



September 2026

The Plane Scoop

A publication of the Central Valley Aviation Association



Congratulations to CVAA President, Isaiah Kaninya, for earning his seaplane rating in Alaska! Stay tuned for an upcoming presentation on lessons from seaplane flying that every pilot can use.

IN THIS ISSUE

CVAA Annual BBQ
Upcoming Events
Local Airport Updates
Solo Corner
Safety Corner
Ask a CFI
How It Works
Ground School
Birthdays & FCH DVD
About FCH
About CVAA
FCH PIN Code
Membership Form

Central Valley Aviation Association

CVAA was formed by Central California pilots in 1968 to support aviators who utilize Fresno Chandler Executive Airport. Join us monthly for an educational guest speaker, and make lifelong friendships with fellow local pilots and aviation enthusiasts.

Upcoming General Meeting

Join us from **11am-2pm on Saturday, September 12th** for our annual CVAA member Fly-In & BBQ, located at the Flight Level Aviation Hangar at FCH! See next page for details.

CVAA *Fly-in & BBQ*

★ SEPTEMBER 12, 2026 ★

11AM-2PM

at the Flight Level Aviation Hangar at FCH
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



★★ 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:



Nichole Kaninya
559-824-3704



Leticia Council
559-908-1676

Good Food • Great Friends • Classic Aircraft



Upcoming Events



September 2026 CVAA Annual Member BBQ

Join us for our annual member BBQ on Saturday, September 12, 2026 at the Flight Level Aviation hangar at FCH. We look forward to a great time!

Upcoming CVAA General Meetings

- Saturday, Sept 12: CVAA Annual BBQ & Fly-In
- Wednesday, Oct 7: CVAA General Meeting
- Wednesday, Nov 4: CVAA Fall Pilot's Clinic
- Saturday, Dec 5: EAA Christmas Party in lieu of General Mtg



Other Upcoming Fly-In Opportunities

- Sept 12-13: Planes of Fame AirFest, Santa Maria
- Sept 20: Pacific Coast Air Museum Wheels & Wings Air Show, Santa Rosa
- Sept 26: Reedley Airport Open House
- Sept 26: NorCal Fly-In, Stockton
- Sept 25-27: Miramar Air Show, San Diego
- Sept 26-27: International Airshow, Salinas
- Oct 10: EAA End O' Summer Fly-In, Fresno



Final Notice on General Meeting Time Change

In response to overwhelming member feedback, we've moved our General Meetings to the first Wednesday of each month at 6:30 PM local time. We hope that this change will allow a greater portion of our membership to participate. For more info about this change, please see the President's Message in the July edition of The Plane Scoop at www.centralvalleyaviation.org

Local Airport Updates

Fresno Chandler Executive (FCH)

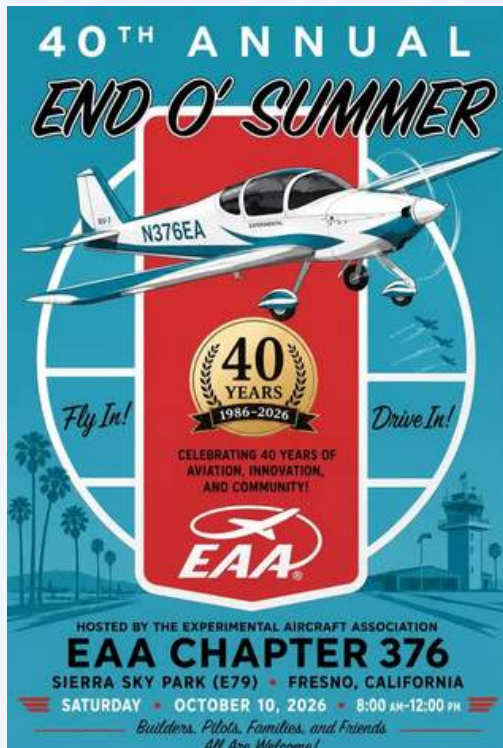
The next Tenant Meeting is Friday, Sept 18 at 1200 in the main terminal lobby. This is a great chance to meet the City's new Aviation Director, Mark Thorpe! There will also be updates regarding upcoming runway closures due to the Runway 12/30 rehabilitation project.

Madera Municipal (MAE)

Runway 12/30 will be closed Monday through Friday, 0600-1500 local time, from Aug 24 through Oct 15. Dates and times subject to change; always check NOTAMs for most current information.

Reedley Municipal (032)

The City of Reedley will be hosting its annual Airport Open House on Saturday, Sept 26 from 0900-1300. Enjoy static displays, airplane rides for kids, free pizza lunch, and guest speaker Bo Locke of Anywhere Aero!



Sierra Sky Park (E79)

EAA Chapter 376 will be hosting its 40th annual End O' Summer event will be held on Saturday, Oct 10 from 0800-1200. Fly in or drive in! Pilots, builders, families, and friends are all welcome.



SOLO CORNER



★ STUDENT SPOTLIGHT ★

FIRST SOLO FLIGHT AT FRESNO CHANDLER AIRPORT



First Solo: Ryan Hemman

AIRCRAFT: PIPER PA-38 TOMAHAWK

N9459T

A week before my first solo, I was ready to go, but the weather had other plans. There was a direct crosswind of about 9 knots, above my personal minimum of 6 knots. My instructor and I agreed to wait. I was disappointed, but confident it was the right call since I had set those minimums for a reason.

The next time around, conditions at Fresno Chandler Airport were much better, with winds around 4–5 knots and only about 20–30 degrees off the runway. After three laps in the pattern with my instructor in our Piper PA-38 Tomahawk, N9459T, we taxied back and he got out. Before sending me off, he told me to have fun and that I had earned it.

Taxiing back out alone was probably when I felt the most nervous. Seeing the empty seat made it real: I was now the pilot in command, and every decision was mine. Once I started working through the checklists, though, the nerves disappeared and I settled into what I had done so many times before.

The biggest surprise came on the first takeoff. Without another person on board, the Tomahawk felt completely different. The takeoff roll was much shorter, the climb was noticeably better, and I didn't have to pitch up nearly as much for the climb rate I was used to seeing.

I flew four laps in the pattern and quickly settled into a rhythm. On a few of the downwinds, I had time to sit back, look around, and appreciate that I was actually flying an airplane by myself.

After shutting down, I was proud of what I had accomplished and already excited to do it again. The significance continued to sink in throughout the rest of the day. More than anything, being the sole PIC made me feel much more like a pilot.

My first solo also reinforced the importance of sticking to personal minimums. A week earlier I had passed up the opportunity because the conditions weren't right; this time they were, and I was ready. I came away more confident in both my flying and my decision-making, and I can't wait to do it again.



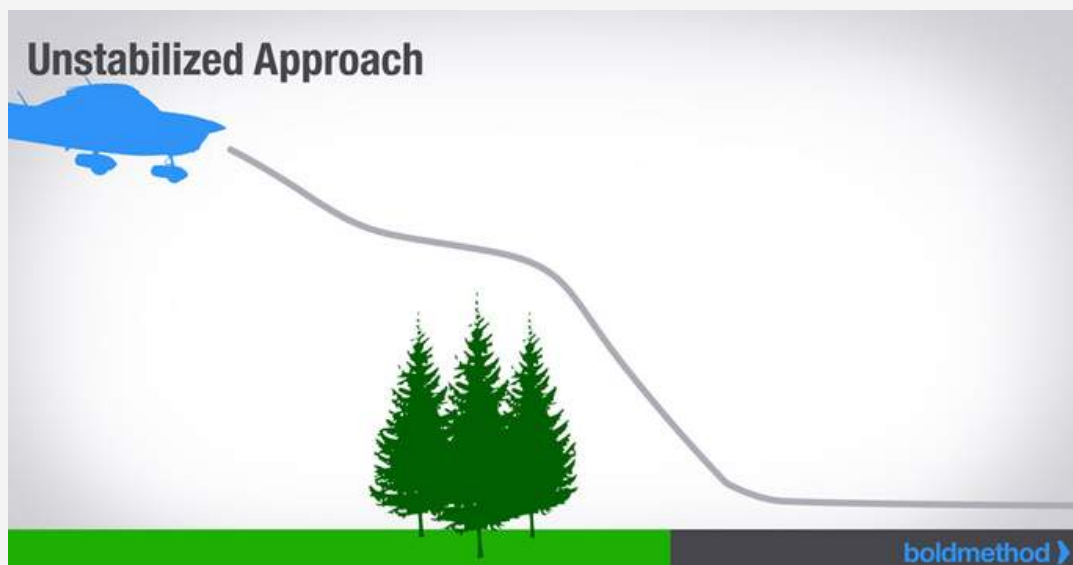
Aileron & Jim's Safety Corner

Runway Overrun Caused By Short Field Landing Technique

Chances are you've heard of a "chop and drop" landing. Maybe you've even done it yourself. In the NASA report below, it's what caused a runway overrun. Here's what happened; *An Unstable Approach, And Sudden Airspeed Increase*. The following report was published by a CFI to the [NASA ASRS](#) reporting database:

I was CFI during a BFR. The student, who is a private pilot, was the pilot flying (PF). Winds (5 miles away) were reported as 310 degrees at 17, gusting 27 knots. The PF stated he was going to use flaps 20 and higher speed than normal for the approach and landing. The aircraft cleared the trees at the end of the runway, then the PF chopped the power and pitched the aircraft down towards the runway. Airspeed increased and when he flared the aircraft started floating down the runway. He finally touched down a little past 1/2 way down the runway with brakes applied.

The aircraft was skidding. A few moments later a gust of wind lifted the right wing, thus reducing braking. I looked ahead to consider a balked landing and saw power lines and a tree which I believed we would hit should a go-around be initiated. We went off the end of the runway, through a ditch, and came to stop on a road at the end of the runway. There was damage to the aircraft's nose wheel, prop, and left wing tip. Both of us were unhurt.



Aileron & Jim's Safety Corner

Runway Overrun Caused By Short Field Landing Technique

What Went Wrong? As the pilot flew over trees at the end of the runway, they chopped the power and pitched down. They most likely thought (or hoped) that their airspeed wouldn't accelerate further, because the power was reduced to idle. **But since they were flying with less flaps, there was less drag to control their steep descent.** In this landing, the pilot was already carrying more airspeed because of the gusting headwind. As they pitched down after crossing the obstacle, airspeed increased even more, leading to excessive floating and the runway overrun.

The Solution? Fly A Constant Descent Angle. If you have an obstacle at the approach end of the runway, you should fly a constant rate, steeper-than-normal approach. **By flying a slightly steeper angle, you can safely clear the obstacle, and not use up too much runway before you touch down.** The steeper your glide path, the more runway you have available to touch down. And by flying a constant rate descent, as opposed to a "chop and drop" approach after you've cleared an obstacle, you'll maintain stable airspeed all the way to the runway.



On the topic of airspeed, in gusty conditions, flying a slightly faster airspeed on approach is a good idea. In most cases, adding half the gust factor to your final approach speed is the recommended procedure. In this case, with winds at 17 knots, gusting to 27, adding 5 knots to final approach speed would have been appropriate. While we don't know how fast the pilot flew final, it's possible he added more than 5 knots to their final approach speed, exacerbating the float/overrun situation. But flying a steeper approach has its disadvantages too. Since you're flying a steeper descent angle, and you have a higher-than-normal descent rate, judging your flare is harder. You'll need to pitch up more in the flare to arrest your descent rate for a smooth touchdown.

Aileron & Jim's Safety Corner

Runway Overrun Caused By Short Field Landing Technique

Timing the flare on a short field landing really comes down to practice. Flare too late, and you'll land hard. Flare too early, and you can stall early and develop a large sink rate. Neither scenario is good, and the best way to avoid either one is to practice. Finally, picking a go-around point on a short field approach is essential. As the CFI mentioned in the report, floating too far down the runway eliminated their option for a safe go-around. Had they initiated a go-around earlier, for instance, once they crossed the first third of the runway, it's likely the overrun could've been avoided altogether.

One last point regarding short field landings or for that matter any landing, as a DPE I see applicants on landing as soon as they touch down they retract the flaps. When I ask why, the answer is always the same, "to reduce lift and add weight to the main gear and insure the aircraft remains on the ground", of course this is what their instructor taught them to do after landing. I point out that it just tells me the applicant is landing too fast.

In the Airplane Flying Handbook (FAA-H-8083-3C) Chapter 9: Approaches and Landings, it does not state nor recommends the retraction of flaps during the landing roll out. In fact the chapter emphasizes "...the landing process should never be considered complete until the airplane decelerates to the normal taxi speed during the landing roll or has been brought to a complete stop when clear of the landing area". One of my many habits students here from me is "Do Not be distracted from the landing roll out by retracting the flaps. If you are at the correct speed, 1.3 V_{so}, the airplane will stay on the ground." Accidents will occur as a result of pilots abandoning their vigilance and failing to maintain positive control of the airplane after landing. This all takes practice, practice, practice. Remember, the old saying, "takeoffs are optional, landing is mandatory. So practice good stabilized approaches and good airspeed management.

Fly safe and fly often,

Aileron and Jim

Have a Question for Jim?

Email CVAA@centralvalleyaviation.org and Jim will answer in an upcoming newsletter!

Ask a CFI

The safest pilots are those who never stop asking questions. Often, students focus so much on passing a checkride that they miss the chance to understand the "why" behind the rules. Whether you are struggling with complex instrument procedures, curious about how aerodynamics affect your landing, or wondering about the best ways to study for your next rating, I want to hear from you. My goal is to provide clear, professional, and practical answers that help you become a more confident and informed pilot.



Q: How do I network as a new pilot?

A: Like everything in life, networking is a massive part of aviation. There are a bunch of Facebook groups, apps, and local meetings such as the AA (Aviation Aficionados) which are made up of pilots, atc, and mechanics. CVAA is another great option, of course, and we look forward to seeing everyone at our annual BBQ. Meeting with a variety of groups, and getting your name out there is a great way to get support and mentorship on your aviation journey. The aviation community in Fresno has been nothing but fantastic and the support they offer is great for a new pilot trying to gain hours or mentors.



Shawn McMinn is a Gold Seal CFI, CFII, MEI, Vice President of CVAA, and flight instructor at Reedley College with 6 students ranging from PPL to Commercial. He plans to join the airlines and is thrilled with where he's at in his career. Shawn looks forward to answering your questions!

Have a Question for Shawn?

Email CVAA@centralvalleyaviation.org and Shawn will answer in an upcoming newsletter!

How it Works: Engines

There is a lot going on under your cowl and the FAA expects you to have a basic understanding of your engine, it's systems and related instruments. Most of us fly behind four cycle (or four stroke) internal combustion fossil fuel powered engines. The first working model of this type engine was developed by Nikolaus Otto in 1867. There have been many refinements in the intervening years but the principles of operation are largely unchanged. There is a piston moving up and down in a closed cylinder. It is connected to a rotating crankshaft via a connecting rod. There are two valves at the top of the cylinder. An intake valve opens to admit the fuel-air mixture and an exhaust valve opens to allow the waste products of combustion to be pushed out of the cylinder. The four "cycles" occur during two complete up and down movements of the piston. That is two ups and two downs equal four strokes or cycles. Each stroke turns the crankshaft and attached propellor 180 degrees. Therefore it takes two complete revolutions to complete the four cycles. The first cycle called "intake" occurs with the intake valve open and the piston traveling downward, pulling the fuel-air mixture into the cylinder. The second cycle is "compression" when both intake and exhaust valves are closed and the piston is traveling upward, compressing the fuel-air mixture. At the top of the piston stroke, a spark ignites the compressed mixture which burns rapidly and expands forcefully, pushing the piston down. This is the "power stroke" and the only one of the four cycles during which power is actually delivered; the other three cycles are just housekeeping. Finally the fourth cycle is the "exhaust" cycle when the exhaust valve opens and the piston travels upward forcing the waste products of combustion out of the cylinder leaving it ready for the next "intake" cycle. Think about this: Power is delivered to the propellor only on every other rotation. If your engine is running at 2400 RPM there are 4800 cycles per minute but only 1200 power pulses. Multiply that by four or six cylinders and you are looking at some serious mechanical activity going on under the cowl. There are a lot of good animations on YouTube that can help visualize four cycle engine operation.

Here are some things you might find interesting. A car engine might produce its power at 4,000–6,000 RPM or more. A direct-drive aircraft engine typically operates around 2,400–2,700 RPM as needed for propellor efficiency. At 2700 RPM the tip speed of a 7.5 foot propellor is about mach 0.95. If rotation speed increases further the propellor efficiency falls drastically as drag rises and shock waves develop along the blades. Relative to car engines, our engines have a large bore (piston diameter). The larger bore lets the engine produce high torque and thus high power at these relatively low RPMs. The basic relationship is $\text{Power} = \text{Torque} \times \text{RPM}$.

How it Works: Engines

Outside of the cylinders themselves there is a supporting cast of appliances that provide the air, fuel and spark needed for combustion. If your engine has a carburetor (you'll know because there will be a carb heat knob on the panel) the fuel and air are mixed in the carburetor and delivered to the intake valve via the induction system. This is basically a set of relatively large diameter pipes connecting the carburetor to the cylinder head. Alternatively, if you have fuel injection the air moves to the cylinder head via similar induction tubes but the fuel is delivered directly into the cylinder via a separate plumbing system. Spark is delivered at the end of the compression stroke via the spark plugs (2 per cylinder). Electricity to make the spark and the timing of the spark are the job of magnetos (2 per engine). Magnetos were first developed in the late 1800s and haven't changed much since then. The beauty of magnetos is that they generate their own electricity and will continue to run the engine even if the rest of the electrical system fails. The two main disadvantages of magnetos are that the spark is weak relative to what would be seen in an automotive engine and that the ignition timing is fixed. Fixed timing hampers operating efficiency because it does not change with changes in operating conditions such as RPM and manifold pressure. Fixed timing also causes starting problems that require an additional electromechanical device. In the past few years we are starting to see automotive type electronic ignition systems certified to replace magnetos but the vast majority of us continue to rely on old school magnetos.

You need to become familiar with the engine instruments in your cockpit and how to use them for engine management and troubleshooting. Refer to the POH for the basics. Your flight instructor should be able to direct you to the information you will need for the knowledge test. Beyond that there is a wealth of information from many sources on how best to operate and troubleshoot your engine.



Bob Crooks
Director, CVAA

FREE PRIVATE PILOT GROUND SCHOOL • FRESNO, CA • OPEN TO THE COMMUNITY!



**ADVENTURES
IN THE SKY**
AVIATION

FREE GROUND SCHOOL FRESNO, CA FALL 2026

Open to the community!

**EARN YOUR PRIVATE PILOT
CERTIFICATE – START HERE!**

Join Adventures in the Sky Aviation for our free accelerated ground school and gain the knowledge you need to succeed on your FAA Knowledge Test and in the cockpit.

WHY CHOOSE OUR ACCELERATED COURSE?



COMPLETE THE SAME SUBJECTS
IN JUST 9 WEEKS



TUESDAYS & THURSDAYS
6:00 PM – 8:30 PM



FAA PRIVATE PILOT CURRICULUM
COVERS ALL 17 CHAPTERS



EXPERIENCED, KNOWLEDGEABLE
FLIGHT INSTRUCTORS



PERFECT FOR WORKING
PROFESSIONALS & STUDENTS

Your adventure starts with
knowledge.
WE'LL GET YOU THERE.



**ALL THE SUBJECTS.
FASTER PROGRESS.
YOUR WINGS.**

Aeronautical Decision Making

FREE GROUND SCHOOL FOR EVERYONE!

AVAILABLE TO ALL
EAA CHAPTER 376 MEMBERS



ANNUAL MEMBERSHIP: \$50

CLASS SCHEDULE – TUESDAYS & THURSDAYS AT 6:00 PM

SEP 1	Registration & Orientation	OCT 1	Ch. 9 Flight Manuals & Other Documents
SEP 3	Ch. 2 Aeronautical Decision Making / FARs	OCT 6	Ch. 10 Weight & Balance
SEP 8	Ch. 3 Aircraft Construction	OCT 8	Ch. 11 Aircraft Performance
SEP 10	Ch. 4 Principles of Flight	OCT 13	Ch. 12 Weather Theory
SEP 15	Ch. 5 Aerodynamics of Flight	OCT 15	Ch. 13 Aviation Weather Services
SEP 17	Ch. 6 Flight Controls	OCT 20	Ch. 14 Airport Operations
SEP 22	Ch. 7 Aircraft Systems	OCT 22	Ch. 15 Airspace
SEP 24	Basic ForeFlight	OCT 27	Ch. 16 Navigation
SEP 29	Ch. 8 Flight Instruments	OCT 29	Ch. 17 Aeromedical Factors, Review & Q&A



FRESNO WEATHER AT 6:00 PM

SEPTEMBER

85°F – 100°F

WARM EVENINGS

OCTOBER

70°F – 85°F

COMFORTABLE EVENINGS

Focus on learning.
Build confidence.
Achieve your goals.

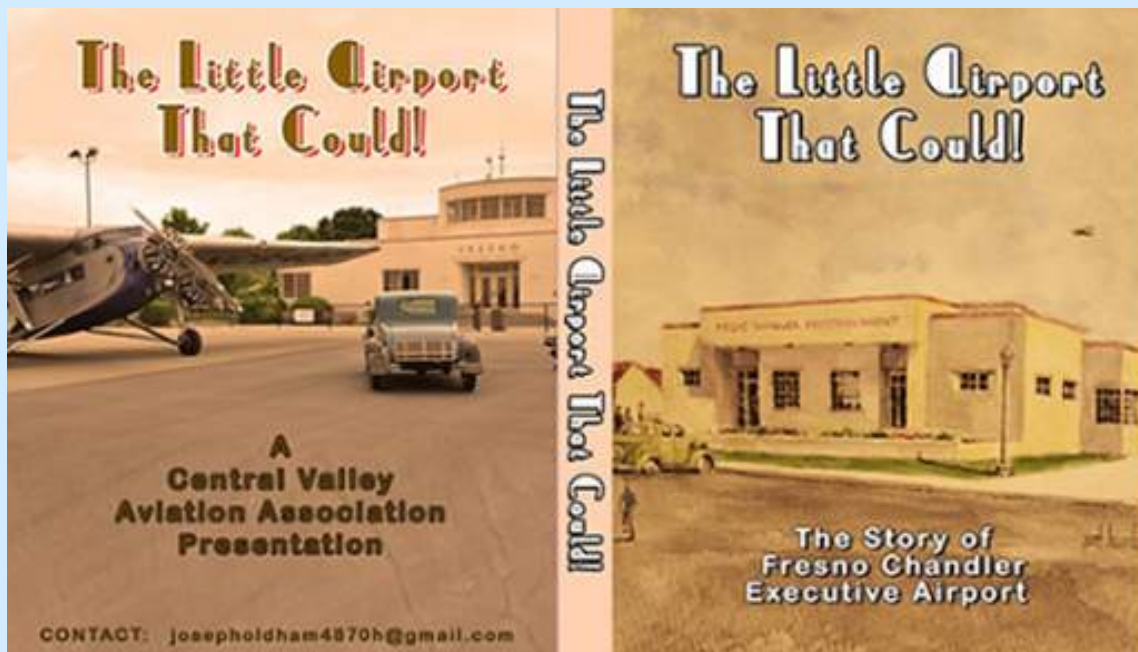
Happy Birthday!

9/4 - Marvel Caiati
9/9 - Chris Young
9/13 - Larry Powell
9/16 - Dale Emerian
9/20 - Leticia Council
9/21 - Faith Potter
9/23 - Dwight Kroll
9/26 - Don Neal
9/26 - Evelyn White
9/28 - Judith Ratzlaff



The Little Airport That Could

For a donation of \$15, you can take home this great DVD at the next CVAA General Meeting!



Fresno Chandler Executive Airport

510 West Kearney Blvd, Fresno, CA 93706

Following World War I, there were no real facilities for aviation in the Fresno area. As a result, husband and wife Wilber F. Chandler and Edna Maria Goble allowed pilots to take off and land in their fields once the crops were harvested. Chandler Field was officially dedicated for public use as an air field in November 1929, on a one hundred-acre site donated by the Chandlers.



Notable Events

In 1923, local fliers organized the "World's Greatest Aerial Circus" to raise funds for a new aviation field. The event included races, parachute jumps and dual wing walking, and was held at "Chandler Field" in the afternoon on Thanksgiving Day.

On March 23, 1930, Charles A. Lindbergh and his wife landed briefly at the airport and were greeted by a crowd of 20,000.

In 1938, the runway was expanded 4,000 feet as part of a WPA project. However, in 1947, commercial airlines announced the new airfield was too small for the new commercial aircraft. Therefore, Fresno Air Terminal east of the city became the new municipal airport.

Services

Engine/airframe repair, avionics repair, helicopter instruction, charter services, hangar rentals.

Fresno Chandler Executive Airport

Airport Code: FCH
510 West Kearney Blvd
Fresno, CA 93706
559.621.4500

To Lease: 559.621.4511
FYIProperties@fresno.gov
For comments, questions, or concerns, please email
FCHAirport@fresno.gov

American Helicopters

612 W. Kearney Blvd
Fresno, CA 93706
(559) 233-4411

BCH Aviation Center

920 W. Chandler Ave
Fresno, California 93706

Flight Level Aviation

524 W. Kearney Blvd
Fresno, CA 93706
559-575-8199

Flight Line Cafe

510 West Kearney Blvd
Fresno, CA 93706
Open Daily 6:30 a.m. - 2:00 p.m.
Sunday 8:00 a.m. - 2:00 p.m.

Fresno Airports

520 W Kearney Blvd
Fresno, CA 93706
(559) 237-4863

Pacific Coast Avionics

668 W Kearney Blvd
Fresno, CA 93706
(559) 497-0957

TDF AirCrafting

Tamas Forgacs
(559) 790-7528



Learn more about **CVAA**

Central Valley Aviation Association (CVAA)

CVAA was formed by Central California pilots in 1968 to support aviators who utilize Fresno Chandler Executive Airport.

Advocacy

CVAA is an official chapter of CalPilots; a community of pilots, airport supporters, and aviation enthusiasts working to protect and promote general aviation across California. Learn more at calpilots.org.

Networking

Join us monthly for an educational guest speaker and network with local pilots. CVAA also hosts two educational Pilot's Clinics per year, group fly-outs, and an annual member fly-in BBQ.

Membership

Proceeds go towards two annual \$500 John Pugliese & Morris Garcia Memorial Scholarships, benefiting Reedley College Flight Science & AMT students. This would not be possible without your support! Become a member today for only \$25 per year and encourage others to join. Benefits include educational events, advocacy, networking and more.

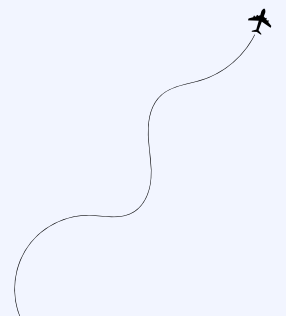
2026-2027 Board of Directors

President Isaiah Kaninya; Vice President Shawn McMinn;
Treasurer Nichole Kaninya; Secretary Leticia Council;
Directors Bob Crooks, Rubi Garrison, Carl Garrison

CVAA Newsletter - The Plane Scoop

Editor: Nichole Kaninya, CVAA@centralvalleyaviation.org

Contributors: Ryan Hemman, *Solo Corner*; Jim Shamp, *Jim & Aileron's Safety Corner*; Shawn McMinn, *Ask a CFI*; Bob Crooks, *How it Works*





Chandler Airport Access - PIN Code

Attend at least three CVAA General Meetings per calendar year to qualify for a PIN code.

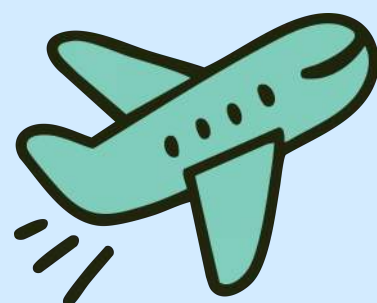
If you are unable to attend at least three CVAA General Meetings per year, you will be considered an inactive member and your PIN code will be discontinued.

You can still attend the General Meetings without a PIN code, but you will need to contact a Board Member to escort you onto the field.

How can CVAA members get a PIN Code?

Complete an in-person application at the City of Fresno Airports Department at 4995 E. Clinton Way, Fresno, CA 93727. Your PIN code will expire on your driver's license expiration date.

**When entering FCH
please make sure the
gate closes behind you.
Every vehicle must enter
their own PIN code.**





**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.

Please email your completed membership form to CVAA@centralvalleyaviation.org or hand it in at an upcoming General Meeting. Dues are \$25 per adult member (free for anyone 18 years or younger), payable by cash or check at any General Meeting. A schedule of upcoming meetings can be found in our monthly newsletter, The Plane Scoop, available at centralvalleyaviation.org.

Thank you for your interest in the Central Valley Aviation Association!

Comments or suggestions: