



The Plane Scoop

A publication of the Central Valley Aviation Association



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

NOVEMBER 2024

BRENDA & MARK DALFORNO **New Owners of the Flight Line Café, Chandler Executive Airport** **Read their story beginning on Page 2**



In This Issue

- 2-4 — Brenda & Mark Dalforno
- 5-7 — Aileron & Jim's Safety Corner
- 8 — The Way It Was
- 9 — Aircraft of Historical Significance
Display—November 5 & 14
- 10 — Awesome Aircraft Paint Jobs
- 11 — Chandler Airport Access Info
Important Info for CVAA Members
(PLEASE READ)
- 12 — Airport Access Application
- 13 — November Birthdays
CVAA Officers & Board Members
- 14 — Upcoming & Ongoing Events
- 15 — CVAA Future Meetings
- 16 — CVAA Membership Application
- 17 — EAA Membership Application

CENTRAL VALLEY AVIATION ASSOCIATION

CVAA Fall Pilot's Clinic
November 2, 2024, 9:00 a.m.
Sheriff's Air Squadron Building
Chandler Executive Airport

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

ATTENTION

**All pilots with an "Aircraft of Historical Signifi-
cance" who fly in to Chandler Airport to attend any
CVAA meeting and display their aircraft will be eligible
for a signature for their property tax exemption.**



BRENDA & MARK DALFORNO



If you were going to pick the perfect pairing for new owners of the Flight Line Café at Chandler International Airport how would a private pilot/air traffic controller and someone with a family history of restaurant owners sound? Well, as luck would have it Brenda and Mark Dalforno meet that criteria.

Brenda worked in her uncle's restaurant from age 8 until she went to college. Her entire family, the Velasco's and the Castillo's have been in the restaurant business for years and between different family members; own 10 restaurants (including Flight Line Café now) in Prather, Sanger, Visalia, Fresno, Clovis and Bass Lake. The Velasco family came from Jalisco, Mexico, where they were farmers and cowboys raising their own food, milking cows, and butchering their meat. Being 30 minutes from the nearest small town meant cooking all their own food, no canned or prepared grocery-store items involved, so you might say it's in their DNA. After college she worked in the corporate world for several years until opening the Flight Line Café.

Mark was raised in Merced. His father is a well-known Tomato farmer in the greater Los Banos area. Aviation has been Mark's interest since a small child, and aviation is in his family line. His grandfather on his mother's side, Charles Fink, was a WWII pilot flying B-17's and B-24's and eventually was stationed at Castle Air Force Base. His WWII experience included being shot down a couple of times and, thankfully, he lived to tell the tale. He was also an Aircraft Commander of an Operation Power Flite B-52 crew that completed a 45-hour 19-minute non-stop around-the-world flight. Operation Power Flite was made to prove the United States could drop a hydrogen bomb anywhere on earth. His grandfather later became a flight instructor, and taught Mark's dad how to fly. Luckily, while Mark's dad was taking flying instructions from him, he met his daughter, Mark's mother.

Mark has three college degrees, Air Traffic Control, Flight Technology, Aircraft Dispatcher and is currently an Air Traffic Controller at Fresno Yosemite International Airport where he works both in the Tower and in the Approach Control radar room. He received his pilot certificate in 2021 and his instrument rating earlier this year and currently fly's a



Brenda & Mark Dalforno (continued)

Piper Warrior 151. His active involvement in aviation includes being a member of the Sheriff's Air Squadron, Vice President of NATCA (union) at Fresno Air Traffic Control Tower/TRACON, presenter at the CVAA continuing education clinics and many aviation speaking engagements. He says that the smaller aviation community and local connections have proven to be beneficial in air traffic control situations including emergencies.



After working at the Las Vegas Air Traffic Control Tower for a short time, he decided to transfer back to this area to be closer to family. Eventually it proved to be the best decision he made as he met Brenda in town. They had numerous lunch dates at Flight Line Café and even went there for lunch after their small wedding ceremony in February of this year. They always said if the Flight Line Café ever became available, we're going to try and get it to continue the rich aviation history for the community....and that is just what happened. She quit her corporate job and is working at the restaurant full time. Her uncle, Ruben, is the head chef and her mother and other family members wait tables.

In December, Mark and Brenda are expecting a baby daughter, Callie, making them a family of five with Brenda's two older children, a boy, 15, and a girl, 11. Mark is working hard to convince Brenda and the kids to learn to fly in the future.

The Café's menu is Mexican and American cuisine, and they have daily specials on the board inside that are not typically on the menu. If there is something you particularly want, they are open to special orders and, if they have the ingredients on hand, they will make it for you. They have a children's menu and high chairs available and their goal is that breakfast or lunch at the Flight Line Café is a memorable experience for children and the family watching planes take off and land.





Brenda & Mark Dalforno (continued)

The Café is available for private events, and catering for pickup and large orders to go. Their email is flightlinecafelc@gmail.com if you are interested in something like this or just swing by the café and pickup a form. Being available for private events will be especially appreciated with the holidays coming up.



It feels as though this was all meant to be. Let's all frequent their restaurant as often as we can. The food is delicious, the service friendly and welcoming, and the atmosphere delightful.

Thank you, Brenda and Mark, for all you're doing to make the Flight Line Café outstanding.

THANK YOU GUEST SPEAKERS



August 3, Arnie Schweer gave us "An Inside Look at the Gathering of Warbirds International Airshow". Arnie hosted the Gathering of Warbirds at Madera for many years.



October 5, Rick Emerian updated us on the completion of his aircraft repair which he completed mostly on his own.



Aileron and Jim's Safety Corner

LINE UP AND WAIT

Line up and wait is an air traffic control (ATC) procedure designed to position an aircraft onto the runway for an imminent departure in order to expedite the flow of traffic. The procedure is **not** available at all towered airports and is subject to a number of restrictions. When a pilot hears the ATC instruction LINE UP AND WAIT they are cleared to taxi onto the departure runway and position the aircraft for takeoff. In earlier aviation days, this was known as “**position and hold**” but the phrase was updated to provide additional clarity.



ATC Procedure

Line up and wait is an ATC procedure that is only used at certain tower-controlled airports.

An important distinction is that line up and wait is an ATC procedure. It is conducted at certain tower controlled airports where the tower controller knows what he or she has instructed the previous aircraft to do. The reason for a line up and wait instruction is often due to a prior aircraft still being on the current runway or a crossing runway and the controller wanting to expedite the takeoff of the line up and wait aircraft. The reason for expediting this takeoff may be that there is another aircraft on final or in the pattern that will soon be ready to land. The controller is in a position to see all three aircraft and make modifications if the timing is off or there is a delay due to a pilot error in one of the aircraft.

Line up and wait instruction from ATC **is not** an authorization to takeoff. You should expect an authorization to takeoff shortly after the controller is satisfied that the condition that delayed you is now safe. If you do not receive a takeoff clearance within a reasonable amount of time, you should contact the controller and remind him or her that you are there. **Accidents have occurred** after a controller forgot an aircraft waiting on the runway and cleared another airplane to land on that same runway.



Aileron and Jim's Safety Corner (continued)

Even when following line up and wait instructions at tower controlled airport, it is important for you as the pilot in command to remain vigilant and situationally aware. Listen to the instructions and clearances that the tower is giving to other aircraft in the area. If you hear a clearance to land where you are currently waiting, be alert and ready to call the tower if necessary. You might also consider lining up at a slight angle that affords a better view of landing aircraft approaching behind you.

You should be especially vigilant at night, during reduced visibility, and when the airport is using line up and wait operations on more than one runway. Listen carefully for your call sign and the runway that you are using. Be alert for similar sounding call signs and avoid following the instructions for a different aircraft than yours. When in doubt, contact ATC for clarification. If you are unable to raise ATC, have an escape plan for getting you and your aircraft to a safe location if you are concerned about another aircraft landing in your location.

If you are the landing aircraft and you hear ATC give line up and wait instructions to an aircraft on the runway to which you have been cleared to land, be sure that the aircraft has departed before you land. Even if you haven't heard a line up and wait clearance, be sure that runway is clear before landing. Do not hesitate to ask ATC about any traffic that you see on the runway where you are landing.

Line Up and Wait Is Not Applicable at Non-Towered Airports





Aileron and Jim's Safety Corner (continued)

Line up and wait is an ATC procedure that should not be used by pilots at non-towered airports.

Line up and wait procedures were never intended for use at non-towered airports despite being common practice with some pilots. As indicated, it is an ATC procedure. Without the additional eyes of the controller, and his or her knowledge of the instructions issued to other aircraft, it is simply not a safe procedure to perform at non-towered airports.

As the pilot in command of an aircraft that is ready to takeoff, you have no real idea of the intentions of the aircraft that is temporarily blocking your takeoff runway. Will they make the intersection? Will they roll the full length of the runway? How fast will they taxi to the runway exit? Are they unsure of his surroundings and unsure where to turn? Will their takeoff follow a standard pattern departure? Will they abort the takeoff? You may think that you know but you really do not know when the runway will be clear.

Once you are positioned for takeoff, your ability to see the runway's approach is seriously limited. How close is that final traffic getting? Is there another aircraft approach that is not using a radio? Does the approaching pilot see or hear you?

Is your life and the life of your passengers really not worth waiting until the runway is clear?

Fly safely and fly often,

Jim and Aileron

GOOD FOR A LAUGH



TEACHER:

GIVE ME A SENTENCE USING THE WORDS DEFENSE, DEFEAT, AND DETAIL.

STUDENT:

WHEN A HORSE JUMPS OVER DEFENSE, DEFEAT GOES BEFORE DETAIL.

A police officer came to my house and asked me where I was between 5 & 6. He seemed irritated when I answered: "Kindergarten"



THE WAY IT WAS



Sometime along about October or November of 1979 I had attended a Skyriders Flying Club monthly meeting and had to leave a little early instead of staying as I usually did to talk airplane talk. My best friend and Cessna 150 partner, Jack Franks, stayed behind and was one of the remaining few when a limousine pulled up and parked near the Skyriders door. It was about 10 p.m., and the main doors to the Chandler Administration building were already locked. So the only unlocked door was the Skyriders door on the east side of the administration building.

It just so happened that Ronald Reagan had been flown in by a chartered plane for a campaign stop at the downtown Fresno Hilton and was now returning to Chandler to head to his next campaign appearance the following day. Just as Mr. Reagan stepped out of the car, Jack and the rest of the guys from Skyriders were getting ready to leave via the east door. Well, Jack says, "You could have knocked me over with a feather when I saw who was out of the car and walking up to me, a couple of secret service guys with him." Jack, always a friendly type anyway, sticks out his right hand and shook hands with Ronald Reagan!!! Jack remembered how the future president of the United States really was in a hurry and asked if there was a "little boy's room" anywhere nearby; so Jack ushered him and the Secret Service to the men's room in the administration building.

Shortly thereafter Mr. Reagan came out and shook Jack's hand again and thanked him for "showing him around." Then he and the entourage boarded their chartered plane and took off. When Jack told me this story the next day at lunch, he held up his right hand and said, "This is the hand that shook hands with the next president of the United States!" Today, September 1, 2024, Sharon and I went to see the movie "Reagan" and enjoyed it more than any other movie in the last 20 years. I hope you all can see it. The ending might just bring a tear to your eye. It did mine.

— Arnie Schweer



AIRCRAFT OF HISTORICAL SIGNIFICANCE DISPLAY
Fresno Yosemite International Airport
November 5 and November 14, 2024
for
Clovis Unified School District
Liberty Elementary Airport Field Trip
Schedule Below

		9:00 AM	9:10 AM	9:20 AM	9:50 AM	10:00 AM	10:30 AM
Teacher	Group A (7-8 Kids)	Arrive at airport TECHNIC Air ramp	Arrive at APR ramp, unload & walk to assigned group location	ARFF Firehouse	Wrap up tour and walk to next location	APR Ramp Aircraft Static Displays	Wrap up tour and walk to next location
	Group B (7-8 Kids)			ARFF Firehouse		APR Ramp Aircraft Static Displays	
Teacher	Group A (7-8 Kids)			Air Traffic Control Tower	Wrap up tour and walk APR ramp for lunch / more of static displays.	Sheriff Helicopter Ramp	
	Group B (7-8 Kids)			Sheriff Helicopter Ramp		Air Traffic Control Tower	
		10:40 AM	11:10 AM	11:20 AM	11:50 AM	12:00- 12:50 PM	12:50- 01:00 PM
Teacher	Group A (7-8 Kids)	Air Traffic Control Tower	Wrap up tour and walk to next location	Sheriff Helicopter Ramp	Wrap up tour and walk APR ramp for lunch / more of static displays.	APR Ramp for Lunch and Static Displays	Load Busses and Depart Airport for Liberty Elementary
	Group B (7-8 Kids)			Air Traffic Control Tower		APR Ramp for Lunch and Static Displays	
Teacher	Group A (7-8 Kids)			ARFF Firehouse	Wrap up tour and walk APR ramp for lunch / more of static displays.	APR Ramp for Lunch and Static Displays	
	Group B (7-8 Kids)			ARFF Firehouse		APR Ramp for Lunch and Static Displays	

AWESOME AIRCRAFT PAINT JOBS



MORE “WHEN PEOPLE GET BORED IN SNOW COUNTRY”



Hmmm? Food for Thought!

Why do peanuts float in a regular coke and sink in a diet coke? Go ahead and try it.

I used to eat a lot of natural foods until I learned that most people die of natural causes.

Can you cry under water?

How important does a person have to be before they are considered assassinated instead of just murdered?



REMINDER!!!!!! CHANDLER EXECUTIVE AIRPORT ACCESS

To enter Chandler Executive Airport gates you must have a personal PIN number. The application is in this newsletter. In the box for Aircraft Hangar Numbers — please put in Central Valley Aviation Association. Turn this application in and then Airports will be in touch with you for the rest of the process.

If you have not received your PIN number in time for the CVAA meeting you plan to attend call Mary King, 559-250-1489, or Jim Shamp, 559-779-4406 and one of us will meet you and caravan you in.

ATTENTION ALL CVAA MEMBERS

Important update on Chandler Airport Access Pin Codes

Pin codes issued by Airports to CVAA members are for the sole purpose of accessing the field when attending the CVAA monthly meetings. They are going to be issued only to “active” CVAA members who attend the meetings. The Airports Department does check with CVAA on a regular basis to ensure they are issuing Pin Codes to active CVAA members only. In order for a CVAA member to be issued and maintain a Chandler Pin Code, that member must attend at least three (3) CVAA General Meetings per calendar year. If you are unable to attend at least three (3) CVAA General Meetings per year, you will be considered an inactive member, and your Pin Code will be discontinued. You can still attend the general meetings, but you will need to contact Jim Shamp so that he can escort you onto the field. To be considered an Active member, please be sure to sign in at the General Meetings and attend a minimum of three (3) meetings per year.

**Thank You,
Your CVAA Board of Directors**



FRESNO CHANDLER

EXECUTIVE AIRPORT

IDENTIFICATION TENANT APPLICATION

TENANT INFORMATION					
Full Name					
(Please Print) First		Middle	Last		
Residence Address					
Street		Apt. #	City	State	Zip
Phone #	Cell #	Email:			
Emergency Contact (1)				Emergency Contact Phone #	
(Please Print) First		Middle	Last		
Company Name					
Aircraft Hangar Number(s)/Tail Number(s)					
The information I have provided is true, complete, and correct to the best of my knowledge and belief and is provided in good faith. I understand that a knowing and willful false statement can be punished by fine or imprisonment or both. (Section 1001 of Title 18 of the United States Code)					
Signature:			Date		
PLEASE DO NOT WRITE BELOW THIS LINE (RESERVED FOR OFFICIAL USE ONLY)					
Issued:	Expires:	File #	Pin #		Tenant/Vendor/ Sub Tenant

AIRPORT PROPERTY MANAGER AUTHORIZED SIGNATURE	
Full Name (Print) First	Middle Last
Signature	Date
FRESNO YOSEMITE INTERNATIONAL AIRPORT · FRESNO CHANDLER EXECUTIVE AIRPORT PUBLIC SAFETY OFFICE 4995 E CLINTON WAY FRESNO, CA 93727 559-621-6650	



November Birthdays

Mark Addis	11/08
Kimbree Tourangeau	11/12
Ginny Federico	11/23



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

Saturday, Nov. 2— CVAA Fall Pilot's Clinic (See Details Page 15)

Saturday, Nov. 9—EAA 376, Young Eagles Event, 8:30 am, General Annual Meeting, Elections for the Board, Lunch 12:00 Noon (Dennis & Marilyn Sniffin)

Saturday, Nov. 9—EAA 376, Car Movie Night, 6 pm

Sunday, Nov. 10—EAA 376, 3rd Annual Dinner to Honor our Veterans, 6:00 pm, Sierra Skypark, EAA, SSP, CVAA; Hosted by Dennis & Marilyn Sniffin, Cost \$35/person; RSVP by Nov. 4 to John Krikorian 559-285-1000

Friday, Nov. 15—EAA 376, Airplane Movie Night

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

EAA 376 Aviation Ground School, Beginning, Monday, Feb. 4, 2025, continuing Through May, 7:00pm—8:30pm. Free to all 376 members!
Instructor—Jim Shamp, Email: shampjs@sbcglobal.net,
Phone: 559-779-4405, 559-431-5918

AVIATION AXIOMS

Always remember to fly an airplane with your head, not your hands.

Hovering is for pilots who love to fly but have no place to go.

The probability of survival is equal to the angle of arrival.

IFR: I Follow Roads.

Flying is not dangerous; crashing is dangerous.



CVAA FUTURE MEETINGS

NOVEMBER 2, 2024—CVAA FALL PILOT'S CLINIC—9 A.M.

- 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 Dalforno & 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 Dalforno
- **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

“Cognitive Performance Training” which will include how to sharpen focus, distraction control, emotion and performance relationship, error reduction techniques, and more as time permits.

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

- “Most Surprising Check-Ride Experiences”

MARCH 1, 2025—CVAA GENERAL MEETING, Speaker to be Announced

APRIL 5, 2025—CVAA BBQ, Details to Follow

May 3, 2025—CVAA SPRING PILOT'S CLINIC

**The Central Valley Aviation Association**

Page 7

**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