



The Plane Scoop



A publication of the Central Valley Aviation Association

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

SEPTEMBER 2025

AWESOME AIRCRAFT PAINT JOBS



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CENTRAL VALLEY AVIATION ASSOCIATION

BBQ & FLY-IN SEPTEMBER 13 IN LIEU OF THE SEPTEMBER MEETING FLIGHT AVIATION HANGAR

Chandler Executive Airport

(See Page 9)

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

ATTENTION

**All pilots with an "Aircraft of Historical Signifi-
cance" 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

Deadly Doors: Distractions Still Posing Threats to Pilots

If you have been flying for any length of time this has probably happened to you. Better yet, hopefully you had a good instructor who popped open the door during training, just to teach a lesson which was well remembered. You learned it's annoying and noisy, sure—but deadly? It shouldn't be. Yet general aviation pilots continue to crash and die because of how they react to something as simple as an unlatched door.



In just the first few months of 2025, we've had four serious crashes in the U.S. where a pilot experienced a door or baggage door opening after takeoff and didn't make it back. Three of the four crashes were fatal, and the fourth one resulted in burn injuries. So, while it's easy to dismiss these kinds of accidents, they're important because they continue to kill.

The most recent of the four occurred on Saturday, May 17. At about 10 a.m., a B55 Baron took off from Runway 30R at Rocky Mountain Metropolitan Airport (KBJC) in Broomfield, Colorado, with two people on board. Shortly after takeoff, the pilot radioed the tower and said, "We're going to have to go back and re-land. We've got the door popped open..." The tower instructed the pilot to make right traffic and cleared him to land, but there were no further transmissions from the pilot.

The aircraft climbed to just 400 feet agl and then started a right crosswind. During that right crosswind, the aircraft lost about 200 feet, while slowing from about 100 knots to 96. The only way the aircraft could have slowed, while losing that much altitude, was if the engines were pulled way back. Most likely, the pilot felt that with a door open he should reduce his airspeed.

Tragically, as the Baron turned to the downwind, it continued to slow and lose altitude. As it rolled out on the downwind, its ground speed was 81 knots. A few seconds later, it started turning to the left, and the last recorded speed was 71 knots at about ground elevation. The airplane crashed and caught fire, and there were no survivors.



Aileron and Jim's Safety Corner (continued)

One notable aspect to this accident was that the aircraft climbed to only about 400 feet agl while trying to fly a traffic pattern. Most traffic patterns are either 800 or 1,000 feet agl, and it would be easy to dismiss this low altitude as just a random pilot mistake. Yet I've noticed over the years that flying a low traffic pattern isn't uncommon when pilots panic and try to return quickly to an airport.

I don't know the psychology behind why pilots do this, but here's my guess. Incidents like this are likely anxiety producing. To reduce the anxiety, pilots try to get back on the runway as quickly as possible. When you want to get somewhere fast, it's common for people to look for shortcuts in their routing to save time. If you have to climb all the way up to 1,000 feet, that obviously takes more time than if you stay down at 300 feet. So, in the moment, when a pilot is panicking and not thinking straight, it may seem logical to stay close to the ground, since it will shave a few seconds.

Any time you fly, it helps to have normal procedures and make each flight as standard as possible. That's why we use standard operating procedures, including following checklists and flying standard traffic patterns. Doing that to the extent possible is especially important when the chips are down and you're challenged in some way, either by weather, fatigue, mechanical problems, distraction, or other issues. In those kinds of situations, keeping everything else, including the traffic pattern, as standard as possible reduces your workload and decreases the chances of introducing more problems.

Here are some problems associated with flying a traffic pattern at a lower-than-normal altitude. These same issues often occur when pilots circle to land following an instrument approach, since the circling altitude is often below the traffic pattern altitude. The biggest problem is that pilots fly a downwind that's too close to the runway. This sets them up for failure when they make the base-to-final turn. Since the downwind leg was too close to the runway, the base leg is shortened, and pilots typically overshoot the base-to-final turn. Once they recognize the overshoot, they often add excess rudder and sometimes even pitch up. Either or both actions can lead to an immediate stall/spin that's unrecoverable at a low altitude.

Here's why pilots accidentally end up flying the downwind closer to the runway than they realize. Most pilots judge their distance on downwind by judging the angle at which they're looking down at the runway. Looking at where the runway meets a strut, or the wing, makes it easy to get approximately the same angle and therefore the same distance from the runway each time.



Aileron and Jim's Safety Corner (continued)

But imagine you're flying at half the normal traffic pattern altitude. To make that angle appear "normal," you would need to fly a downwind that's half as close to the runway. So, if your normal downwind is flown at eight-tenths of a mile from the runway when flying a downwind at 1,000 feet, at 500 feet, you would end up just four-tenths of a mile from the runway to get the angle to the runway to look correct.

So anytime you're flying lower than normal, such as during a circle to land, you need to force yourself to fly a downwind that looks like it's too far from the runway. When circling, I usually look at the range ring or arc on the moving map to get an approximate measure of my distance to the runway. Whenever I fly a traffic pattern, I try to make it as standard as possible. For example, at night the tower at my airport will often offer me a base leg entry. But since it's dark below the traffic pattern and hard to judge height above the terrain, I always request right traffic instead. By entering on the 45 and making a standard traffic pattern, it's easier for me to hit my altitude targets at every point along it.

So if you find yourself needing to return to the airport with an open door, remember, in most aircraft that door is almost impossible to push open more than a couple of inches, so if it happens, just put up with the noise and fly a normal pattern back to the runway. Better yet, just make sure the door is secured before you take off.

Fly often and fly safe,

Aileron and Jim

AVIATION EXPLAINED

HOT AIR MASS—Usually found near pilots' lounge.

KNOTS—What stalls do to stomachs (also, objects found in tiedown ropes the size of which is inversely proportional to the value of the aircraft).

NOSE WHEEL—Steering wheel located in front of pilot's nose.



THE WAY IT WAS (Part 2)



So the Gathering of Warbirds prospered and grew. Soon I was getting calls from pilots of all kinds of ex-Military planes wanting to come to our event. Most pilots got a room at the best hotel Madera had at the time. The more thirsty birds got some gas; we had a Saturday evening dinner dance with a live big band playing WWII songs, and Saturday was always a rehearsal for Sunday. Although the crowds were bigger on Saturdays, Sundays were always easier on the workers and volunteers. Cash was coming into our command post like there was no tomorrow. We owned the airport for that three-day weekend; we owned the Pepsi booths and all

the food booths and, of course, the ramp.

I would get a report every 30 minutes about how far back Highway 99 was backed up, the further the better, and I could see a long line of all kinds of GA planes on final for 30 as far as I could see. Our temporary tower located on the roof of the admin building was busy sequencing guys in from the north on a 5-mile 45, every other landing a straight in. For about an hour or so, it was as busy as Oshkosh, at least it seemed to be. Those controllers from the Fresno GADO were a great bunch of guys as was the FAA monitor. I got along great with all the FAA guys except one. I used to sit down with the Airboss on Friday afternoon, and we would roughout the show, putting trainer flybys up first, then an acro of some kind, then the fighters took their turn, everyone three laps around the field, then the Bombers, usually three or four B-25s and usually a B-17. It was fun to watch a B-25 make a slow pass and then drop a load of cantaloupes. One of my favorites was to announce a car that was illegally parked that must be immediately moved or dire consequences would result. After several announcements, a helicopter would be dispatched to PICK UP the car, climb to about 1000 feet or so, then drop the car, well west of Runway 30, in a cloud of dust. That was a real crowd pleaser...

We charged \$3.00 for Friday, billed as Warbird Arrival and Photographers Day, \$6.00 per person for Saturday and Sunday. If we had a net of \$10,000 everyone was happy. It seemed like everybody was happy anyway. We had help from the Air Guard, the 144th FIS, the CAP, and numerous others.

Sharon and I did this for 11 seasons and there was only one fender-bender, a P-63 King Cobra pulled in front of a P-51 rolling out. The Mustang got a bent wingtip and the "Cobra" had to stay a while to get his rudder repaired. But no bodily injuries were ever encountered.



THE WAY IT WAS (continued)

Friendships were forged with many people through those 11 years. Sharon got a Mustang ride every year. I got so many Mustang rides it almost got boring and counted it a privilege to ride in Lloyd Hamilton's Sea Fury one year. The Mustang rides were great, but nothing ever topped the acceleration of that Sea Fury on takeoff with its 2550 horsepower. We both have very fond memories of those 11 years, but it was a ton of work and year-long planning every year. When we finally stepped down, our successors moved the event to KFAT where they went broke after two years.

Arnie Schweer

ACTUAL STATEMENTS MADE IN COURT

ATTORNEY: How was your first marriage terminated?

WITNESS: By death.

ATTORNEY: And by whose death was it terminated?

WITNESS: Take a guess.

ATTORNEY: Can you describe the individual?

WITNESS: He was about medium height and had a beard.

ATTORNEY: Was this a male or a female?

WITNESS: Unless the Circus was in town I'm going with male.

ATTORNEY: Doctor, before you performed the autopsy, did you check for a pulse?

WITNESS: No.

ATTORNEY: Did you check for blood pressure?

WITNESS: No.

ATTORNEY: Did you check for breathing?

WITNESS: No.

ATTORNEY: So, then it is possible that the patient was alive when you began the autopsy?

WITNESS: No.

ATTORNEY: How can you be so sure, Doctor?

WITNESS: Because his brain was sitting on my desk in a jar.

ATTORNEY: I see, but could the patient have still been alive, nevertheless?

WITNESS: Yes, it is possible that he could have been alive and practicing law.



CONDOLENCES ON THE PASSING OF JERRI YANDELL

It is with heavy hearts we share the passing of Jerri Yandell on Friday, August 29. She was a long-time active member of CVAA, a member of EAA, and an active member of her church. She was a caring and loving companion to Don Neal and a wonderful substitute grandma to Don's grandchildren who loved her dearly. You could always count on Jerri when help was needed and always with a smile. She will be greatly missed by many family and friends. You are invited to her Celebration of Life which will be held at Westminster Presbyterian Church on Monday, September 8, at 11 a.m. Lunch following will be announced. Please see the Facebook announcement below from the family.

It is with heavy hearts that we share the passing of [Jerri Yandell](#), who was called home to be with the Lord on Friday. She touched the lives of so many and will be deeply missed. We are celebrating her life at Westminster Presbyterian Church on September 8th at 11am and would love for you to join us. Lunch to follow nearby. I'll provide more details as we finalize everything. Thank you for all the love and support. - The Yandell Family (Micki)





UPCOMING & ONGOING EVENTS

Friday, September 5—EAA 376, Airplane Movie Night

6:00 p.m. Dinner & Social Time, \$5/Person for Dinner;

6:30 p.m. Movie, “Memphis Belle”, always free

Saturday, September 13—EAA 376—8:00 a.m. Young Eagles Flights (closed/

Private group; 12 Noon 2nd Saturday Lunch & Speaker;

6:00 p.m. Car Movie Night, “Two-Lane Blacktop”

Saturday, September 13—CVAA—11:00 a.m. to 2:00 p.m. Annual BBQ & Fly-In

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Saturday, October 11—EAA 376, 8:00 a.m. to 1:00 p.m., 39th Annual End

O’ Summer Fly-In & Car Show

Saturday, November 1— CVAA Fall Pilot’s Clinic (IFR Cross Country Flight

Planning Scenario)

December 2025—EAA 376 Christmas Party (Date to be Announced)

CVAA FUTURE MEETINGS

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



CVAA Fly-in, Car Show and Potluck

September 13, 2025, 11am-2pm

*Bring your own beverage and chair.
CVAA will provide the Hamburgers & Hot Dogs
(Donation Jar will be available to offset the costs.)*

**** Display your Classic Aircraft for sign-off
and
Classic Car*

***If your LAST name begins with A-L, bring **dessert** to share.*

***If your LAST name begins with M-Z bring a **side dish** to share.*

*This will be in place of our CVAA General Meeting.
Kindly RSVP to Sarah Dnnaldson @ 559-479-6582*



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			



September Birthdays

Larry Powell	9/13
Dale Emerian	9/16
Leticia Council	9/20
Faith Potter	9/21
Don Neal	9/26
Evelyn White	9/26
Judith Ratzlaff	9/28



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

**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