



October 2026

The Plane Scoop

A publication of the Central Valley Aviation Association

Thank you for attending our
2026 CVAA Member BBQ!



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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 at **6:30pm on Wednesday, October 7th** at the Fresno County Sheriff's Air Squadron Hangar at FCH! See next page for details.

October General Meeting

Mel Council, Flight Science Program Coordinator at Reedley College, will share insights from his attendance at the exclusive 2026 LIFT Summit and discuss the latest developments in eVTOL (electric vertical takeoff and landing), AAM (advanced air mobility), and other cutting-edge aviation innovations. Don't miss this opportunity to hear firsthand about the technologies and trends shaping the future of flight. We look forward to seeing you there!



Need gate code access?

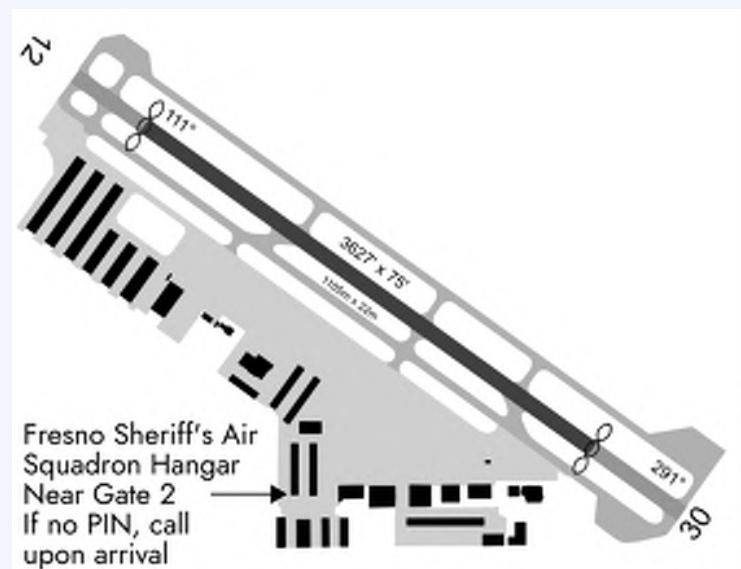
PIN code required for entry. Call VP
Shawn McMinn at 909-781-3929
for access to attend a CVAA
General Meeting

Where: FCSAS Hangar at FCH

When: Wednesday, Oct 7, 2026

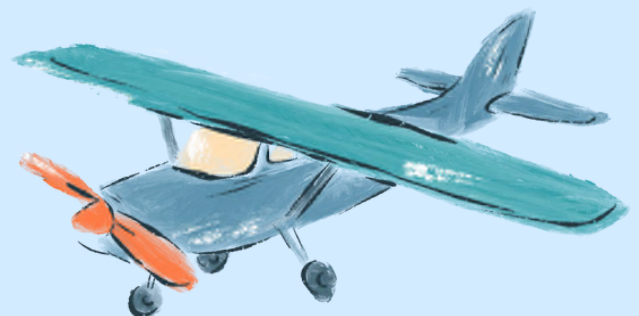
Time: 6:30pm

Annual Dues: *If you have not paid your 2026 dues, please bring \$25 per person to renew your membership*



Aircraft of Historical Significance

All pilots with an "Aircraft of Historical Significance" who fly into Chandler Executive Airport to attend a CVAA meeting and display their aircraft are eligible for a signature for their property tax exemption.



CVAA Annual Member BBQ

Thank you to everyone who attended the 2026 Annual Member BBQ at FCH! We enjoyed beautiful weather, great food, and wonderful company. Special thanks to Mel Council and Oscar Noriega for grilling, and to everyone who brought sides and desserts to share. Thanks to your generosity, CVAA will be donating \$1,257 in support of the Eady family. Special thanks again to the Flight Level Aviation team for their gracious hospitality. We look forward to seeing everyone again next year!



Upcoming Events



Upcoming CVAA General Meetings

- Wednesday, Oct 7: CVAA General Meeting
- Wednesday, Nov 4: CVAA Fall Pilot's Clinic
- Saturday, Dec 5: EAA and CVAA Christmas Party in lieu of General Meeting

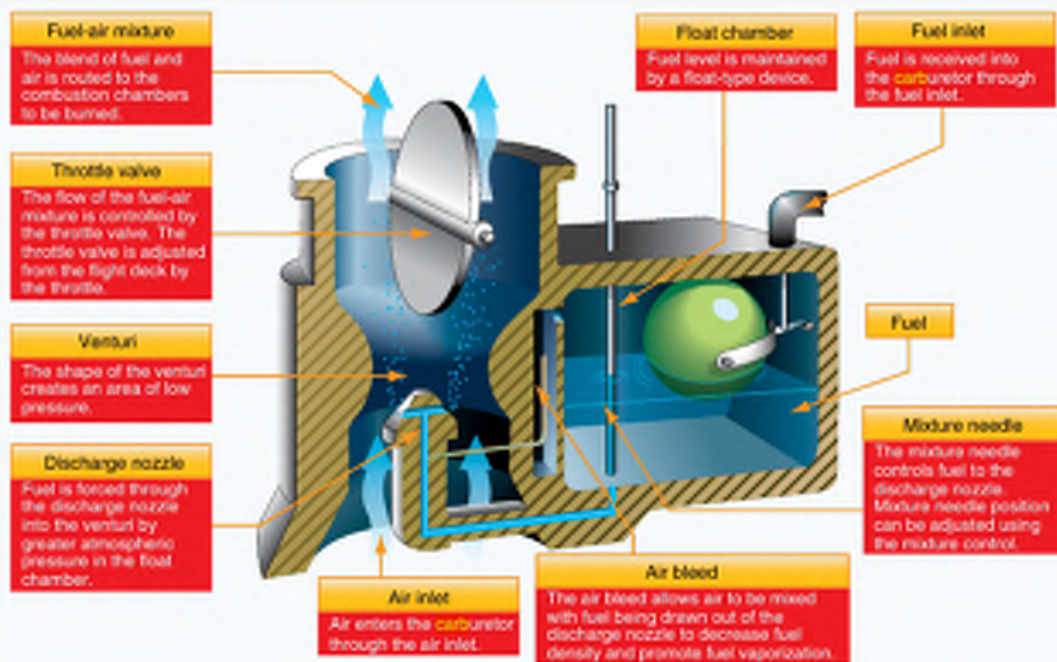
Other Upcoming Fly-In Opportunities

- Sat Oct 3: Wings Over the Westside, Coalinga
- Sat Oct 3: Pacific Airshow, Huntington Beach
- Sat Oct 3: EAA 512 Pancake Breakfast, Placerville
- Fri Oct 9 – Sun Oct 11: Fleet Week, San Francisco
- Sat Oct 10: EAA 376 Luncheon and Celebration of Life for the Eady Family
- Sat Oct 10: Apple Valley Airshow
- Sat Oct 10 – Sun Oct 11: California Capital Airshow, Sacramento
- Fri Oct 16 – Sun Oct 18: Minden-Tahoe Skyfest
- Sat Oct 17: Food Truck Fly In, San Martin
- Sat Oct 17: KAUN Open House, Auburn
- Sat Oct 24: EAA 663 Pancake Breakfast, Livermore
- Sat Oct 31: EAA 376 Pancake Breakfast, Fresno



How it Works: CARBS... Not what you're thinking

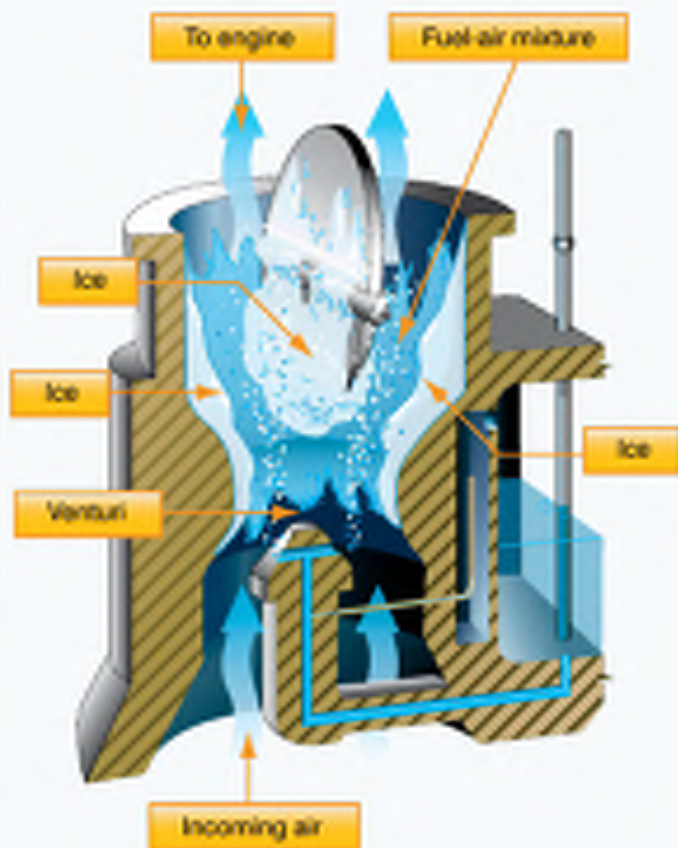
CARBS for CARBuretors, old school devices for delivering fuel to the working parts of our engines and which have been banned from the automotive world for years. There are several ways to tell if your engine has a carburetor or alternatively is fuel injected (the other way to deliver fuel to the engine). You could look in the Pilot's Operating Handbook but if there is a CARB HEAT knob on the panel you can be assured there is a carburetor under the cowl. Another way is the engine nomenclature. If there is a letter 'I' in the name of the engine (as in IO360 as opposed to O360 or 912 iS vs 912 ULS) then you are fuel injected and there won't be a carburetor. This is true whether you have a Continental, Lycoming or Rotax engine.



Carburetors use the venturi principle to pull fuel into the air stream that is entering the engine. There is a constriction in the 'throat' of the carburetor that forces air to accelerate as it passes and simultaneously produce a pressure drop. The pressure drop is used to suck fuel through the main metering 'jet' and into the airstream which then goes on to the intake structure and ultimately to the engine. The throttle control in the cockpit operates a flap in the carburetor that controls how much volume of the fuel/air mixture gets through to the engine. Another key structure is the float bowl. This provides a reservoir of readily available fuel within the carburetor. It has a 'float' connected to a needle valve; as the fuel is pulled from the bowl the float sinks and the valve opens to allow more fuel to enter from the external fuel system. Since this depends on gravity, float type carburetors aren't used for aerobatic flight. There is also an accelerator pump to push an extra boost of fuel when you advance the throttle. This prevents the engine from stumbling or even quitting when the throttle is advanced quickly. It is also useful to prime the engine for a cold start if there is not a dedicated primer installed. Finally, carburetors have a mixture control to compensate for decreasing air density with increasing altitude.

How it Works: CARBS... Not what you're thinking

Carburetors have certain advantages. They are simple and generally cheaper than fuel injection. They are purely mechanical and do not need much fuel pressure to operate. In high wing aircraft an electric boost pump is typically not needed. A disadvantage is less fuel efficiency. Compared to fuel injection mixture distribution between cylinders is uneven, generally making it hard to run lean of peak in these engines. The biggest disadvantage everyone knows about is icing. As air accelerates through the venturi there is a temperature drop as well as a pressure drop. To make matters much worse, fuel is vaporizing in there at the same time. With the negative heat of vaporization, temperature can drop as much as 50 degrees Fahrenheit from ambient. If the outside humidity is high water can condense and freeze in the carburetor throat blocking airflow and causing the engine to quit. This is more likely at reduced power settings because there is a bigger pressure drop at low or idle power settings. You can see this if you have a manifold pressure gauge. The solution is CARB HEAT which directs hot air into the carburetor. But you have to think about it and use it proactively. Once icing is established carb heat may not be enough to keep your engine alive. There have been many accidents due to carburetor icing over the years. Maybe a better understanding of the causes and conditions leading to carb ice can mitigate some of these.



Bob Crooks
Director, CVAA

Local Airport Updates

Fresno Chandler Executive (FCH)

Updates shared from the 9/18 Tenant meeting included:

- Runway 12/30 Rehabilitation Project approved by Fresno City Council; construction/closure dates TBA
- Hangar Development contract approved; timeline TBA
- Flight Level Aviation agreement approved by Fresno City Council in July; FLA now responsible for all tie downs and ramp space, hangars unaffected
- RWY 12 PAPI lights to be upgraded to LED
- Solar LED floodlight installation along Teilman Ave will continue

Madera Municipal (MAE)

- Runway 12/30 crack sealing complete; daily closures have ceased
- Taxiway and apron closures still remain; refer to NOTAMs for latest information

Fresno Yosemite International (FAT)

- Runway 11R/29L now closed until approximately December 1
- Runway 11L/29R has been reopened; expect ground delays due to multiple taxiway closures
- Exercise extreme caution for construction activity on the field
- Always check NOTAMs before each flight for latest information



Always check your NOTAMs before you fly!

Aileron & Jim's Safety Corner

One-Way-In, One-Way-Out Airports Pose Hurdles

Here is an interesting article by Meg Godlewski an aviation journalist , CFI and founding member of the Pilot Proficiency Center at EAA AirVenture on technically demanding runways which brings out the skills in pilots.

As the Cessna 172 taxied toward the fuel truck, there was something amiss with the marker beacon wire on its belly. It looked like there was a tree branch entangled in it. It wasn't a big branch, but it definitely should not have been there. A quick conversation with the somewhat sheepish CFI revealed he'd taken the learner to one of the private grass strips the flight school



had permission to use for soft-field takeoff and landing practice. As they landed to the south, which the CFI noted he'd been told was the preferred runway, it felt like they had a tailwind. The windsock confirmed this. For departure they backtaxied and took off to the north. According to the CFI, shortly after they became airborne and were heading for "that low spot in the trees," he remembered that the runway had a slight slope to the north and it was a one-way runway, and both takeoffs and landings were supposed to be to the south. The outcome could have been a lot worse. Coincidentally, this airport was one the school used for the mountain flying course, where the concept of the "one-way runway" can literally be a life-or-death situation.

One-Way Runways

One-way runways, those technically challenging landing strips carved into forests or other rural unimproved areas, are often a test of a pilot's skill and can be absolutely unforgiving of a mistake in judgment. That's when pilots like Long Bach Nguyen, the chief pilot for Washington Air Search and Rescue (WASAR), are called in to help find the pilots who have crashed while attempting to land or take off from a remote airstrip that is a "one way in, one way out."

According to Nguyen, many pilots are not familiar with the required aircraft performance when in density altitude conditions, the result of warmer temperatures and high field elevation, or since there are one-way runways, they might experience a slight tailwind on takeoff or landing. "You will encounter these conditions in mountain airports or airstrips," said Nguyen, adding that pilots can practice before they get to the airstrip by flying with "limited power as if you are flying in that condition and do it with a tailwind to see the performance." (Instructors have been doing a variation of this technique for years, having pilots fly over a 5,000-foot runway on one magneto only to demonstrate a lack of performance).

Aileron & Jim's Safety Corner

One-Way-In, One-Way-Out Airports Pose Hurdles

This kind of practice can come in handy if you are heading to Ranger Creek in Greenwater, Washington, northeast of Mount Rainier at an elevation of 2,558 feet msl. The runway is aligned 15/33 and measures 2,875 feet by 50 feet. The airport is closed to the public from October 1 to June 1, and the rest of the year it is a popular camping spot. Pilots are warned there is a guardrail and road along the east side of the runway, and the airport sees a fair amount of traffic from other vehicles and pedestrians who are there to camp along the east and north of the runway.

“Being unfamiliar with the terrain before attempting to land or takeoff is a common mistake,” said Nguyen. “Also, they are not comfortable flying slow in the valley above Ranger Creek to make a good descent profile to the runway. The normal recommendation is to land on [Runway] 33 so that when you have to make a go-around, you can fly down the valley to Greenwater and exit.” Pilots who attempt to land to the south on Runway 15 get into trouble.

“We’ve had people who landed to the south on Runway 15 and had a harder time climbing out due to rising terrain toward Chinook Pass and the narrow valley (where they attempted) to turn around and crashed.” said Nguyen.

Specialty Training

Some flight schools will offer specialty training to allow their renters to access technically challenging airports in their area. These usually consist of ground training with an emphasis on density altitude and its effect on aircraft performance, local weather patterns, and short-field and soft-field techniques. Some schools make it a rule that certain airports are off-limits to renters unless they are accompanied by a qualified CFI (who has presumably been through the special training) and/or make it a rule that solo student pilots cannot fly into these airports. Other schools ban actual soft field operations in their airplanes altogether—no sand, no rocks, no grass, unless it is an emergency. However, student pilots are required to learn the techniques as they likely won’t be student pilots or renter pilots forever.

If soft-field operations are banned, there is likely a story there. A renter may have had a bad day and damaged an airplane in a nose-over on soft ground. Respect the rules if you want to keep your rental privileges.

Don’t get complacent, warns Michael Phillips, a Southern California-based flight instructor with 14,000 hours of dual instruction given. Phillips teaches out of Santa Paula Airport (KSZP), Camarillo Airport (KCMA), and Oxnard Airport (KOXR). Based on information from AirNav.com, all three airports present unique obstruction and traffic challenges.

Aileron & Jim's Safety Corner

One-Way-In, One-Way-Out Airports Pose Hurdles

Phillips said a common mistake pilots make is “thinking that it is just another takeoff or landing,” as they often don’t understand that topography, altitude, and potential density altitude, wind, and weather can and will impact aircraft performance. This is particularly true, he said, when flying into strips in the Sierra Nevada or Rocky Mountains or those used by the U.S. Fish and Wildlife Service. Local knowledge is important, Phillips said, but more significantly, “pilots need more common sense and a sound foundation for understanding operations at high altitude and obstruction-rich airports.”

Phillips supports a combination of ground and simulator training before taking an aircraft into the actual environment. “We require pilot checkouts for people flying into Big Bear City Airport (L45) and Catalina Airport (KAVX),” he said. Big Bear is surrounded by mountains and lies in an extreme noise-sensitive area, while Catalina sits on a mesa, and pilots cannot see aircraft on opposite ends of the runway due to the runway gradient. Therefore, pilots should announce taking the active runway on unicom prior to departure.

Coastal Challenges

It is not just mountain airports that can catch a pilot by surprise. Airports at sea level can also present a challenge, such as Copalis State Airport (S16) on Copalis Beach approximately 54 nm west of Olympia, Washington.

The runway is aligned 14/32 and is only available during low tide. Pilots are advised to make a low pass before landing to check for debris, always use soft-field technique, and aim for the wet sand, which is darker and firmer than the dry sand that can put the airplane on its back.

You also need to have good short-field skills, according to John Wilson, Copalis State Airport manager. According to AirNav.com, the strip measures 3,560 by 150, but that might be a bit optimistic, Wilson said, as the south end of the runway is slowly disappearing, taken by the Copalis River.

“A few years ago the windsock was at the midfield of the runway,” Wilson said. “Today it is the south threshold of the runway because the Copalis River is eroding the southern bank area.” Wilson recommended pilots use Google Earth to get a view of the airport or call the airport manager to receive an update on the conditions before they venture out.

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!

Happy Birthday!

- 10/04 - Brenda Kinsfather
- 10/05 - Jennifer Toms
- 10/13 - Tim Huebert
- 10/15 - Wyatt Walls
- 10/18 - Leonard Federico
- 10/19 - Bruce Witmer
- 10/21 - Julio SantiagoAzpurza
- 10/22 - Aryan Sharma
- 10/27 - David Hatch



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.

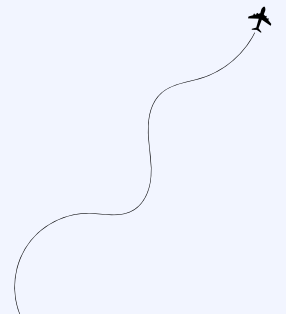
2026-2027 Board of Directors

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: Jim Shamp, *Jim & Aileron's Safety Corner*; 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.

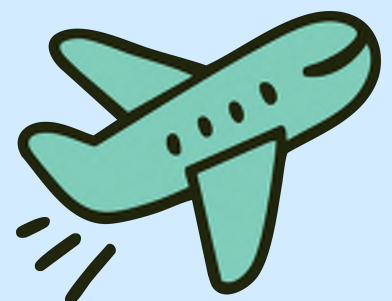
If you are unable to attend at least three CVAA General Meetings per year, you will be considered an inactive member and your PIN code will be discontinued.

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: