



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 2025



REMINDER **NO CVAA MEETING IN JULY**

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CENTRAL VALLEY AVIATION ASSOCIATION

Next Meeting

AUGUST 2, 9:00 a.m.

Sheriff's Air Squadron Building

Chandler Executive Airport

Speaker: Leonard Federico

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

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

Understanding EFBs: What Pilots Need to Know Before They Take Off

Before a pilot can legally fly, they must be able to demonstrate not just control of the airplane but command of the environment around it.

That environment is not limited to just weather and airspace. It also encompasses items such as charts, procedures, regulations, frequencies, weight and balance data, and performance calculations. In short, the sometimes tedious but always vital “paperwork.”

Until a few decades ago, pilots carried binders and books, heavy kneeboards crammed with VFR sectional charts, terminal procedures, and note cards scribbled with frequencies and waypoints. Then, a decade or so ago, the iPad arrived. Soon after, so did the EFB.



What Is an EFB?

The term EFB stands for electronic flight bag. An EFB is, according to [FAA Advisory Circular 91-78](#), any portable electronic device used to display charts, documents, or other materials typically found in a pilot's flight bag. This could be a tablet, a smartphone, or even a laptop, as long as it contains the proper software.

What an EFB really does is change how pilots interface with the cockpit. Instead of flipping through paper sectional charts while trying to fly a traffic pattern, a pilot can tap a screen and see their aircraft's position relative to nearby airspace, terrain, or a runway. Instead of dialing Flight Service to file a VFR flight plan, they can submit it from the same app they use to check NOTAMs and METARs. For pilots, that matters. Especially when decision-making time is compressed and every ounce of cognitive load counts.

The Learning Curve

Pilots often ask whether they need an EFB during training. The answer depends on their instructor, budget, and learning goals. But increasingly flight schools and CFIs are recommending some form of EFB early in training. Not because it replaces core knowledge, but because it reinforces it and is, in most cases, what pilots will fly with practice these days.

A well-designed EFB does not remove the need to learn how to read a VFR sectional or decode METARs. What it does is contextualize that learning. It shows the pilot, in real time, how their decisions affect navigation, planning, and the pilot, in real situational awareness. It also gives them a set of tools they are likely to use for the rest of their flying career.



Aileron and Jim's Safety Corner (continued)

Choosing an EFB: What Matters Most

There are many apps that can qualify as an EFB. Such as ForeFlight, Garmin Pilot or iFly EFB. For a pilot, the ideal choice is not necessarily the one with the most features. It is the one that helps them think clearly, and stay safer, without becoming a distraction.

Preflight Planning and Navigation

One of the most important functions of an EFB is [flight planning](#). This includes route selection, weather analysis, TFR checks, fuel calculation, and filing flight plans. EFBs include graphical route planners that allows pilots to draw out a route, visualize terrain, and identify controlled or restricted airspace. With a simple drag-and-drop interface, pilots can insert waypoints and alternate airports, check elevation profiles, and even run simulated flights to preview their trip.

METARs and TAFs are integrated into the route planning interface, allowing a quick check of weather conditions along the route or at the destination. Color-coded weather overlays make it visually obvious when conditions might interfere with flight plans.

Many EFB's overlay moving map with airport diagrams during ground operations. ForeFlight, for example, has a program by which a pilot can insert taxi clearances in the flight plan (FP) and the taxi route is printed out on the airport diagram. For pilots navigating a busy field, this reduces confusion during taxi and helps reinforce airport layout knowledge in real time.

In-Flight Tools and Situational Awareness

Once airborne, the utility of an EFB increases tenfold. EFB provides real-time moving maps that show the aircraft's position over a VFR or IFR chart, terrain, or satellite imagery. When paired with ADS-B In receivers pilots can view live traffic, subscription-free weather, and FIS-B data.

This creates an evolving picture of the airspace, including other aircraft, weather fronts, and special use areas, all without touching a radio.

For pilots, this can be a powerful confidence builder. It is one thing to hear a traffic advisory from ATC. It is another to see a nearby aircraft appear on your EFB screen, complete with a readout of its altitude and heading. While screens must never replace a good visual scan for pilots, this added level of awareness leads to calmer, more deliberate radio calls and overall better decision making when used responsibly.

Terrain awareness features provide an additional layer of protection, especially during cross-country legs in unfamiliar areas. The app's SmartAltitude system, for instance, gives alerts when the planned route intersects with rising terrain or obstacles. Again,



Aileron and Jim's Safety Corner (continued)

while not a replacement for good planning and visual scanning, tools like these serve as an added layer of security and enhance situational awareness.

Record keeping and Post flight Review

Especially for pilots planning to go on to a professional aviation career, good record keeping is crucial, and EFBs can serve as or otherwise integrate with a digital logbook. They can also provide pilots with a way to look back at, analyze, and learn from their flights.

Most EFBs automatically saves flight tracks, for example, which pilots can review after the fact to visualize things like route deviations, pattern work, or maneuver practice. Doing this can be helpful for student pilots who want to improve their consistency or understand how wind and traffic patterns influenced their flight path.

Why It Matters

Ultimately, the question is not whether pilots should use an EFB. It's how to thoughtfully use one. As with any other tool in aviation, an EFB can sharpen or dull your skills, depending on how it is used.

Used correctly, an EFB supports good airmanship. It does not do the flying for you. It gives you the information you need to make better decisions more quickly. It streamlines planning, reduces clutter, and builds habits that will be valuable at every stage of your flying experience.

The paper charts may still be on the flight deck, and rightly so. But in a cockpit shaped by evolving technology and increasingly integrated systems, knowing how to affectively use an EFB is not optional, it's part of what it means to be a safe and modern pilot.

Fly safe and fly often. Oh, don't forget to update that EFB!
Aileron and Jim

AVIATIONISMS

If you're faced with a forced landing, fly the thing as far into the crash as possible. (Bob Hoover—renowned aerobatic pilot)

You've never been lost until you've been lost at Mach 3. (Paul F. Clickmore - test pilot)



THE WAY IT WAS (continued)



Some of you may remember the name Leonard Frame, who was a local farmer and pilot. Leonard was the go-to guy at the Gathering of Warbirds when it was based in Madera. That is how I met him. The ramp at KMAE was much more crowded in the 1980s than it is now; and since the Warbirds would use ALL the ramp space there was, someone had to remove all the planes tied down on the ramp Thursday and then return them all on Monday after the show, UNDA-AGED. So this job had to be filled by someone who understood how to ground handle airplanes... Enter Leonard Fame, US Army Air Force P-39 and P-40

Pilot, 1942-1945. Leonard spent his Service time in the South Pacific and was credited with 1 and 1/2 air victories. How do you shoot down half of an airplane you ask? Well, when you and your wingman are both shooting at the enemy and the enemy explodes right in front of you, each pilot gets a half. So on the side of Leonard's P-39 were the 1 and 1/2 Rising Sun emblems while Elsie the Bordon Cow was painted on the vertical tail because he planned on starting a dairy when the war was over.

Leonard kept flying through the years and owned a 172 which he kept at Sky Park and a friend wanted to go flying, so they met at the plane. Leonard stucked the tanks and determined there was fuel enough to go to Woodlake for lunch. "I figured I'd get gas at Woodlake, so off we went and had a good lunch; and when we went back to the plane, someone was already at the pumps. So rather than wait around, well, we can leave now and stop at Reedley for gas. So we took off and passed right over Alta airport (Dinuba, closed now) and flew right over Reedley, flew right over Selma, and halfway between Selma and Chandler the engine just quit." Getthereitis? "Well, I knew we were out of gas so I started looking for a nice smooth place to land and spotted a field that looked like it had just been burned, so I set up to land on it. It wasn't very big, but it would do. So that was it, we rolled to a stop. I breathed a sigh of relief, and just as we were exiting the plane the owner of the field pulled up and asked if we were ok. So I said, sure, and if you will go get us a 5 gallon can of gas, I'll fly this thing right on out of here! Just then along comes a Highway Patrolman. He was nice and wanted to know if we were ok. So I said, sure, and if you will just go get us a 5 gallon can of gas I'll just fly this thing right on out of here. Well, the CHP officer wasn't having any of that either; and just about then the FAA shows up and wants to know if everyone is ok," and Leonard says, "Sure, we are fine, and if you will go get us 5 gallons of gas, I'll just fly this thing right on out of here, offering gas money and saying a



THE WAY IT WAS

Silent prayer. 'OH, NO, you're not flying this anywhere. You will need to take the wings off and truck it out!'"

Leonard just kind of leaned back in his chair, waiting for my response....."OK, what did you do?" I asked....."Well, I just asked the farmer to allow me to borrow his phone, and I called a tow truck and, with the farmer's directions, told him where we were, which was only a few miles south of Chandler, and asked him to bring a flatbed tow truck and a pilot truck; and we just hooked a tow strap around the landing gear and loaded the plane right on that flatbed, tied her down good and left for Chandler, me and my passenger in the pilot truck leading the way, flashers going, leaving the farmer, the CHP, and the FAA standing there. I did slip the farmer a little something for his trouble, and we just came right up Thorne Avenue, turned left on Kearney, drove through the gate and around to the fuel pump, filled 'er up with 100 octane and took off for Sky Park. That was my last flight. I figured after all that it was time to hang it up." I don't think he ever heard any more from the FAA.

Leonard Frame always had a good story to tell and truly was one of The Greatest Generation. I miss having these chats with him at the Kings Canyon and Clovis Avenue McDonald's.

Arnie Schweer

AVIATION EXPLAINED

AIRFOILS—Swords used by early pilots for dueling.

AIRSTrip—In flight performance by exotic stewardesses.

AUTOMATIC DIRECTION FINDER—Instructor.

AEROBATICS—What you tell iinstructor you meant to do when he asked you to see a stall.

BANK—Owner of airplane.

CHOCKS—Piece of wood that lineboy slips off from front of wheel anytime he catches the pilot not looking.



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			



July Birthdays

Rick Emerian	7/02
Todd Braner	7/07
Mel Council	7/07
Frank Wenzel	7/16
Melanie Blythe	7/17
Richard White	7/22
Valli Hansen	7/29



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

EAA 376 Dark through July—Upcoming August Events to Follow

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 there 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

LATER IN LIFE

I told my wife she should embrace her mistakes... so she hugged me.

At my funeral take the bouquet off of my coffin and throw it into the crowd to see who is next.

I thought growing old would take longer.

**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