



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 2025



Leonard Federico has been involved in aviation for many years and is a familiar face to all of you. However, there's a pretty good chance that most of you have no idea of the extent of his experiences. Well, you're going to find out when you read his story beginning on Page 1. And that's only the half of it!! Don't miss his presentation this Saturday, August 1, at the Central Valley Aviation Association meeting.

In This Issue

- 2-4 — Leonard A. Federico
- 5-7 — Aileron & Jim's Safety Corner
- 8-9 — The Way It Was
- 10 — Passing of Harry Thompson
- 11 — Chandler Airport Access Info
Important Info for CVAA Members
(PLEASE READ)
- 12 — Airport Access Application
- 13 — August Birthdays
CVAA Officers & Board Members
- 14 — Upcoming & Ongoing Events
CVAA Future Meetings
- 15 — CVAA Membership Application
- 16 — EAA Membership Application

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.



LEONARD A. FEDERICO

Leonard was born in Des Moines, Iowa, to James and Grace Federico. They were visiting their parents at the time, and after the birth, they drove back home to California. His parents owned Federico College of Hair Style in Sacramento, Stockton and Lake Tahoe, California. He has three siblings, two sisters, Anna and Janet, and one brother, Gary. All living in the Sacramento area.

Like many pilots, Leonard had a boyhood passion for building model airplanes and later building and flying tethered model airplanes. Luckily he was able to turn it into an adult vocation of aviation and a hobby of antique aircraft restoration.

At age 12 he took his first job in aviation as a sprayer's helper and mechanic's assistant for Jensen Crop Dusting Service in Sacramento. For a whopping 65 cents an hour he gained hands-on experience with Stearmans, Piper Cubs and Travelairs airplane and learned the mechanical ins-and-outs of aircraft repair.

In 1967, at age 19, he enlisted in the Air Force Reserves and was placed on deferment from induction while attending Sacramento City College. He received a degree in aviation in 1968 while serving in the 87th Aerial Port Squadron of the Reserves as a sergeant stationed at Travis Air Force Base. He worked special handling, passenger loading, unloading, ordinance, mail, and the remains of U.S. soldiers who had been killed in Viet Nam which had a lasting effect on him. That experience inspired him to restore a damaged skeleton of a Huey helicopter to resemble a Huey Medi-Vac helicopter. It was donated to the American Legion Post 20 in Porterville, the town that had the highest per capita mortality rate in the U.S. for soldiers who died in Viet Nam, as a memorial dedication in December, 1989.



After his discharge, having been bitten by the bug to fly helicopters, he accepted a job with Rogers Helicopters, Inc. as a mechanic-pilot and arrived in Fresno in 1972 in his Corvette Roadster and one suitcase. He soon partnered with Rogers and eventually bought him out in 1980. He established Federico Enterprises, Inc. in 1980 and his wife, Virginia, worked beside him as VP, Secretary and Treasurer of the corporation. Having his own business gave him what he likes - air time and time with his family.



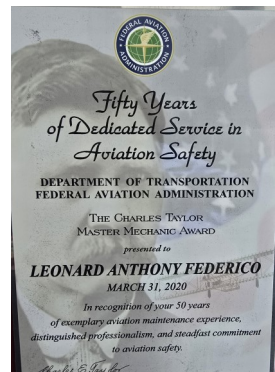
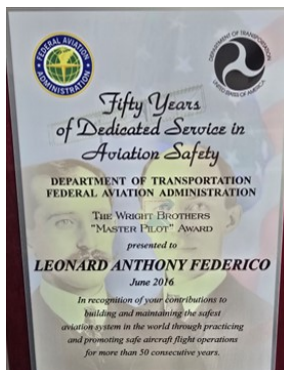
LEONARD A. FEDERICO



Leonard and Virginia "Ginny" married on November 25, 1978. They have two sons, Jimmy who is in real estate and also beverage sales for Anheuser-Bush, Long Drink, and Jared, National Sales Manager, Sunrise Medical Co. They also have a grandson, River, and a granddaughter, Navy.

He has worked in all aspects of helicopter charter service including emergency medical evacuations, fire-fighting, reconnaissance, emergency rescues and motion picture stunt work. He chartered his helicopter for use in motion pictures, including the 1992 Hollywood hit "Patriot Games", an episode of "Murder She Wrote", Ford commercials carrying cars beneath the helicopter, and the camera ship on the movie "Killer Elite 1975", starring James Caan and "White Mile 1994" starring Allen Alda, "Dark Skies 2011" and several other projects. Being an active member of the Screen Actor's Guild not only brought fame and stunt actor's pay but also unexpected royalty checks each time a segment is shown again for profit.

His many awards include the FAA Wright Brothers Master Pilot Award for contribution to building and maintaining the safest aviation system in the world (2016), the Charles Taylor Master Mechanic Award, the FAA Wright Brothers Master Pilot Award for 50 years of exemplary aviation flight experience (2020), and the American Legion Post 20 Viet Nam Memorial Certificate for the restored Huey helicopter donation.



In spite of his busy life he has found time for community service and is a long-time member and past president of the Clovis Kiwanis Club, the Clovis Rodeo Association, Central Valley Aviation Association, AOPA, Stearman Flying Wire, and the Experimental Aircraft Association (EAA)



LEONARD A. FEDERICO

He also owns and restored a 1941 Stearman PT-17, a 1941 Stearman N25-3, a 1945 Piper L4-J and a 1954 Piper PA18A-150 Super Club which he currently has today. Some of his aircraft are shown below.



He present business is Fresno Flight & Air Repair, LLC, located at the Fresno Yosemite International Airport, and Federico Helicopters, Inc, Reno, Nevada.

We've just scratched the surface covering Leonard's life. It's apparent he has spent the majority of his life doing what he loves most—flying and restoring aircraft.

Thank you for sharing your story with us, Leonard. We wish you many more years of enjoying airtime and time with your family.

AVIATION EXPLAINED

ELEVATOR— Device which tower uses to raise or lower approach end of runway.

FAR — Opposite of near.

FLAPS— Spirited discussion between pilot and tower.

GROSS WEIGHT—350 lb. pilot (or, too often, mother-in-law).



Aileron and Jim's Safety Corner

When to Activate the ELT After the Engine Goes Silent

All pilots should be thoroughly familiar with the operation of their aircraft's ELT, whether it's the analog 121.5 and 243 MHz models, or the newer 406 MHz digital ELTs. This familiarization should include knowing how and when to manually activate an ELT during an inflight emergency.

Think of an early ELT activation the same way you think of the early declaration of an emergency. If the engine quits, or some other emergency occurs requiring an immediate off-field landing, declare an emergency and activate your ELT right away. As soon as the immediate flying tasks (pitch for best glide, set the trim, pick a place to land, and turn the airplane to go there) are done, you need to squawk 7700, declare an emergency, and activate your ELT. Don't wait until you have gone through your other checklist items and then call at the end. By that time, you may well be too low to call (line-of-sight), and down in the ground clutter, out of sight of radar. The idea is, that since in reality you probably won't make a perfect textbook emergency landing, you need to get help on the way. If you don't summon help while you can, you may survive the crash, only to die of exposure in the wreckage because nobody knows you are there.



That's why it is recommend to manually activating your ELT while still in flight. If you rely on the crash to set it off, and you are injured, how will you know if it activated or not? You want to be found, RIGHT AWAY! If you have remote activation capability, turn the darn thing on when you are squawking 7700 and declaring the emergency. Let people know you are in trouble. Make yourself easy to find and be rescued, for sure. All the modern 406 ELTs have panel mounted remote switches. Just push the button.

What if you manage to "fix" the emergency (belatedly figured out that the fuel selector was in the wrong position, and the engine really will run), or end up landing without damage or injury? You have already summoned all these people via radio and ELT. Simple. If still in the air, use that same radio you used to declare the emergency to call it off. If you are on the ground, cancel the false alert by calling the U.S. Air Force Rescue Coordination Center at 1-800-851-3051.



Aileron and Jim's Safety Corner (continued)

The whole idea here is to get help coming so you and your passengers can be rescued, really fast. One of the ways to do that is to manually activate your ELT early. It's also important to register your 406 MHz ELT with NOAA so they know who the device belongs to and who to call if it's activated. Here is the website for more information and to register: <https://www.sarsat.noaa.gov/beacon.html>

Now why should you have a 406 MHz ELT? (FAA Safety Briefing magazine November/December 2010 p. 23)

First, SARSAT can locate a 406 ELT quickly and accurately. SARSAT no longer receives 121.5 ELTs, mostly because the system was flooded with false alarms. When 121.5 ELTs were still being received, it took two satellite passes and 45 to 90 minutes to get a lock. With the new GEOSAR satellite, though, the location lock time is down to one pass and about 5 minutes.

Another difference is that 121.5 ELTs could only be located to within a 12 to 25 nautical-mile radius, so the search area was huge. Even without a GPS signal, the new 406 ELTs can locate you within 2 to 3 nautical miles and, with a GPS, that drops to within around 100 yards! In other words, 406 ELT plus GPS takes the search out of search and rescue.

All 406 ELTs come with a remote activation switch. In some cases, as with an in-flight fire or an engine failure, the satellites can locate you before impact. This helps because sometimes, even though the ELT may trigger, the antenna gets sheared off in the crash. It is conceivable that search and rescue might beat you to the accident site!

Another benefit is that 406 ELTs transmit an electronic ID number. This means that with a couple of phone calls, the false calls can be virtually eliminated. As a result, search and rescue can afford to launch as soon as they get a confirmed 406 hit on SARSAT, usually within minutes. In practice, this means that as soon as the RCC gets a hit, they launch the rescue crews while they confirm it by calling the numbers on the ELT registration. This is usually complete before the blades start turning on the rescue chopper. Finally, 406 ELTs have much more reliable G- switches and antennas. A review of the data shows 121.5 ELTs worked in only about 10 to 20 percent of crashes, while 406 ELTs are expected to work in 60 percent of crashes.

If you don't get a 406 ELT for yourself, maybe think about getting one for the , consider the lives you will put at risk searching for you if you go down.



Aileron and Jim's Safety Corner (continued)

people you fly with-your kids, your spouse, or your friends. If you don't get one, consider the lives you will put at risk searching for you if you go down.

Oh, if you have a topic you would like to hear and learn more about, send me a note at: shampjs@sbcglobal.net

As always, fly safe and be ready for anything.

Jim and Aileron

AWESOME AIRCRAFT PAINT JOBS





THE WAY IT WAS



Back in the '60's and '70's there were airshows almost every weekend somewhere within driving distance of Fresno. Lemoore NAS was even having "open house" weekends complete with an airshow with civilian pilots and would, of course, have the Blue Angels. Now there was an airshow demonstration team to get your heart started!! I remember meeting an amiable gent sitting legs straddling the forward fuselage of a mighty fire-breathing Hawker Sea Fury, ready and willing to discuss Sea Fury vs Mustang, etc., etc.

One day in 1972 I saw a poster advertising a Gathering of Warbirds to be held at Chandler Downtown Airport, as it was known back then. It was to be on the third week of August; so I got there that Friday afternoon just to watch early arrivals. I have always had a soft spot for the P-51; and when I got there that late afternoon there was a flat-out gorgeous P-51D parked near the admin. building with the pilot/owner standing nearby. I walked around the plane and admired every inch of it and asked him how long had he had it. "Oh, I just bought it, got it from Ed Maloney for \$25,000. He must have needed money or something." \$25,000??? Really???? Shucks, I could almost have afforded that!!! We both laughed and, after the event was over on Sunday, Robin Collard, Captain, USAF flew his newly acquired Mustang home to San Antonio.

The Gathering of Warbirds became an annual event every third weekend in August until 1976 when a fatality prompted the City of Fresno to let the organizers know that events such as these would no longer be tolerated. Never mind the patriotic feelings this event aroused within some of us; never mind the educational value instilled in the area's young people; never mind that Fresno and Chandler was being considered for future filming of BAA, BAA Black Sheep. The City Always Knows Best!!!

So to continue this event, the Gathering had to be moved to Madera; and the Madera City Council welcomed the event; especially since the city was to receive 1/4 of the net profit!! I don't remember how I found out about the move; but I discovered that there was to be a planning meeting right here in the Chandler admin. building to discuss the move to Madera and recruit more volunteers. So I showed up and volunteered for flight-line duty. The guy in charge was Jim Estep; and he was asking for a volunteer to be secretary. So I volunteered Sharon. She accepted without even knowing she had been asked!



THE WAY IT WAS

So the show came off as planned, no problems; and there was even a little money to split and plan for the next year. I must add here that Sharon had also asked to be in charge of pilot registration at the event and did an outstanding job, keeping excellent records for next year's pilot invitations. I worked as a ramp ape, parking planes and pushing and pulling to get them parked and out for engine start.

For the next year's event I was asked to be a Co-Chairman, and one of my duties was to invite the pilots and find interesting one-of-a-kind World War II surviving aircraft as well as find an Air Boss and put an airshow together. Hey, this was starting to be fun!!

The year 1981 was the 40th anniversary of the P-51, so I went to the local GADO as it was called then and asked them to print off the names and addresses of all the Mustang owners in the country and invited ALL of them, promising 200 gallons of gas if you lived out of state and a lesser amount, usually 100 gallons, if you were based in California. So in August of 1981, the skies around Fresno and especially Madera were full of the low, even moan of Rolls Royce Merlin engines. Twenty-nine Mustangs attended. Most guys didn't even take the full allotment as they wanted to see the event prosper and grow. We even had two Mustang pilots doing aerobatics, local pilot Alan Buchner doing acros with the Ryan PT-22.

To be continued.....

Arnie Schweer

ACTUAL STATEMENTS MADE IN COURT

ATTORNEY: Doctor, how many of your autopsies have you performed on dead people?

WITNESS: All of them. The live ones put up too much of a fight.

ATTORNEY: Were you present when your picture was taken?

WITNESS: Are you kidding me?

ATTORNEY: What gear were you in at the moment of the impact?

WITNESS: Gucci sweats and Reeboks.

ATTORNEY: The youngest son, the 20-year-old, how old is he?

WITNESS: He's 20, much like your IQ.



CONDOLENCES ON HARRY THOMPSON'S PASSING



GEORGEANNE A. WHITE
CITY MANAGER

July 14, 2025

STATEMENT FROM CITY MANAGER ON THE PASSING OF HENRY THOMPSON - DIRECTOR OF AVIATION

"It is with great sadness that we announce the unexpected passing of Henry L. Thompson, Director of Aviation for the City of Fresno.

On behalf of myself and Mayor Dyer, we extend our heartfelt condolences to Henry's family, friends, and colleagues during this difficult time.

Henry joined the City in December 2021, bringing with him more than 35 years of aviation experience and a deep passion for public service.

During his time leading Fresno Yosemite International Airport, Henry was a leader whose expertise and commitment helped guide the airport through significant growth and development. His focus on improving the travel experience for our community and advancing the airport's long-term goals left a lasting impact."



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	



August Birthdays

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



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

Saturday, August 9—EAA 376, Details to Follow

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

CVAA FUTURE MEETINGS

AUGUST 2, 2025— CVAA GENERAL MEETING — Leonard Federico, Speaker (You read his story. You won't want to miss his presentation).

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

MORE ACTUAL STATEMENTS MADE IN COURT

ATTORNEY: Are you qualified to give a urine sample?

WITNESS: Are you qualified to ask that question?

ATTORNEY: DO you recall the time that you examined the body?

WITNESS: The autopsy started around 8:30 p.m.

ATTORNEY: and Mr. Denton was dead at the time?

WITNESS: If not, he was by the time I finished.

ATTORNEY: ALL your responses MUST be oral, OK? What school did you go to?

WITNESS: Oral....

**The Central Valley Aviation Association**

Page 7

**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