



The Plane Scoop



A publication of the Central Valley Aviation Association

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

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CENTRAL VALLEY AVIATION ASSOCIATION

Next Meeting

January 4, 2025, 9:00 a.m.

Sheriff's Air Squadron Building

Chandler Executive Airport

Speaker: Dr.V.J. Mirzayan

**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.**



Aileron and Jim's Safety Corner

Basic VFR Radio Procedures

Format and Etiquette

As an instructor and DPE I hear all sorts of interesting and funny conversations on the radio. In fact I've made a few myself, sometimes on purpose and many times not so on purpose.

The backbone of effective radio communication is recognizing and sticking to a common structure. Pilots and ATC both follow a simple format in radio calls: Say who you're speaking to, who you are, where you are (since they don't move, ATC will skip this one), and what you want. Here's a simple example:



Initial Call: "Fresno approach, Cessna 5130R, 10 miles West, with information Charlie, landing Fresno Air Terminal."

Response: ATC will give instructions, such as: "Cessna 5130R, Fresno Approach, maintain at or above 2,500, enter left downwind Runway 29."

Read back: Now repeat back the instructions for confirmation: "Maintain at or above 2,500, for left downwind Runway 29, Cessna 5130R." Note that the read back is the only part that is structured differently. Simply repeat the instructions you heard and put your call sign at the end.

Note on call signs: Use your full call sign until ATC first abbreviates your call sign then you may abbreviate your call sign until the next frequency change and new controller.

This exchange, along with its predictable format, keeps both pilot and ATC on the same page. If anything is unclear, just ask ATC to "**say again.**"

Always aim to follow the standard format and use proper phraseology, but if it comes down to it, resorting to plain English in a stressful moment is not the end of the world. It's better to sound a bit silly for a moment to ensure everyone is on the same page than to sound like a pro but cause an avoidable incident rooted in miscommunication.



Aileron and Jim's Safety Corner (continued)

Airport Traffic: Tower, CTAF, and Self announcing

When flying into a towered airport, you will receive at a minimum instructions about how and where to enter the pattern and a clearance to land. At uncontrolled airports, meanwhile, you will simply self-announce your position and intentions on a Common Traffic Advisory Frequency (CTAF).

It may help to mentally rehearse your calls before keying up to reduce your chance of hesitating or stumbling over a call. In either case, ATC or other pilots need to know exactly where you are, so clear updates on your location, altitude, and intentions are essential.

Towered airports: At controlled airports, ATC guides you through the traffic pattern and on final approach. Be concise. We want to keep long calls and back-and-forths between pilots and controllers to a minimum to keep valuable air time free.

Uncontrolled airports: Here, you'll be making self-announcements on a CTAF frequency, updating nearby traffic as you enter each leg of the pattern (downwind, base, final). Just as when at a towered airport, do your best to keep things clear and concise. These frequencies have a way of becoming chaotic on busy days.

Another important Note: Do not use the color of your aircraft in place of your call sign. This can be confusing and a safety hazard especially at uncontrolled airports. Many aircraft are the same color, "**who are you?**" I can assure you ATC will not accept your color for a call sign so why should anyone else? You're not at Oshkosh AirVenture. Advisory Circular 90-66C "**Non-Towered Airport Flight Operations**", paragraph 9.8.1, states: "Self-announcing should include aircraft type to aid in identification and detection, but **should not** use paint schemes or color descriptions to replace the use of the aircraft call sign." There can be more than one red and white aircraft out there, you are not alone and you are not at Oshkosh.

Review regulations and stay updated

The [Aeronautical Information Manual](#) (AIM), FAA Advisory Circulars (ACs) 90-66C, and, of course, the FARs are packed with communication information, regulations, guidelines, and real-world examples of radio calls.

An additional government resource that will help you immensely is the [Pilot/Controller Glossary](#). Skimming through official resources like these at least a few times each year will help you stay sharp on both the fundamentals, along with any changes you should know about.



Aileron and Jim's Safety Corner (continued)

Strong radio communication is essential to flight safety, and it's a skill that fades when we don't use it. Take the time to review basic procedures, practice calls, and utilize resources like online courses and preflight checklists to reduce stress.

Effective communication doesn't just make flights easier. It's an important component of aviation safety and of good situational awareness. With regular practice and the right resources, you can become confident and proficient in your communication skills.

So let's be safe, fly often and communicate,

Jim and Aileron

This article is courtesy in part from FLYING The Daily News Letter November 2024

AWESOME AIRCRAFT PAINT JOBS





THE WAY IT WAS



Way back in about 1980 I was a subscriber to National Geographic magazine and became fascinated with an article about Molokai Island in Hawaii. The article told about a lady, a Native Hawaiian, who lived by herself on the northeast coast of Molokai where the world's tallest sea cliffs are located, some 4,000 feet tall. This lady was pretty self-sufficient and there being no roads where she lived would walk down to the ocean carrying a washtub and would ride the current to the beach nearest the general store to pick up necessary staples. She waited until the current reversed itself and then would ride the current back to her own area with her washtub in tow. There was a photo

of her modest Hawaiian-style home on a sloping hillside showing the path she traveled down to the ocean, obviously taken from a helicopter.

The northeast trade winds deliver rain every night and so there are abundant waterfalls every day. The article went on to say that there were only two ways to see these great waterfalls, one by boat, and the other by air. AHA!!!

By February of 1985 Sharon and I had rented a motorhome on Oahu which was our hotel and rent-a-car all in one. Staying at the many beach parks scattered around Oahu and remembering the article in National Geographic, I had brought my log book along so we could check out those waterfalls on Molokai!

So on 02-19-1985 I got checked out in N67923, Cessna 152 at HNL, Honolulu International, and we headed for Molokai wearing our mandatory life jackets and making our mandatory ocean-crossing checkpoints with Honolulu Radio, heading for those waterfalls. We flew the entire length, Sharon taking photos as we went along the entire length of the northeast coast. We landed on "Molokai International", a nice deserted paved runway with no services. The FBO at HNL knew we were going to Molokai with their airplane, but I wonder if I would have rented my plane to some crazy Howley if it was the other way around.

Many years later we rented a beach house on the opposite shore of Molokai and were privileged to be able to listen to approximately 200 native Hawaiians singing church hymns at a church across the road on a Sunday morning. Molokai is Old Hawaii.



Back to February of 1985, after a week of the motorhome, we moved into the hotel we always stayed at, The Waikikian, a true old Hawaii type of hotel, just across the lagoon from the Alai Wai Harbor where the movie company was filming "Magnum, P.I." We wandered over there to watch the goings on. "Higgins" was very gracious; "Magnum" was not. "Magnum P.I." is still a favorite of ours though. So is Molokai.....

- Arnie Schweer

CVAA FALL PILOT'S CLINIC

The clinic held on November 2nd was well attended and important information was provided. Local pilot's are taking advantage of this **Wings Accredited Continuing Education** (a \$280 value) for the low cost of a tax-deductible \$50 which goes toward the **CVAA** sponsored scholarships to Reedley College aviation students (pilots and mechanics).

Plan on attending the Spring Clinic on May 3, 2025.

MORE SNOW COUNTRY





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	



December Birthdays

Jerri Yandell	12/01
Raphaella Gallegher	12/08
David Bonner	12/13
Fred Borns	12/15
Doug Betts	12/26
Kiana Oldham	12/27
Jill Greenburg	12/29
Phil Moradian	12/30
Mark Cannon	12/31
Bert Crane	12/31



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, 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

CVAA FUTURE MEETINGS

DECEMBER 14, 2024 — EEA 376, Sierra Sky Park, CVAA Christmas Party (SEE PAGE 12)

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



Please Join Us for the EAA 376

Christmas Party

SATURDAY, DECEMBER 14, 2024

5:00 PM Social Time & Hors d'oeuvres | 6:30 PM Dinner

Dancing & Music by the Vapor Trail Band

\$50/Person includes Chicken, Lamb Chop, Pilaf,
Grilled Vegetables, Green Salad, & Pita Bread

Event Location: EAA 376 @ the Bill Tjerrild Aviation Center & Bill Smilie Museum
4344 W. Spaatz Ave., Fresno, CA 93722 - Sierra Sky Park & CVAA welcome, too!

RAFFLES & DESSERT AUCTION!

Bring your wallet for the 50/50 Raffle, Ticket-In-Bag Raffles (Raffle Items are wanted in advance please), Silent Auction for Big Ticket Items, and Bring a Special or Homemade Dessert for the Dessert Auction!

NEED RAFFLE ITEMS PLEASE: Email Ryan Caglia regarding your advance raffle donations ASAP: rmcaglia@gmail.com
DESSERT: Contact Clari Cone if you can bring a delicious & pretty dessert for the dessert auction: clari.cone@gmail.com

RSVP and send payment to Diane Montgomery by Dec. 11: dmont1202@gmail.com (559) 285-8587
Make Checks payable to "EAA Chapter 376" or use Cash, Venmo, or Credit Card



**The Central Valley Aviation Association**

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**Central Valley Aviation Association
Membership Application or Update**

Name: _____ Membership: Single _____ Family _____

Spouse's Name (If family membership): _____ (we encourage family membership)

Address:

Street _____, City _____, State: _____ Zip: _____

Telephone:

Home: _____, Work: _____, Cellular: _____

Email address: _____ (Print carefully)

I would like to receive the Plane Scoop via e-mail: Yes _____, No _____

Airplane (you usually fly):

Type: _____, N number: _____, Colors: _____

Date of birth (just the month and day—not the year):

Primary member: _____, Spouse: _____

How many years have you been a member of CVAA? _____ (estimates are OK)

CVAA Service:

Please list any offices or committee positions in which you are interested in serving:

Please list any talent or skills you have that you would be willing to use to serve CVAA:

This information will be printed in our Club roster and distributed to members only. Please omit any information you do not want to appear in the Club roster.

Mail application, with \$20 single membership or \$25 for a family membership to:

Sarah Donaldson
c/o Sierra Land Co.
7726 N. First Street #510
Fresno, CA 93720

If you have already paid your dues please complete the form anyway and mail it or hand it to Sarah Donaldson.

Comments or suggestions:



Experimental Aircraft Association/EAA Chapter 376 Membership Application

President - Tim Cone, EAA Chapter 376, 4344 W. Spaatz Ave., Fresno, CA 93722
Ph: (559) 352-6145 tcone1@comcast.net



Check one: ☐ New local Membership ☐ Renewal of local EAA 376 Membership

PLEASE PRINT

First & Last Name _____ Nametag: ☐ Have one ☐ Need one

Is your information the same as last year? If so, check here ☐ and skip down to "Please Complete"

Spouse's First & Last Name _____ Nametag: ☐ Has one ☐ Needs one

Mailing Address: _____

Email Address(es): _____

By supplying an email address, you understand that you will receive emails regarding events, meetings, and other local aviation news.

Phone Number(s): Home: (____) ____ - ____ Member's Mobile: (____) ____ - ____

Spouse's Mobile: (____) ____ - ____ Other/____: (____) ____ - ____

EAA National Member #: _____

Please note: To comply with the National EAA Charter, please also join EAA National at www.eaa.org
There are lots of great advantages to having a national EAA membership, including its beautiful magazine plus many other perks, latest news, and aviation updates.

Do you have any comments, thoughts, help you would like to offer or volunteer for? _____

Local EAA Chapter 376 dues are \$50 for the calendar year of 2023. Due Dec. 31, 2022. (Prorated to \$25 if after June 30 if you have not been a local member of Chapter 376 before. Lifetime local EAA 376 membership with **perks is \$1,000.

**Lifetime Membership is a one-time \$1,000 with Special Perks. Contact the Board for details!

Please Complete:

EAA 376 Standard Membership Dues for 2023
Additional donation to help support our Chapter

	\$50.00
+	
Total	

MAKE CHECKS PAYABLE to: EAA Chapter 376

Or fill out the CREDIT CARD INFORMATION below:

Cardholder Name (as shown on card): _____

Card Number _____ Exp. ____ / ____ Code: _____ Billing Zip Code _____

Signature _____

Mail this Application with Payment to:

Vern Berry
1677 W. Shaw #109
Fresno, CA 93711

Legal Name: Kings River Area Chapter 376 EAA 501(c)(3) Charitable non-profit educational California Corporation, President: **Tim Cone, President**, 4344 W. Spaatz Ave., Fresno, CA 93722 | Common Name: EAA Chapter 376 - Website: <https://chapters.eaa.org/ea376> Facebook: EAA Chapter 376 Email: tcone1@comcast.net

2024 Board: VP: Diane Tjerrild; Secretary: Phil Barnett; Treasurer: Vern Berry; Rick Emerian, Bruce Witmer, Dennis Sniffin, Ryan Caglia, Judie Moradian, and John Krikorian

Regarding the local area EAA Young Eagles Flights and Program, please email youngeagles376@gmail.com or contact:
Aubrie Stanger: Ph: (619) 201-1900 aubriestanger@gmail.com | Judie Moradian Cell: (559) 287-7011 morad@comcast.net