



The Plane Scoop

A publication of the Central Valley Aviation Association



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

OCTOBER 2024

CVAA JOHN PUGLIESE AND MORRIS GARCIA AVIATION SCIENCE SCHOLARSHIP AWARD PRESENTATION REEDLEY COLLEGE



COLBY CARMICHAEL

Colby is in the Aviation Maintenance Technician Program (A&P)



KINYA UNGER

Kinya is in the aviation program studying for her pilot certificate.

It was a pleasure meeting them, and they expressed their gratitude and appreciation for the scholarship award.

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CENTRAL VALLEY AVIATION ASSOCIATION

General Meeting, Saturday, Oct. 5, 9:00 a.m.

Sheriff's Air Squadron, Chandler Airport

Speaker, Rick Emerian

The Rest of the Story

(Aircraft Repair)

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.



THANK YOU FROM COLBY CARMICHAEL

REEDLEY COLLEGE AVIATION MAINTENANCE TECHNOLOGY STUDENT, PROJECTED TO GRADUATE W/
A.S. DEGREE IN MAY 2025



**COLBY
CARMICHEAL**

CENTRAL VALLEY AVIATION ASSOCIATION AWARD SCHOLARSHIP

To those who made this generous scholarship possible,

I want to express my sincere gratitude for your generous gift towards my educational goals, now and in the future.

I found my way to the AMT program at Reedley College via the long road, having had a career in the earthwork and paving industry since 2005. While that time was rewarding, and I gained knowledge and skills that will serve me well as I transition into this new career; there was something missing. At the age of 32, sitting at the end of the runway at Fresno Yosemite Airport watching planes takeoff and listening to air traffic control it became obvious that what was missing was the pursuit of my lifelong passion for all things aviation. It's not easy taking a step back from the only job you've ever known, betting on yourself and taking steps into the unknown, but coming to Reedley College and chasing down this dream of mine has been the best decision of my life. The more I learn and grow in the AMT program the hungrier I get to grow and succeed in this new career.

Thank you so much for your generosity which will do so much to help my dreams take flight!

Blue skies and tailwinds!

Sincerely,
Colby Carmicheal

Thank you for your
generous support of
my educational goals!

C. Carmicheal



Aileron and Jim's Safety Corner

FLY THE PAPI?

In a light airplane, should you fly the approach on or above the PAPI glide slope?

Some instructors recommend not to fly two red, two white on the PAPI, but three white, one red.

There is a point that a typical light airplane can use a steeper approach than flying centered on a visual glide slope indicator. (That's a VGSI, a.k.a. a VASI or PAPI.) Flying a steeper approach offers a better chance of reaching the runway if you have a power problem on short final. It's also true that consistent approaches can yield better, safer landings. However, the solution of three-white, one-red probably doesn't do much for you. Here's why:

VGSIs offer a 3-degree glide path-if terrain and obstacles permit. That's because ILS and LPV instrument approaches also use 3 degrees, if possible. Three degrees is pretty shallow. If you turned base-to-final at 500 feet AGL and were centered on a 3-degree glide path, you'd be about 1.5 miles from the runway-way beyond glide range for a typical piston single.

Most VASIs only offer one glide path (some offer two). A PAPI offers three. However, for VGSIs with more than one glide path, the difference between glide paths is just 0.2-0.3 degrees. Flying one versus the other is almost inconsequential.

Browse the Chart Supplement and you'll see that some VGSIs are much steeper than 3 degrees. Terrain could necessitate angles of 4.5 degrees or more. So always flying centered on the VGSI isn't as consistent as most people think. Most VGSIs keep you clear of obstacles within 3.4-4.0 miles from the airport and 10 degrees left or right of the centerline. Exceptions to this will also appear in the Chart Supplement.





Aileron and Jim's Safety Corner (continued)



Given that most light, GA airplanes can handle final approach angles of 6 degrees, or steeper, if needed the real takeaway here is simply remaining at or above any VGSI. That's actually required at towered airports per 14 CFR 91.129 (e)(3). It says that when landing on a runway with a VGSI each pilot, "must maintain an altitude at or above the glide path until a lower altitude is necessary for a safe landing."

How high above depends on your comfort level with reaching the airport in the event of a last-minute engine problem versus your ability to land and stop within the desired distance. And, you get to decide when it's necessary to descend for that safe landing.

Fly safely and fly often,

Jim and Aileron

VANDALISM IN SNOW COUNTRY





THE WAY IT WAS



i think it is fun to go through old log books and relive some of the early flights, don't you? You know, like the first solo when you realized that it was entirely up to you to land this plane without getting killed, knowing there was no one in the right seat to take over, it was up to you and only you to save your skin...or how about that first long cross-country when you actually found your way around to 3 different airports in one day? WITH NO GPS!! Those were exciting times, and one thing I always liked about Chandler was the preponderance of classic airplanes.

After Hogan Steele signed me off, and I became a PPL. I gravitated to Chandler because of the relaxed atmosphere compared to the Fresno Air Terminal even though there was an active tower at Chandler, AND two runways, so that if the pattern was busy for 30L you could just make right traffic for 30R. That feature became even nicer when the tower was permanently closed in 1982.

One of the pilots at Chandler in the late '90s had a Fairchild PT-26 which, of course, I had to get a ride in, which was a real blast as you could keep the canopy open in flight; and after it went to a new owner my friend bought a nice blue and yellow PT-19 with 50 painted on the nose, open cockpit, no canopy. So unless it was June, July, August or September, bring your Flying Jacket!

My wife, Sharon, is and was an adventuresome sort so she petitioned for HER ride in a plane with "no roof." Away she went in the rear cockpit, goggles, leather helmet and a jacket to tame the October wind chill factor. They were gone about a half an hour, and when they got back, she was in love with open cockpit flying. So we started looking for a PT-19 that might be for sale, hopefully somewhere on the West Coast.

With no recent tailwheel time, only 6 hours when I was 14 years old, I contacted the insurance broker and was told I needed 10 hours of dual and 20 landings to get coverage should I find a PT-19 for sale. My friend, the owner of the #50, as we called her then, said, "Take my plane and get checked out!" Such a deal! So from January 9 to March 8, 2014, I got my tailwheel endorsement and checkout in the PT. Now it's time to find one for sale! I even thought about going back east if I could find a good one and fly it home....no luck.

So on a Friday afternoon at my friend's, hangar, he says, "Well, you could always buy this one." How much? Sharon, we just bought a PT-19!!

The following Monday I delivered the cashiers check, and my friend delivered the PT-19. It was almost like he was selling his child, and I assured him I would never sell it to anyone else unless he didn't or couldn't buy it back. So began our odyssey with the PT-19....From March 14, 2014 to August 15, 2015 we put on 114.3 hours on #50 with 169 total landings. They are not Great cross-country airplanes because they only cruise at 100mph while burning 11 gallons of gas and using a quart of oil an hour, but FUN!! We went to the Hollister Airshow, parked with



THE WAY IT WAS (CONTINUED)

Warbirds, Chuck Wentworth's BBQ Warbird Fly-in at Paso Robles, Memorial Day formation flights with a Stearman, lunches at the Rocket Café, Woodlake, Los Banos, Shafter, etc.

We were always cognizant of density altitude. This was a heavy airplane with a 200-horsepower inverted engine and a fixed gear, heavy duty metal fuselage with wooden wings and tail covered with plywood with fabric over the top of the plywood. One of the articles in the Fairchild Club newsletter told this story....2 big guys in a PT-19 stopped at a grass strip in Ohio or someplace, filled 'er up with gas and oil, took off with a cruise prop, not a climb prop, munched along in ground effect and landed in the slow-moving river that bordered the airport at the end of the runway, jumped out of the floating plane, grabbed a nearby rope, tied it around the tailwheel and dragged 'er back to where they could pull 'er out with a tractor. Nice to have an airplane with a wooden wing, HUH?

My friend who sold us the PT-19 had called me twice during the time we owned it, reminding me that he was interested in buying it back anytime now, so when he didn't show up at Chandler Airport day, I called him the following Monday and said, "I'll sell the PT back to you if you really want it back." We met the next day and made the deal. Number 50 has been recently purchased by the Commemorative Air Force and so she will be making her way back to their headquarters in Midland, Texas....Hmmm....wonder if they need a ferry pilot?

— Arnie Schweer

AWESOME AIRCRAFT PAINT JOBS





CVAA POTLUCK AND FLY-IN

A big "THANK YOU" to Justin Zaklin, Flight Level Aviation, for offering use of his hangar on Saturday, September 21, for our first annual CVAA Potluck and Fly-in. It was a perfect setting for eating, sharing stories, enjoying friends and watching planes take-off and land. Arnie barbecued hotdogs and hamburgers and participants brought salads, beans, and desserts. Chris Dillahunty's homemade beans were a hit. A good time was had by all.





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.

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	



October Birthdays

Brenda Kinsfather	10/04
Jennifer Toms	10/05
Leonard Federico	10/18
Bruce Witmer	10/19
Joshua Oldham	10/26
David Hatch	10/27



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

Friday, Oct. 4— EAA 376 Airplane Movie Night, “Catch Me If You Can”, Leonardo DiCaprio & Tom Hanks; 6:00 pm—Dinner Catered by Angela’s Italian Restaurant, \$5 Donation/Person; 6:30 p.m. Movie—FREE

Saturday, Oct. 5— CVAA General Meeting, Speaker, Rick Emerian

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.

Thursday, Oct. 24— EAA 376—Tour of the 144th Fighter Wing Base in Fresno!
2-2.5 Hour Tour beginning at 9:00 a.m. Don’t wait to sign up.
Tour limited to 40 people. Open to **MUST SIGN UP BY THURSDAY, OCTOBER 10. CONTACT: JUDIE MORADIAN morad@comcast.net for more information**

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

Saturday, Nov. 2— CVAA Fall Pilot’s Clinic (See Details Page 12)

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

Saturday, Dec. 14—EAA 376, Sierra Sky Park, CVAA Christmas Party

Saturday, Jan 4— CVAA General Meeting, Speaker: Dr. V.J. Mirzayan

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: Oct. 18, Nov. 1, Nov. 15

Future EAA 376 Saturday Car Movie Night Dates: Nov. 9.



CVAA FUTURE MEETINGS

OCTOBER 5, 2024— CVAA GENERAL MEETING, Speaker– Rick Emerian

- Season 2, The Rest of the Story, Completion of Aircraft Repair

NOVEMBER 2, 2024—CVAA FALL PILOT’S CLINIC

- Safety Program and Continuing Education—Wings Accredited
- Segment #1 will be on IFR OPERATIONS, Jim Shamp & Mark Delforno (Oriented to Instrument Flying for EVERYONE, Not just for instrument pilots)
- Segment #2 will be on AIR TRAFFIC & CLEARANCES - Mark Delforno & Doug Sisk
- \$50/Person Donation
- 1st three people to sign up will receive a complimentary tour of the FAT tower and facilities
- IFR, Oriented to Instrument Flying for Everyone, Jim Shamp & Mark Delforno
- **Complimentary** Flight Review will be offered to paying attendees! This is a \$280 dollar value for the price of \$50! And your \$50 donation is **tax deductible**!

CONTACT: JIM SHAMP, 559-779-4406

DECEMBER 14, 2024 — EEA 376, Sierra Sky Park, CVAA Christmas Party

JANUARY 4, 2025—CVAA GENERAL MEETING, Speaker—Dr. V.J. Mirzayan

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

- “Most Surprising Check-Ride Experiences”

**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