



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 2025

DAVID AUSTIN



Some of you know David Austin former manager at the Madera Airport. This is a much younger picture of him as a Senior in high school, but I'm sure all you noticed was the Corvette which he still owns. You can read all about his love of aviation and passion for restoring cars beginning on Page 2.

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CENTRAL VALLEY AVIATION ASSOCIATION

**IN LIEU OF THE OCTOBER MEETING
REEDLEY MUNICIPAL AIRPORT
OPEN HOUSE
(SEE FLYER PAGE 16)**

**ANY CVAA MEMBERS INTERESTED IN A
GROUP FLIGHT TO REEDLEY CONTACT
ISAIAH KANINYA, 559-417-8112 TO COORDI-
NATE.**

<https://centralvalleyaviation.org/>



DAVID AUSTIN
Former Administrative Analyst and Airport Manager
Public Works Department
City of Madera

David was born in San Jose, California while his dad was employed as a mechanical designer for Lockheed during the 1960s. His mother was a secretary and worked for General Electric and Westinghouse. His family moved to Eastern Washington where he spent his growing-up years and attended high school and community college.

His love of aviation was fostered by the fact that his dad was a pilot and owned a Citabria two-seater taildragger and a military T-28 trainer that they restored and painted in their driveway. His dad also restored cars, which is one of David's passions.



T-28 in driveway near completion of repainting, circa early 1980



David in T-28 as toddler at Reid-Hillview in San Jose

David is a man of many talents. In high school he competed in several regional and state contests for automotive repair, placing first or second. Along the way he received trophies, was featured in local newspaper articles, and was selected as one of the Top Ten Vocational Clubs of America students in the 13 Western United States. At the age of 19 he began working as a technician for Chevrolet and within two years he was an ASE Master Automobile Technician and after a year-long testing program was recognized as a Chevrolet Master Technician, being in the top 1000 among 32,000 technicians in the country.



Chevrolet Master Technicians—David's the kid on the Right



David Austin (continued)

He later obtained an Associate of Applied Science degree (AAS) and worked in a research and development shop where he ran lathes, mills, and CNC machines for a company that was developing small, infinitely-variable mechanical transmissions for bicycles.

For a change of pace and being a man of faith, he took a volunteer position with his church headquarters in New York where he used his mechanic skills and was eventually transferred to the Administrative Office. In that position he worked with people all over the country and the world, published articles, and learned office administration.

He remained in his volunteer position for 12 years, after which he moved to California and accepted a job in a machine shop in Madera, where he ran CNC lathes and punches and worked with sheet metal.

His move to California was a good one as he met Natalia and her five-year-old daughter, Kyah. Being the perfect match for him, they've been married for 18 years now, and shortly after marriage he adopted Kyah. Natalia works for Madera County Transportation Commission as a Senior Transportation Planner and Geographic Information Systems (GIS) professional.



After the economic downturn in 2008 and being a man who loves to learn, he attended Reedley College, during which a business law course eventually led him to graduate with a law degree from San Joaquin College of Law.

After law school he worked as a Contract Administrator for DIRECTV and in November 2023 applied for and was hired as an administrative analyst with the City of Madera. In that position, he had numerous responsibilities, but his favorite part of the job was managing the Madera Airport. In that capacity he encouraged aviation activities and capital improvements for the airport.



David Austin (continued)

MADERA TRIBUNE

PAGE 3

THE MADERA TRIBUNE

WEDNESDAY, FEBRUARY 26, 2025

Tots get tour of Madera Municipal Airport

FOR THE MADERA TRIBUNE

Several months ago, Theresa Resendez contacted the Madera Municipal Airport to inquire about possibly touring part of it with her children, and with other friends of hers and their children.

Airport Manager, David Austin, welcomed her interest in the airport, and considered what could be done to foster their interest.

After contacting a local pilot-friend, Jim Shamp, the three of them arranged for a tour of Shamp's hangar to work out the details of the tour. After corresponding several times to refine the details, a date was set for the mothers and their children.

The day finally arrived last week, and was a beautiful day at the Madera Airport as Resendez and three other mothers arrived, along with six young children, eager to see anything related to airplanes.

They were not disappointed as minutes afterward a local business jet taxied onto the runway and soared into the clear blue sky.

The group went to Shamp's hangar, and were greeted by



Pilot Jim Shamp, left, City of Madera Public Works Department Administrative Analyst David Austin, and local aircraft repair and maintenance business owner, Lauren Tysland, standing in back, joined local moms from Madera Nature Loving Kids, a mom group, and their kids for a photo op during a tour of Shamp's hangar at the Madera Municipal Airport last week.



WENDY ALEXANDER/ THE MADERA TRIBUNE Local children hold thank you signs they made for pilot Jim Shamp and David Austin after touring the airport last week.



WENDY ALEXANDER/ THE MADERA TRIBUNE Olivia Resendez, 3, gives a thumbs up while sitting in the cabin of pilot Jim Shamp's plane as Shamp looks on.

his Cessna airplane with a Cars sunshade peering out from the cockpit, which delighted the children.

It turns out that Shamp's personal friend was one of the developers of the movie, "Cars," and Jim has numerous aviation-related memorabilia in his hangar, including a model of the plane at California Adventure and the story behind it's N (registration) number.

One by one, each child was seated in the cockpit with a headset on and shown the

airplane's flight controls with each mom standing in the aircraft doorway taking pictures of her child. As each child took their turn, the others were busy coloring or looking at the aviation-related memorabilia or visiting with Austin and Shamp about the airport.

There are a number of aircraft repair and maintenance facilities at the Madera Airport, and the owner of one of them, Lauren Tysland, a

Madera native, stopped by to meet the children and visit with them about her work as a "plane doctor" and she answered their questions.

After the tour finished at the airport terminal building, group pictures were taken, thank-you notes exchanged, and little hands waved goodbye as their eyes had been opened to a possible future in the world of aviation — right here in Madera.

Tribune Article February 2025 Featuring Airport Tour with Children and Moms in Jim Shamp's Hangar

As a lover of aviation all his life, he and Natalia completed ground school but haven't yet taken flying lessons, although he says it isn't off the table. Based on his love of life, love of aviation, and love of learning, it would be no surprise to learn one day that he obtained his pilot's certificate.

In the meantime, however, he is rebuilding and fuel-injecting an engine for his 1970 GTO convertible. He also has a classic Corvette he maintains and enjoys. That is the photo on Page 1. At a city auction he bought a police motorcycle and wrapped it to make it look more civilian. This photo was taken right outside the office at the Madera airport.



He also enjoys reading, his worship, and time with his family. Thank you, David, for sharing your story with us. Your accomplishments, expertise, and energy are to be envied. We're interested in knowing what your next adventure will be.



Aileron and Jim's Safety Corner

Is Solo Time Important and What Is Solo Time?

As a pilot examiner, I have been very concerned with the lack of solo time for Private Pilot applicants and the total lack of solo time for Commercial Pilot applicants. Why is this? It's the fault of the regulations and the applicants instructor.



A student pilot working toward a Sport Pilot certificate must log at least five hours of solo flight, including a cross-country of 75 miles. A Private Pilot applicant, under part 61, requires a minimum of ten hours of solo time, with five of those hours devoted to cross-country. In both cases, flying solo is not just a requirement — ***it's an essential step toward becoming a confident, safe pilot.*** Solo means flying completely alone, without an instructor. It's where students build judgment, learn from mistakes, and discover what it truly means to command an aircraft.

But what about pilots training for the Commercial Pilot certificate? ***Surprisingly, they are not required to have any additional solo experience.*** In fact, an applicant for a commercial certificate is not required to fly any solo beyond the time they logged as a Private Pilot applicant. No additional solo, no independent decision-making, no new confidence building. The very experience that shapes safer aviators is left out.

This gap comes from [FAR 61.129](#) (permitted by 61.51(e)(1)(iv) - changed 08/21/2009). This regulatory guidance outlines aeronautical experience required for commercial applicants. Most students train in single-engine airplanes, so consider 61.129(a)(4). The regulation requires:

“Ten hours of solo flight time in a single-engine airplane or 10 hours of flight time performing the duties of pilot in command ([PDPIC](#)) in a single-engine airplane with an authorized instructor on board.”

It's that word “or” that troubles examiners and instructors. [PDPIC](#) may sound equivalent to flying solo, but it isn't. With an instructor on board, the student doesn't experience the full weight of independent command. As a result, a commercial applicant could reach their flight test with only 20 hours of solo time — a shockingly small amount for someone pursuing a professional certificate.



Aileron and Jim's Safety Corner (continued)

Every Airman Certification Standards task requires applicants to demonstrate skill, judgment, and risk management. But how can a pilot meet these expectations if they've had little true solo experience? To borrow William G.T. Shedd's words, "A ship is safe in harbor, but that's not what ships are for." Likewise, pilots cannot become confident leaders on the flight deck if they are never required to leave the airport — alone.

Note: See attached letter of interpretation dated April 21, 2016

Letter of interpretation from The Office of Chief Counsel for the Federal Aviation Administration

*April 21, 2016
Mr. William Grannis*

Re: Clarification of the flight time requirements of 14 C.F.R. §61.129(a)(4)

This is in response to your letter dated February 25, 2016 in which you requested a legal interpretation of Title 14, Code of Federal Regulations (14 C.F.R.) §61.129(a)(4). Specifically, you sought clarification as to whether under 14 C.F.R. §61.129(a)(4) it is permissible to log and combine solo flight time hours with flight time hours performing the duties of a pilot in command with an authorized instructor on board to total 10 hours. You also state that your question arises because there are two groups of CFIs, each group claiming a different interpretation; one group allows the combination of hours and the other does not.

Section 61.129(a)(4) provides, in pertinent part, that a person who applies for a commercial pilot certificate with an airplane category and single-engine class rating must log at least 250 hours of flight time as a pilot that consist of at least ten hours of solo flight time in a single engine airplane or 10 hours of flight time performing the duties of pilot in command in a single engine airplane with an authorized instructor on board.

The language of the requirement in §61.129(a)(4) is clear that a pilot must choose either to log the 10 hours as solo flight time or log the 10 hours as flight time performing the duties of pilot in command with an authorized instructor on board. In the case of §61.129(a)(4) neither the preamble nor the rule introduced language indicating that logging a combination of hours is acceptable to satisfy this requirement. Where the FAA has found that a combination of alternatives stated in the rule is acceptable to achieve the required number of hours, it has specifically included alternative language in the rule such as or any combination



Aileron and Jim's Safety Corner (continued)

thereof; (see e.g. 14 C.F.R. 61.161(a)(3), (4); 61.159(a)(5)). Therefore, given the clarity of the language §61.129(a)(4) and the absence of language in the rule allowing for logging a combination of hours, a pilot must choose to log all ten hours as solo flight time in a single engine airplane or, in the alternative, log all ten hours performing the duties of a pilot in command in a single engine airplane with an authorized instructor on board. A combination of hours is not permissible under the rule.

This response was prepared by Melissa Crain, an attorney in the Regulations Division of the Office of the Chief Counsel and coordinated with the General Aviation and Commercial Division of the Flight Standards Service. If you have any additional questions regarding this matter, please contact my office at (202) 267-3073.

Lorelei Peter, Assistant Chief Counsel for Regulations

If our goal is to develop safer, more capable aviators, then solo flying should remain at the heart of pilot training, all the way through the commercial level.

Fly often and fly safe,

Aileron and Jim

AVIATION EXPLAINED

SKYJACK—Device for changing aircraft tires.

SLOW FLIGHT—That portion of flight extending beyond bladder limits.

STALL—Space where airplane is kept.

S-TURN—Course flown by student pilot from point A to point B.

THE WAY IT WAS



World War II impacted all of our families in some way. My mom was working in a Pratt and Whitney engine plant, inspecting crankshafts and my dad was a U.S. Navy Seabee, coming ashore right after the Marines had captured an island in the South Pacific, building air-strips for our planes to land on, usually Navy F4U Corsairs and Grumman F6F Hellcats. I was given to my grandparents to watch over me while my parents were working to defeat the Axis Powers.

It so happened that my paternal grandparents lived right next door to the Steger, Illinois Airport, a grass strip with just a few planes tied down. I don't remember seeing any takeoffs or landings because, early in the war, civilian aviation was grounded, and there was gas rationing through 1945; but there was a hangar with a mechanic there who was my uncle, and I used to walk over and listen to the stories he told about all things airplane. He was even on a first-name basis with Jimmy Doolittle. So my first word was "bottle" and my second word was "airplane".

The war ended in August of 1945, and a different uncle of mine had gotten into the steel business 6 months before Pearl Harbor and made a bunch of money during the war, and after the war, too; and to expand his business he bought a new polished aluminum with green trim 1947 Bonanza, which was the first plane I ever got a ride in. He had a grass strip made on my other grandparent's farm where I would ride my bike to go fishing; and whenever I heard the Bonanza coming I would run over to the grass strip and watch it land. I had a great spot to watch the plane coming in on downwind, left base, then final and from where I always sat, he would pass over me at about 15 feet in a left turn to final, and I could see the trailing antenna and the wire attaching it to the plane. Trailing antennas were used for better radio reception. Had Amelia Earhart had one on her Lockheed Electra like her advisor, Paul Mantz, suggested, she might not have gotten lost over the Pacific.

The Bonanza was kept hangared at an airport about 2 miles away, and the pilot was the son of the owner of the airport. He was about 22 years old when I first met him, and I would have been 9 in 1947. The pilot's name was Loren Thielman, and I started riding my bike to the airport on weekends when the Illinois weather was good just to watch the flying activity; and in 1947 there was lots of activity. A lot of ex-military guys were buying up "war surplus" trainers and Wichita and Lock Haven were building new planes, and those with a little money were buying and flying. One guy had a new Piper Pacer kept in a hangar, and when nobody was



THE WAY IT WAS (continued)

looking, he would preflight the plane, crank the starter and take off right out of the hangar. There really wasn't much dust because it rains once or twice a week in Illinois. He just never got caught.

By the time I turned 14 I had started working at the airport, gassing planes, hand propping, washing planes, etc., and getting paid in flying lessons. I rode my new Schwinn Black Phantom bike on weekends. Too young to drive a car, but I was flying a Cessna 140, an Aeronca Champ, and an Aeronca Chief.

There were, by happenstance, 3 Stinson Reliants based at this airport, and I became good friends of the owner of the Burgundy one with the Silver lightning bolt down each side. This guy's name was Bob Woolson, and he had flown B29s in the War. Bob would come down from Chicago, a 30-mile drive almost every Saturday and fly the big Stinson with the Radial engine and a non-steerable tail wheel. It was a 1937 model SR9, and it used oil like there was no tomorrow, but boy-oh-boy, it sounded good. So this one day Bob walks over to me and asks did I want to go flying with him? Are pork chops greasy? Is the Pope Catholic? This plane was so big there was a small built-in chrome ladder used to get in, and once you made it in, you walked, bent over, between the two front seats and, of course, I took the right one, Bob took the left, seat belts on and tight. He had already pre-flighted the plane, so he started her up and the adrenalin started....now the smell of leather and hot oil and roll the side window down and stick your elbow out the window like you're a big shot, the engine idling and Bob waiting for the oil temperature to come up and, when it does, he nods to me and says "taxi us to the active". Who, me? OK, Arnie, use differential braking to turn on the ground and give it just a smidgeon of throttle, get 'er rolling. That's it, make s turns to make sure you are not going to run over anything like a 140 or a Champ, and I'll handle the radio. Stop here and stand on the brakes and bring the yoke all the way into your belly, run "er up to 1700 MP, mag drop, left, right, prop control out a ways, back in, no reported traffic. Better let me take 'er off, but you follow me through on the controls....wow, we're rollin'. I can feel the right rudder he's using and just a quick touch of right brake to stay straight, and ZOW, we're flying, going out to the practice area where he hands it off to me. Just make a few lazy turns. Air-speed shows right around 140mph. This is a heavy airplane, and the summer bumps don't even amount to anything. After 10 minutes or so he says, "Can you find the airport?" Sure, I'll head back. He takes control on downwind, and my hands quit sweating; and, boy, am I glad he doesn't expect me to land this thing. But it felt great to fly this baby, and it gave me a day I will never forget.....Thank you so much, Mr. Robert Woolson. I looked him up on the internet a while back. He passed away a few years ago, a real gentleman and a member of the Greatest Generation. Google Stinson SR-9 to get an idea of what this magnificent airplane looked like.....Arnie Schweer



ANNOUNCEMENT CVAA BOARD OF DIRECTOR'S CHANGE

As you are aware, Jim Shamp is involved in numerous aviation activities (too numerous to mention). So, effective September 1, 2025, President Jim Shamp resigned as President in an effort to reduce his many responsibilities to be able to spend more time with his lovely wife, Sina, traveling and doing things they love to do. He will still be writing his "safety corner" for the newsletter with Aileron and participating in aviation activities in the community.

Thank you, Jim, for all you have done and will continue to do to support general aviation in the community and your many years as President of CVAA. You have certainly earned time off to pursue other enjoyable endeavors.

Per CVAA bylaws, when a board vacancy occurs during a fiscal year, the board may appoint someone to fill the vacancy. The following appointments have been made:

President, Isaiah Kaninya (formerly secretary)
Secretary, Nichole Kaninya (formerly board member—Director)

Thank you, Isaiah and Nichole for being willing to step up to the plate and assume these responsibilities. They both joined CVAA in 2024 and share a deep passion for general aviation. Their connection to Fresno Chandler Executive Airport began years ago with lunch dates at the Flight Line Café; today they call it home to their Piper Tri-Pacer and are both actively pursuing their certificates and ratings. When they're not flying together, they are usually at their hangar anyway, enjoying the good company of the community at Chandler. They are bringing a new young energy to CVAA and the aviation community.

MORE ACTUAL STATEMENTS MADE IN COURT

ATTORNEY: What is your date of birth?

WITNESS: July 18th.

ATTORNEY: What year?

WITNESS: Every year.

ATTORNEY: Now doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?

WITNESS: Did you actually pass the bar exam?

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



SAMUEL VLADIMIR DERGUNOV

Our recipient of this year's scholarship is retiring from the Navy and has attended the Reedley College aviation program on the veteran's bill. He has achieved his pilot's certificate and is now working on his instrument rating.

Jim Shamp, Isaiah & Nichole Kaninya, Sarah Kutz, and Mary King attended the award ceremony. We had the opportunity to visit with him and meet his wife and two young children who are anxious to get a ride with their dad in an airplane he is flying.

DEAR BENEFACTOR,

PLEASE ACCEPT MY THANK YOU AS A HUMBLE TOKEN
OF APPRECIATION FOR THE OPPORTUNITY TO ACCEPT
YOUR GENEROSITY

WITH HUMBLE THANKS,

Samuel Vladimir Dergunov



UPCOMING & ONGOING EVENTS

Saturday, October 4—Reedley Municipal Airport Open House, 9:00 a.m. to 1:00 p.m.. (See Flyer Page 15)

Saturday, October 11—EAA 376, 8:00 a.m. to 1:00 p.m., 39th Annual End O' Summer Fly-In & Car Show
Sierra Sky Park, 4344 W. Spatz Ave, Fresno
(See Pages 17 & 18)

Saturday, November 1— CVAA Fall Pilot's Clinic, Sheriff's Air Squadron Bldg, Chandler Executive Airport, Wings Credit, Tax Deductible,
SEE FLYER PAGE 19

Saturday, December 6—EAA 376 Christmas Party (Details to Follow)
Questions: Contact Diane Montgomery 559-285-8587
E-mail: dmont1202@gmail.com

CVAA FUTURE MEETINGS

**OCTOBER 4 , 2025 — The CVAA General Meeting is cancelled to support attendance at the Reedley Municipal Airport Open House—9:00 a.m. to 1 p.m.
SEE FLYER PAGE 15**

Any CVAA members interested in a group flight to Reedley contact Isaiah 559-417-8112 to coordinate.

**NOVEMBER 1, 2025— CVAA Fall Pilot's Clinic, Wings Credit, Tax Deductible
SEE FLYER PAGE 19**

DECEMBER 6, 2025— Christmas Party with EAA 376k (Details to Follow)

**JANUARY 3, 2026— Local Pilots Oshkosh Experience Presentation
Jim Shamp & Rick Emerian**



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	

Last Name

First Initial

AIRPORT PROPERTY MANAGER AUTHORIZED SIGNATURE		
Full Name (Print) First		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!!

Newly Elected Officers and Board Members for 2025-2026

President: Isaiah Kaninya; Vice President: Arnie Schweer; Treasurer: Sarah Kutz; Secretary: Nichole Kaninya

Board Members (Directors)

Leonard Federico, Mary King, Sharon Schweer

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



KORKY KEVORKIAN REEDLEY MUNICIPAL AIRPORT OPEN HOUSE



SATURDAY, OCTOBER 4, 2025

9:00 AM - 1:00PM

4557 S. FRANKWOOD AVE.

Gates open at 8:30am.

Free airplanes rides from 9:00am -
11:00am for anyone 8-18 years old
that meets the 48" height restriction.

Limited availability!

All proceed benefit the Reedley Airport
Beautification Project



FREE slice of pizza!





YOU'RE INVITED!

End O' Summer Fly-In & Car Show

Sat., October 11, 2025
8am-1pm

Opening ceremonies at 8:55am – 9:00am

Free event to the public!

Booths, free airplane stuff for kids (while supplies last) plus sodas and water for a donation, live band (Boomers) 10:30am-1pm, Pancake Breakfast (\$10 donation/adult; \$5/child 12 and under) until 10:30am and/or the menu changes to Frito-Boats/Hot Dogs and Beans from roughly 11am-1pm (same donation for lunch as breakfast), coffee truck, kettle corn, free family game area, Antique Flywheel Association's engine demonstrations, Clovis Remote Control Airplanes on Display, Artist Frank Vasquez with his Amazing Fresno Dioramas on display, DJ and announcer all day in the car show area, live band (Boomers Band) from 10:30am-1pm; real aircraft and helicopters arriving and departing throughout the event, spot-landing contest for pilots with prizes, Disney "Planes" movie will be playing in the EAA 376 hangar, practice flying a plane on one of the flight simulators for free, use a VR headset (Virtual Reality) to virtually "parachute into Bulldog Stadium" (also free, thank you Chris Boling!), free face painting, free coloring for kids of all ages, and more!

(Continued Next Page)

**Location: 4344 W. Spaatz Ave., Fresno, CA
(Enter from Herndon and Blythe)**

Join the Fun! Sat., Oct. 11, 2025

39TH ANNUAL

END O' SUMMER



TO DISPLAY YOUR VEHICLE OR AIRCRAFT:
\$10 entry fee to show a vehicle, aircraft, boat, or

Questions? Ask:
Diane Tjerrild: (559) 696-6553
Tim Cone: 559-352-6145
Jim Shamp: (559) 779-4406
Ryan Caglia: (559) 815-9446
Steve LaFerrera: (559) 906-4478

Hosted by the **Experimental Aircraft Association (EAA) Chapter 376**



FRESNO, CALIFORNIA

THE CENTRAL VALLEY AVIATION ASSOCIATION PRESENTS CVAA PILOTS' CLINIC (FALL) 2025

centralvalleyaviation.org

FRESNO CHANDLER EXEC (FCH)

\$50 tax-deductible donation requested per person to the Reedley College Flight Science & AMT Scholarship fund. Attendees entitled to complementary flight review (\$280 value). FAA WINGS credit eligible: email address required.

MISSED APPROACH:
You won't want to miss this!

DATE
SAT 11/1/25

TIME
9:00 AM (1600Z)

MORE INFO
559-417-8112

DESCRIPTION OF PRESENTATIONS

10 IFR TERMS YOU MAY NOT KNOW: Presented by Jim Shamp, DPE and retired FAA Senior Flight Safety Officer. Thence

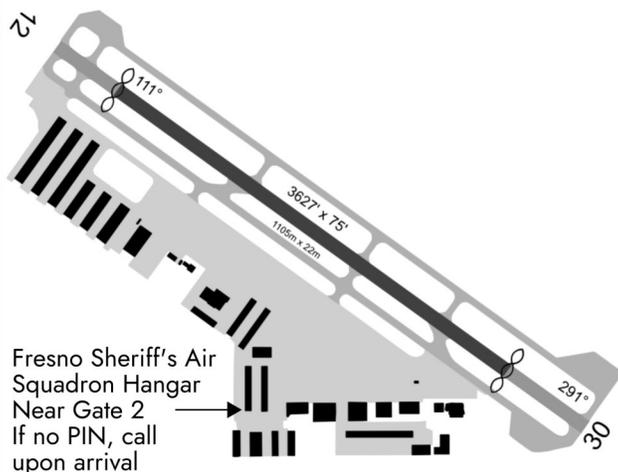
THE FUTURE OF IFR: DYNAMIC PROCEDURES AND SMARTCHARTS: Presented by Doug Sisk, CFI-I and FAASTeam Representative.

NOTE: Presentations will be of great interest to pilots of all levels interested in earning an instrument rating or staying proficient.

NOTE: Attendance is open to all - CVAA membership not required.

01 NOV 2025

01 NOV 2025



Scan to learn more about CVAA



FRESNO, CALIFORNIA

FRESNO CHANDLER EXEC (FCH)

CVAA PILOTS' CLINIC (FALL) 2025



The Central Valley Aviation Association



**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	+	<input type="text" value="\$50.00"/>
Additional donation to help support our Chapter		<input type="text"/>
Total		<input type="text"/>

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