life in the crash..... Not so!!!

The Reno-Stead airport sits on somewhat of a plateau and just east of runway 26 is a drop off of about a hundred feet with boulders and rocks littering the desert floor. As Steve turned final, he saw two large boulders with room to just sneak the fuselage between them, letting the boulders tear the wings off with all the attendant 130 octane racing fuel in them set to explode which, of course, they did. That was the black smoke we saw. We just sat there, feeling bad for about 10 minutes while the rest of the planes were landing. There was no announcing, just people starting to leave, when the announcer started talking about news from the crash site that Steve Hinton was alive and would be taken to the hospital to recover. As it turned out, he was there for about 10 days and then returned to Southern California to recuperate and resume his flying career, eventually taking over as the pace plane pilot when Bob Hoover retired from flying. He has been very active in Warbird restorations and has several flying movie credits, based at the Chino, California, airport, now moving to Santa Maria in the near future.

The Red Baron, of course, was demolished and its owner retired from air racing.

— Arnie Schweer

WISE WORDS OF WISDOM & A LAUGH

Man who wants pretty nurse must be patient.

Man who stands on toilet is high on pot.

Man who lives in glass house should change clothes in basement.

Wise man does not keep sledge hammer and slow computer in same room.



AIRPORT ADMINISTRATION MEETING WITH CHANDLER TENANTS

CHANDLER EXECUTIVE AIRPORT QUARTERLY MEETING WITH AIRPORT ADMINISTRATION

JUNE 21, 2024

Updates from Airport Administration

1. Vicki Calderon, Airport Marketing Coordinator, stated the website is being updated. Go to flyfresno.com and click on Fresno Chandler Executive Airport in the upper right-hand corner for Chandler Airport information.

E-mail: fchairport@fresno.gov

2. Exterior LED lighting will be replaced on some hangars. Tenants were asked to report any lighting problems, i.e., lights not working, staying on all the time, etc.

3. Applications have been received for the FBO. Administration is meeting with the respondents and will make a decision. Francisco Partida, Asst. Director of Aviation, stated that an FBO is needed to attract general aviation with services. The question was asked as to what additional services need to be available in addition to those provided by Flight Level Aviation that is currently operating as an FBO. That question was not addressed.

4. Chandler Avenue is a private street. Administration is working on finding out who owns it and restricting access from sunset to sunrise for additional security at night..

5. Landing Fees: Administration will begin looking at the process of implementing fees. It has been on the books for years. They indicated they have to look at every revenue source. They are looking at a structure to waive those fees for people housed here.

It was pointed out to administration, by Jim Shamp, that it has been demonstrated at other airports that landing fees will hinder flight training required by the FAA, the airport will lose business and, consequently, revenue if landing fees are implemented. Additionally, there are pilots who volunteer their time, plane, and gas for the Sheriff's Air Squadron. Landing fees will add costs for them which is counter-productive.

6. Public Safety: John Markle, Airport Public Safety Manager, reported that there has been a huge decrease in problems at the airport. Break-ins have decreased, and they appreciate the calls from observers who see questionable situations. The airport police have their own department and it will be fully staffed by the end of July so we will see more officers at Chandler.



AIRPORT ADMINISTRATION MEETING (continued)

7. Airport management is working on a solution for pilots who land at Chandler airport, leave the airport for their business activity, and need a code to get back to their aircraft when they return.

Suggestion was made that a sign on the landing side of the airport with the code to the gate is a simple solution used by other airports.

Tenants Expressed Concerns Regarding the Following:

1. Tenant Lease Renewals: Multiple tenants have not been successful in renewing their leases. They were told that lease renewals will not be discussed at these meeting and to contact Melissa Garza-Perry with regard to this issue.
2. A request for an apology from Fresno City Councilman, Miguel Arias, for his comments about the attendees at the last quarterly meeting was requested. His statement at the Fresno City Council meeting that the attendees were a bunch of country club members not wanting to pay their fair share was insulting and showed his lack of understanding of Chandler Airport. It was made known that pilots from Chandler and other airports are members of the Sheriff's Air Squadron and go out on rescue missions for missing aircraft and missing hikers, and other situations. As a matter of fact, there was one rescue mission being conducted as the meeting was being held. Also, many pilots from Chandler and other airports provide medical services and supplies throughout the country and to Mexico. This participation is all voluntary and at the personal financial costs to the pilots. Additionally, these types of missions can be risky as they are not always done in ideal flying conditions.
3. Budget Concerns: Michael Rogers, Assistant City Manager, discussed the budget. It was reiterated that Chandler Airport was a drain on the city budget. He said Chandler Airport is an enterprise fund and general funds should not be given over to enterprise funds.

An attendee stated that Chandler Airport is a reliever airport.

Comments, Suggestions, Questions From Attendees:

1. What happened to the \$2.3M grant money for airport reconstruction that was planned for 2025? Administration stated it is in the planning phase. Budget was approved yesterday.

**AIRPORT ADMINISTRATION MEETING (continued)**

2. Why isn't the Buckner hangar being rented? According to administration It is not in rentable condition.
3. With multiple potential renters why is it so difficult to rent the vacant facilities? Administration stated that rents would only be for a short period since the Fresno Unified School District has a \$55M project that will change the airport structures. Tenants have asked to be informed as to what those changes will entail.
4. Hangar development on the north side of the runway was mentioned again. Administration indicated they are open to discussing any proposition for new hangars. Melissa Garza-Perry should be contacted with any proposal for hangar development. Henry Thompson suggested sending a proposal indicating what we would like to see, what is needed to build hangars and any other requirements. This was a different response than that received from the city manager at the last meeting where it was stated that the land on the other side of the runway was surplus land and it would be very difficult to get approval. Development of new hangars would be income-producing for the airport and they are in high demand.
5. Other suggestions, including a project that is being done at another airport, to bring in more income were made. Michael Rogers said he liked the ideas he heard and wants to continue to hear from tenants for ideas.
6. V.J. Mirzayan stated that an Airport Advisory Committee has been formed, and they would like to be included in planning meetings for Chandler Airport.
7. Airport display days were suggested. Administration agreed to considering it; however, it was pointed out that no action is taken.

Administration stated questions raised were good and agreed to have a budget discussion meeting with tenants or the advisory committee.

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	



July Birthdays

Rick Emeriaan	7/02
Frank Wenzel	7/16
Melanie Blythe	7/17
Richard White	7/22
Valli Hansen	7/29



HAPPY BIRTHDAY TO YOU!!

CVAA Officers and Board Members for 2024-2025

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

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 9)

Saturday, Oct. 12— 39th Annual End O' Summer Fly In and Car Show

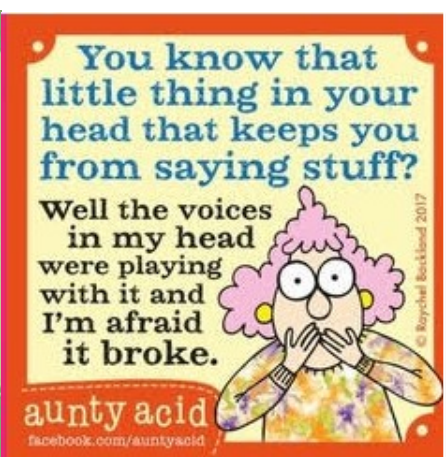
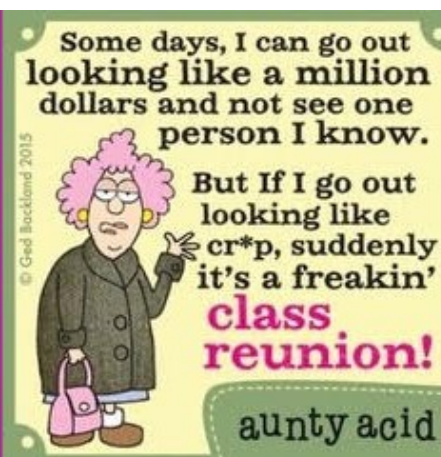
Saturday, Oct. 25 —Reedley Airport 2024 BBQ & Open House (Details to Follow)

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

Future EAA 376 Airplane Friday Night Movie Dates: Sept. 6, Sept. 20, Oct. 4, Oct. 18, Nov. 1, Nov. 15

Future EAA 376 Saturday Car Movie Night Dates: Sept. 14, Nov. 9.

WISE WORDS FROM AUNTY ACID





CVAA FUTURE MEETINGS

AUGUST 3, 2024 - CVAA GENERAL MEETING 9am / Sheriff's Air Squadron
Speaker to be announced.

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