



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 2025

DOUGLASS SISK, CFI-I



Many of you have met Douglass and Clifford (his Kodiak 100). If you haven't met him, you will have an opportunity this Saturday, November 1, as he will be an instructor at the CVAA Fall Pilots' Clinic. In the meantime, you can read his story beginning on Page 2.

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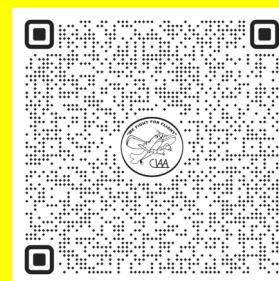
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CENTRAL VALLEY AVIATION ASSOCIATION **CVAA MEMBERS-ONLY REMINDER**

If you haven't completed the member survey you can access it with the QR code below or the following link:

<https://forms.cloud.microsoft/r/eVXKGheu7j>

Please take the time to complete it so the club can become a more valuable and meaning experience for you.



<https://centralvalleyaviation.org/>



DOUGLASS SISK, CFI-I

Born and raised on the Eastern Shore of Maryland, Douglass was obsessed with airplanes from an early age, drawing bad pictures of airplanes in the margins of his notebooks when he should have been studying. His first close-up experience was a second-grade field trip to the local airport (ESN) to visit a DC-3 in Allegheny Airlines livery, where he struggled to climb the steep slope up to the cockpit.

After graduating from Syracuse University with a Bachelors in theater design and a Masters in Television and Radio, he moved to New York City and found work as a freelance television lighting designer and production manager. In 1989 he was hired to run the New York bureau of Entertainment Tonight, a job which led to a move to California in 1992 when he was promoted to Associate Producer. After leaving Entertainment Tonight in 1993, he landed at Disneyland as a Production Manager, then left for a gig as the Senior Operations Manager for the Opening and closing Ceremonies for the 1996 Olympics in Atlanta. Returning to California, he went to work as a Line Producer for Walt Disney Special Events, managing gigantic movie premiere spectacles. Post Y2K, he once again became a freelance Producer/Production Manager for large corporate special events.

His flying career took off in 1983 in Syracuse when a co-worker who was a pilot introduced Douglass to Royal V. Bellus, an outstanding instructor who was a World War II P-47 instructor pilot. Like a lot of pilots his training took a hiatus while he was finishing school. He finally earned his private pilot certificate in 1986, with instrument and seaplane ratings and commercial certificate following, in White Plains, New York. He became a CFI in 2021 and a CFI-I in 2023.

He acquired his first plane in 1985, a 1/3 interest in a 1979 Cessna Skyhawk. He swapped that for the expensive half of a 1985 Mooney 201J in 1989. He earned his Multi-Engine rating at Long Beach in a B55 Baron in 2000.





Douglass Sisk, CFI-I (continued8)

After moving from Long Beach to Oakhurst in 2001, renting aircraft worked for a while until he purchased a Beech Bonanza G-36 in 2016. Ask Ulysses Caiati about the trip home from Wichita, including a “took two tries” crosswind landing in Page, AZ. He traded up to his dream aircraft in 2019, a Kodiak 100 which he hangars at Fresno Yosemite International Airport.



He says there are fewer than 400 Kodiaks, with a lot of them being used for missionary flying in remote areas of the world. An interesting bit of information is that a lot of Kodiaks have nicknames. His Kodiak is “Clifford the Big Red Airplane”. If you were at the EAA 376 39 th Annual End O’Summer Fly-In and Car Show at Sierra Skypark in October, you may have been lucky enough to see it on display. And it is beautiful.

Along with piloting the jump plane for Skydive Madera and the Bulldog Blitz parachute demo team, he enjoys spending his time flying for non-profit organizations such as Angel Flight West, LightHawk, The California Disaster Air Response Team (CalDart), and others. He has flown donors and politicians on behalf of the Surfrider Foundation, Trout Unlimited, ConservationXLabs, and more. He also uses the Kodiak to transport endangered species. The Kodiak has transported California Condors from the breeding center in Boise, ID to release sites in SoCal and emergency surgery in Puyallup, WA; dogs from shelters in Sonoma and Watsonville to the Search Dog Foundation in Santa Paula for training; and White Abalone embryos from the UC Davis breeding facility in Bodega Bay to nursery sites in Long Beach and Santa Barbara. He says that when LightHawk pilots fly abalone embryos there are more abalone in the air than in the ocean!



Douglass Sisk, CFI-I (continued8)



Douglass Transporting Three California Condors from Boise to Santa Maria

Douglass has managed to combine his joy of aviation with a career he loved and is now doing the same in his semi-retirement. He will be presenting at the Central Valley Aviation Association Fall Pilot's Clinic on Saturday, November 1. You won't want to miss the opportunity to learn from his aviation experience and professionalism.

Thank you, Douglass for sharing your story with us. Looking forward to learning some things from you at the CVAA Fall Pilots' Clinic on Saturday.



Aileron and Jim's Safety Corner

Often Overlooked Regulations

As pilots, we are required to understand the regulations that apply to our flight and ground operations. While most of us learned the appropriate rules during flight training, it's easy to sometimes even misremember or fail to fully read and understand the ones we do use. So let's take a look at one of those regulations that we all know but do we really!



Minimum Safe Altitudes

Most pilots can recite the minimum safe altitudes defined in 14 CFR §91.119 for flights over congested and non-congested areas. We are always worried about what is a congested area and how low can I fly over that area (*See the June 2022 Safety Corner "What's A Congested Area"*) As a reminder, the regulation says:

(b) Over congested areas:

Over any congested area of a city, town, or settlement, or over any open-air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

(c) Over other than congested areas:

An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.

Then does paragraph (c) mean one can fly at any altitude over other than congested areas? **NO!** What many pilots forget to carefully read and remember is the altitude requirement listed before these more specific minimums in paragraph (a):

(a) Anywhere:

An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.

In practical terms, this means that even if you're technically meeting the altitude requirements in (b) or (c), you still may be in violation if you're not high enough to



Aileron and Jim's Safety Corner (continued)

glide to a safe emergency landing without endangering people or property below. In some situations, 1,000 feet AGL might not be sufficient, and pilots should plan accordingly.

Helicopters, powered parachutes, and weight-shift-control aircraft have exceptions under paragraphs (b) and (c), but they are not exempt from paragraph (a). All aircraft must be operated at an altitude that allows a safe emergency landing without causing undue hazard—regardless of airspace or environment.

All of these minimums apply during flight except **when necessary for takeoff or landing.**

Remember, keep it safe use good judgment and fly often,

Aileron and Jim

AWESOME AIRCRAFT PAINT JOBS





THE WAY IT WAS



As I have written before, it really is fun to go back to earlier logbooks and relive some of the flights made and the memories of the different airplanes flown. One of my all-time favorite 172s was an orange/brown/white 1965 model which was owned by the old Skyriders Flying Club, based at Chandler. Whenever one of the two Bonanzas were taken, this was my next choice. Speaking of Skyriders, it just was too good to last I suppose. How about being able to take one of the planes with you on a 2-week vacation with no minimum or maximum time limit? And time was calculated on TACH time instead of

HOBBS time? If I remember correctly, monthly dues were \$15 a month, Bonanza 9824 Romeo went for \$29.50 an hour WET, tach time. Then there was the Summer Picnic and the Winter Christmas Party, both with friends with a passion for flight.

Cessna XXXX had to sit outside on the ramp through blistering hot summer days and foggy winter days and never complained about lack of a nice hangar, not even a shelter to sit under, ramp tiedowns were \$25 a month.

All good things must come to an end I suppose, and insurance claims were becoming way too numerous for the club to last and so I left Skyriders when I could see the writing on the wall, and started flying a 182 on leaseback to the FBO. The Club eventually folded, I quit flying for 20 years over what I perceived to be FAA overreach, got busy building and expanding my business and watched and listened to every airplane that flew overhead. In the meantime, Cessna XXXX was purchased from the club as it was liquidating assets and parked under one of the shelters and stayed parked there for the next 20 years or so.

In 2004, I started flying again, rented a Cherokee from Memley, nice folks, then bought a Cherokee and while waiting for a hangar, parked it under the shelter next to my old friend XXXX for a few months until a hangar opened up.

One fine Saturday morning as I was driving past a row of hangars I saw a 172 being pushed back into a hangar by two guys, both pushing on the prop, midway to the prop tips! Hold it, guys, push on the wing struts near where it's attached to the wing, These folks did not appreciate my friendly advice and I was told to mind my own business..... Ok, have it your way....



THE WAY IT WAS (continued)

As we all know, gossip around an airport is not in short supply, and I was talking to one of the guys who had done an annual on the plane and he told me even after the 20 years or so the plane had sat, it still had good compression and passed a stringent annual and so the new owner was free to handle his new plane any way he wanted to.

A month or so later I was talking to another Chandler guy who was watching a 172 taking off from Runway 30, make a ragged turn to left crosswind, another ragged turn to downwind where the plane seemed nose high, then stalled and immediately enters a half turn spin, some how recovered when he was lower than the tree line on Kearney Boulevard, and somehow made a safe landing. The plane was sold shortly thereafter, never to be seen by me again. When I recently checked, the N number of my favorite it had been assigned to a different airplane. I will never know what happened to NXXXXX but I supposed it was wrecked in an accident, hopefully none fatal.

— Arnie Schweer

LATER IN LIFE

I came, I saw, I forgot what I was doing. Retraced my steps, got lost on the way back. Now I have no idea what's going on.

Scientists say the universe is made up of protons, neutrons and electrons. They forgot to mention morons.

The adult version of "head, shoulders, knees and toes" is "wallet, glasses, keys and phone."

A dog accepts you as the boss...a cat wants to see a resume.

I told my wife I wanted to be cremated. She made me an appointment for Tuesday.

THINK! (It's not illegal... YET!)

Classic Airplane Association of Arizona Picnic NOVEMBER 8, 2025



Join us for a fun filled day on **November 8, 2025** at the **Casa Grande Airport**. The CAAA will be sponsoring a picnic and aerial corn hole competition for all CAAA members and local pilots with guests. Refreshments will be available all day with lunch served at the conclusion of the corn hole competition. Lunch will be free for all active members, and a \$20 donation for non-members. Registration will begin at 8:00 with registration for the corn hole competition followed by a pilot briefing at 9:30 am with the competition starting immediately after the briefing. All corn hole participants must attend the briefing. The target will be a tarp with a 30 gallon trash container at the center of the tarp located on the ultralight runway, south of the main runway. Each participant can purchase up to 4 bags (\$5.00 per bag), with one bag dropped from 200 feet AGL at the target with each pass over the target. The pilot (or bombardier) who is closest to the center target will win \$100. For more information, visit cactusflyin.org. Participants are encouraged to pre-register by sending their name and aircraft type to cactusflyin.org@gmail.com. Volunteers for Friday evening setup can contact Rusty at cactusflyin.org@gmail.com. Snacks and refreshments will be provided. Overnight tent and RV camping is available on the airport. For those without an aircraft capable of dropping a bag, come early and it may be possible to partner with a pilot with suitable aircraft.





UPCOMING & ONGOING EVENTS

Saturday, November 1— CVAA Fall Pilot's Clinic, Sheriff's Air Squadron Bldg, Chandler Executive Airport, Wings Credit, Tax Deductible, SEE FLYER PAGE 14

Friday, November 7— EAA 376 Friday Night Airplane Movie, 6 p.m. Dinner & Social Time, \$5; 6:30 p.m. Movie: Jet Pilot, Free

Saturday, November 8—EAA 376, 8 a.m. Young Eagles Flights, Private Party, Air Force Junior ROTC Students

Saturday, November 8—EAA 376, 2nd Saturday Lunch Gathering, \$10/Adults, \$5/Children 13-18, Children 12 & Under Free; Speaker: Mel Council, Reedley College, Topic: Reedley Flight Science Program

Saturday, November 8—EAA 376, Car Movie Night, 6 p.m. Social Time, 6:30 p.m. Movie: Chitty Chitty Bang Bang

Sunday, November 9—EAA 376, 5:30 p.m., 4th Annual Veterans Dinner, \$35, Sierra Sky Park RSVP: Dennis Sniffin, 559-365-5231

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

CVAA FUTURE MEETINGS

NOVEMBER 1, 2025— CVAA Fall Pilot's Clinic, Wings Credit, Tax Deductible
SEE FLYER PAGE 14

DECEMBER 6, 2025— Christmas Party with EAA 376

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

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!!

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



FRESNO, CALIFORNIA

centralvalleyaviation.orgTHE CENTRAL VALLEY AVIATION ASSOCIATION PRESENTS
CVAA PILOTS' CLINIC (FALL) 2025

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

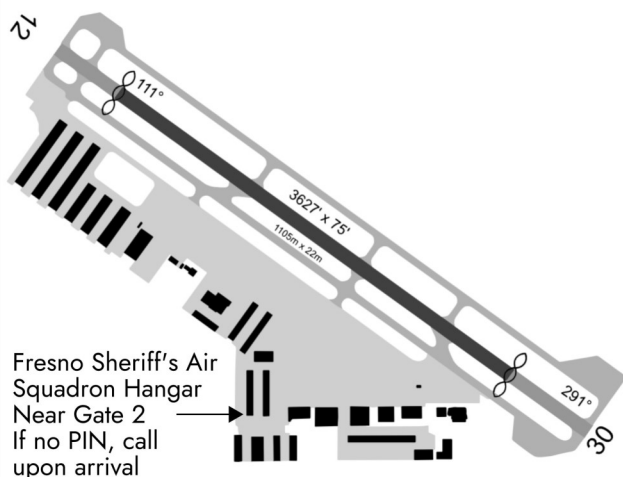
THE FUTURE OF IFR: DYNAMIC PROCEDURES AND SMARTCHARTS: Presented by Doug Sisk, CFI-I and FAAS Team Representative.

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

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Scan to learn more about
CVAA



FRESNO, CALIFORNIA

FRESNO CHANDLER EXEC (FCH)

CVAA PILOTS' CLINIC (FALL) 2025

**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/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	+	\$50.00
Additional donation to help support our Chapter		
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
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