



The Plane Scoop



A publication of the Central Valley Aviation Association

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

AUGUST 2024

AWESOME AIRCRAFT PAINT JOBS



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CENTRAL VALLEY AVIATION ASSOCIATION

Next Meeting, Saturday, August 3 9:00 a.m.

Speaker, Arnie Schweer

**“An Inside Look at the Gathering of Warbirds
International Airshow”**

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

Industrialized Flight Training

If you are a pilot (or CFI) you inevitably have had friends asking you for your advice about starting flight training—for themselves or their friends/kids: “How can I become a pilot as fast as possible?” Or perhaps more hopefully; “How can I become a really good pilot?”

This provides a moral dilemma for every experienced pilot/CFI. Our flight training market has largely become an industrial mass-production process of minimal standards. Have you looked for a good flight school that is not an assembly line?

Fortunately, between the puppy mills, some amazing schools are doing great flight training, but finding them is a buyer's dilemma. What can we learn from the better schools to optimize the “assembly line schools?”



The aviation world is exploding with opportunities for new pilots. This demand has pressured the flight training system to produce more pilots more rapidly, and quality of training is clearly suffering. Pilots are increasingly prepared in an industrial fashion with inflexible syllabi and minimum hours (no extras). Initial eagerness and motivation are often destroyed in the grinder; these eager learners deserve better.

If you are a veteran CFI you know the amazing value of some of those extra lessons; they are gone! If feel bad for all the new pilots who never get to enjoy their flight training and nurture a passion for excellence. Instead, they are force-fed from a spartan buffet of minimum requirements; introjection rather than integration, rote rather than correlation-level learning. Many applicants I evaluate are universally stressed out and miserable.

Flat-rate, guaranteed price courses, are everywhere, based on the assumption that the “raw material” - eager learners - are uniform in their needs and skills. Every experienced aviation educator knows this “myth of the standard student” is driven by financial necessity and market pressures. Careful personalized instruction is essential to real learning because every learner has individual needs. Most of the damage is done by the see assumptions built into the course structure. Hopefully, these new eager learners retain their motivation for superior achievement, not just a minimal-level “pass”.



Aileron and Jim's Safety Corner (continued)

It is common these days to see provided private pilot certificates, in only three weeks. "Zero to hero" courses from start to CFI take 6 months and these graduates commonly have only 10 hours of "real solo" (take out the PDPIC).(1). With the pace of training - and the need to accumulate hours - these new green CFIs are doing the majority of training of all our future pilots. We all know this whole process is upside down - the most senior CFI/pilots should be doing the flight instructing for the best results. But, of course, those people are being paid much more to fly a Gulfstream or Airbus.

"Death By Time Builder" by Meg Godlewski at Flying Magazine was a wake-up call to our industry. This tragedy demonstrated how badly this industrial process could go. Though this was an egregious example, I am sure lesser versions of this tragedy occur daily all over the country. Not every new CFI is well-prepared or personally suited, to be an effective educator. Also covered by Meg is a mandatory weather minimums memo enacted by a flight school in Orlando. This forces learners into flight (or pay a penalty) when MVFR conditions prevail—where has pilot risk management gone? This is obviously to expedite scheduling efficiency (profit). These increasingly draconian policies prevent the development of critical pilot risk management skills and betray the increasingly fast training cycles at all these academies! This spreads like wildfire across social media.

Is a "Three-Week PPL" safe/wise?

Can dedicated new CFI - doing the best they can - educate a brand-new learner to be a safe pilot in just three weeks? Are safety standards being compromised in this desperate push to complete training ASAP?

Since these schools succeed in three weeks it is possible to train a person average capabilities to paste minimum standards of the ACS in three weeks. Remember all FAA evaluations are pass/fail, and a 70% will earn you a certificate. This also could be "best person on the best day" or after several tries with a DPE.

A better question: "Is this safe and sensible for long-term safety", and the answer is clearly "NO". If these were "one and done" certificates at the private level with no further training, we would be in huge trouble. No new pilot retains enough information and skill from a three-week course to be a safe pilot without subsequent training and reinforcement. Fortunately most reputable academies keep building skills with future ratings The new 3-week private pilot is on a very short leash as they build more competency.



Aileron and Jim's Safety Corner (continued)

The real problem with accelerated training comes from the interference that occurs when each new course “overwrites” the previous course. Three weeks is not enough time to make durable, long-lasting habits; it’s physiologically impossible. And new VFR knowledge is immediately “overwritten” by IFR learning and flying in the standard sequence. IFR is followed immediately by commercial training and the IFR knowledge is gone. In my experience most CFIs adding instrument privileges are not even qualified to be instrument pilots; they have forgotten everything. And pilots at the end of a 6-month accelerated program are often a confused mess of half-baked habits. Nothing has been adequately reinforced to become a durable habit; too much too quickly. These pilots are often a mess with a pocket full of FAA paper or - well now plastic certificates.

A much smarter sequence for career training would be to stay with VFR skills and follow private pilot training directly with commercial training; It would probably be wise to progress directly to the CFI before adding any instrument privileges. The experience outweighs the process. That was the historic sequence before the FAA policy changed. Instrument flying is a very different skill set that needs more serious attention than it is currently getting. All professional piloting is in the IFR system. (The IFR after PPL makes sense for a recreational flier, but not in a career course). Just a thought; but these new learners deserve better training that keeps their motivation and passion alive and builds durable skills. Just because “that is how we have always done it” is not a reasonable justification for the mess we see today.

Fly safely and fly often,
Aileron and Jim

(1) PDPIC - “Performing the Duties of Pilot In Command” PdPIC can be logged when an instructor is on board the aircraft with the student but the student is performing all of the duties of the PIC. PDPIC time can be used in lieu of the solo aeronautical experience requirements for the Commercial ‘Certificate (FAR 61.129 (a) (4)>

AT A PAROLE HEARING, the officer asked, “Tell me, why should you be released early?”

The inmate responded, “It’s because...”

The officer replied, “Yes?”

The Inmate continued, “I think I have ...”

“Go on,” the officer said.

“Can I please finish my sentence?”

“Sure. Parole denied.”

THE WAY IT WAS



RENO AIR RACES—PART TWO

The Races were always held in September, I suppose because it was presumed to be cooler than in full summer, but I have seen 90 degrees, and I've also seen it so cold that I almost froze to death, no exaggeration! Had it not been for the benevolence of Lloyd Hamilton offering us the inside of his big ole' Lincoln with the heater running, we would have had to leave before the Unlimited Race...that would have been a disaster! Lloyd always "raced" his Hawker Sea Fury "Baby Gorilla" with the engine set at cruise power, "Why burn up the engine just to try to win the paltry amount of prize money? We don't have cubic dollars."

Lloyd was a Captain for Pan Am in those days and was one of those more fortunate guys who could travel the world and get paid for it, quite handsomely, too! It was on a trip to Australia that he came across the Sea Fury. This was a British shipboard fighter with folding wings and a 2,480 horsepower radial engine.

So Lloyd bought this British fighter and had it shipped to the Port of Oakland with the wings folded and all intact. Marching to his own drum, kind of bending some traffic rules, somehow he was able to TAXI his new plane from the Port to Oakland Airport. I suppose he had somehow obtained a police escort, although knowing Lloyd, one would want to ask why did you do this at 2 a.m.? Anyway, he then flew the Sea Fury to Santa Rosa Airport where he proceeded to modify it to accept a second seat for a passenger. The first time I saw "Baby Gorilla" was at a NAS Lemoore open house where Lloyd was sitting on the fuselage just ahead of the windshield, watching the airshow and smoking a cigarette! He was wearing tennis shoes so he wouldn't scratch the new paint job!

So here he was at Reno, not qualified to race in the Sunday Gold Championship Race but just staying to watch. A friend of ours who owned a T-6 walked by and said he and his wife were pylon judges on the backstretch and would Sharon and I like to go with them and watch the race from out there? We would have the warmth of their car to stay warm before the race. Are pork chops greasy? Is the Pope Catholic? So we went to the backstretch pylon, the one where the pilots had to make the tightest turn and waited....in about 15 minutes we could hear



THE WAY IT WAS (CONTINUED)

them coming before we could see them, then they were on us, coming around that pylon wide open, in what looked like a 90-degree bank at telephone pole height, which is what the pylons were, a telephone pole with an orange and white barrel on top to help the pilot see the pylon when bearing down on it at 450 mph. I remember with absolute clarity that I could see the plywood floor of these Mustangs and a Bearcat blasting by. I took my hand and rested it on the pylon and could feel it vibrating from the absolute brute power of these machines passing by....Some things you just never forget! This is one of them!

-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 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	



August Birthdays

Nicholas Briscoe	8/02
Howard Ratzlaff	8/02
John Johnson	8/13
Sharon Schweer	8/19
Joseph Oldham	8/25
Cleve Potter	8/27
Robert Glougie	8/28



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 10)

Saturday, Oct. 12— EAA 376 Pancake Breakfast and Fly-in, Tim & Clari Cone
End 'O Summer Fly-in and Car Show cancelled due to city construction.

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

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

Saturday, Jan. 11—EAA 376, 2nd Saturday Lunch Gathering, Ryan & Dominique Caglia

Saturday, Feb. 10—EAA 376, 2nd Saturday Lunch Gathering, Diane Tjerrild

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.

LATER IN LIFE

I've reached the age where my train of thought often leaves the station without me.

If you're happy and you know it it's your meds.

Camping: where you spend a small fortune to live like a homeless person.



CVAA FUTURE MEETINGS

AUGUST 3, 2024 - CVAA GENERAL MEETING 9am / Sheriff's Air Squadron

Speaker—Arnie Schweer, “An Inside Look at the Gathering of Warbirds International Airshow”

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

NOVEMBER 2, 2024—CVAA FALL PILOT’S CLINIC

- IFR, Oriented to Instrument Flying for Everyone, Jim Shamp & Mark Delforno

DECEMBER 2024 — DATE TO BE ANNOUNCED

JANUARY 4, 2025—CVAA GENERAL MEETING, Speaker to be Announced

FEBRUARY 1, 2025—CVAA GENERAL MEETING, Speaker—Jim Shamp

- “Most Surprising Check-Ride Experiences”

AVIATIONISMS

When one engine fails on a twin engine airplane you always have enough power left to get you to the scene of the crash.

Blue Water Navy Truism: There are more planes in the ocean than there are submarines in the sky.

**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