



The Plane Scoop



A publication of the Central Valley Aviation Association

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

DECEMBER 2025



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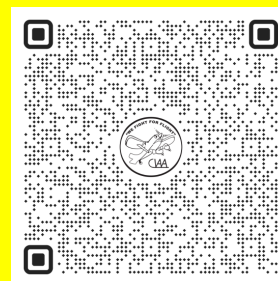
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CENTRAL VALLEY AVIATION ASSOCIATION **CVAA MEMBERS-ONLY REMINDER**

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/>



PRESIDENT'S MESSAGE



Isaiah & Nichole Kaninya

we've been fortunate to enjoy and those that still await us in the promising days, months and years ahead.

Dear Central Valley Aviation Association members and faithful Plane Scoop readers,

It is fitting that my first opportunity to share a message with you all has come amid this season of gratitude. This past year has been one filled with change, for many of us individually and the CVAA alike. While any change, good or bad, can be difficult and certainly poignant, my heart is filled with nothing but gratitude for all the blessings

First and foremost, I am and will always be grateful for the leadership, guidance and friendship of our President Emeritus, Mr. Jim Shamp, who first took the yoke of the CVAA in January 2021. Despite his countless commitments within aviation and beyond, Jim always made CVAA a top priority of his because he believed so strongly in our mission: to support the Chandler airport and the continuing education of our local aviation community. CVAA is fortunate to have thrived under his leadership, and I strive to meet the same level of commitment and dedication that Jim exemplified in this role for nearly five years.

Although I was humbled to be appointed as Jim's replacement, my wife Nichole and I are both grateful for the opportunity to serve on the CVAA Board of Directors in any capacity. In the relatively short time since we were elected to the Board, we've been fortunate to not only learn so much about but also contribute to the remarkable efforts and accomplishments of this fantastic organization. Some of our favorite highlights in 2025 include:

- Awarding the CVAA's annual John Pugliese & Morris Garcia Scholarships, totaling \$1000, to a very deserving Reedley College Flight Science student and meeting him & his family at the Scholarship Ceremony in September
- Enjoying great food with many of our members after a summer hiatus at the CVAA Annual BBQ & Fly-in September.



PRESIDENT'S MESSAGE (continued)

- Seeing the smiles on the faces of over 50 young people after they rode in an airplane with some of our very own pilots at the Reedley Airport Open House in October.
- Raising \$600 towards next year's John Pugliese & Morris Garcia Scholarships with record attendance at the IFR Pilots' Clinic in November.
- Catching up with many of our 40+ active members at our General Meetings while enjoying intriguing presentations from our terrific Guest Speakers.
- Welcoming seven new members to our CVAA family.

Even in this relatively short time, it has been a deeply rewarding experience for Nichole and I to share in these meaningful accomplishments for CVAA and our aviation community alongside the outstanding people that make up the CVAA Board of Directors. We are both so grateful to Sharon, Mary, Sarah, Arnie and Leonard for warmly welcoming us to the Board this year and for all that they do for CVAA.

Before joining the Board of Directors, I was admittedly ignorant of everything this special group of people does each month to advance CVAA's mission and create the best possible experience for our members. I certainly enjoyed our monthly meetings, guest speakers, and the Plane Scoop, but had no idea what happened behind the scenes. I am grateful that joining the Board had not only enlightened me as to their fantastic work but also given me the opportunity to share this with all of you.

This brings me to what I am most thankful for this year: our wonderful CVAA members! There would be no CVAA without your loyalty and support, and none of our accomplishments would be possible without you. I hope you'll join me in celebrating what we've all achieved together in 2025 and take to heart that you've made a positive impact on our local aviation community.

Whether you've been a faithful CVAA member for years, or you're one of our newer members that we're so grateful to have joined, maybe you are learning something new today about the CVAA Board of Directors' work. If you are interested in playing an even bigger part in worthwhile accomplishments like those I've shared, and having a greater influence in the CVAA's direction moving forward, I implore you to consider joining the Board in 2026. The commitment of time is small but the effect you can have on this great organization and its efforts is vast. The nomination process will begin in January 2026 and the elections will take place in March, with the term beginning in April. Keep reading The Plane



PRESIDENT'S MESSAGE (continued)

Scoop for further details on the process or reach out to any of our Board members anytime for more information. Serving on the Board is truly a rewarding experience – I hope many of you will consider this wonderful opportunity!

Although joining the Board of Directors is the best way to participate and influence the CVAA's efforts, I understand not everyone is able to serve. The next best way to have your voice heard, and something everyone can do, is to take the 2025 CVAA Member Survey. I am grateful to those that have already taken it and would love to see more responses before we close the survey at the end of the year. Most complete the survey in 6 minutes or less – a very small commitment with huge impact on our efforts for next year. Please see the cover page of this newsletter for the link and QR code to take the survey. On behalf of the entire CVAA Board of Directors, thank you for your participation!

Although this is the season of gratitude, winter is a bittersweet time for us pilots as our eternal struggle to coexist with Mother Nature enters its most challenging time of the year. My parting wish for all of you is that the fewer flying days ahead will instead be more days spent with family, friends, and loved ones this season. Merry Christmas and thank you for your support of the Central Valley Aviation Association.

Gratefully yours,

Isaiah Kaninya

Scan to learn more about
CVAA





Aileron and Jim's Safety Corner

Left-Turning Tendencies Explained: Why Your Plane Pulls Left During Takeoff

By Colin Cutler from Boldmethod

Have you ever felt like you're veering toward the left edge of the runway during takeoff?

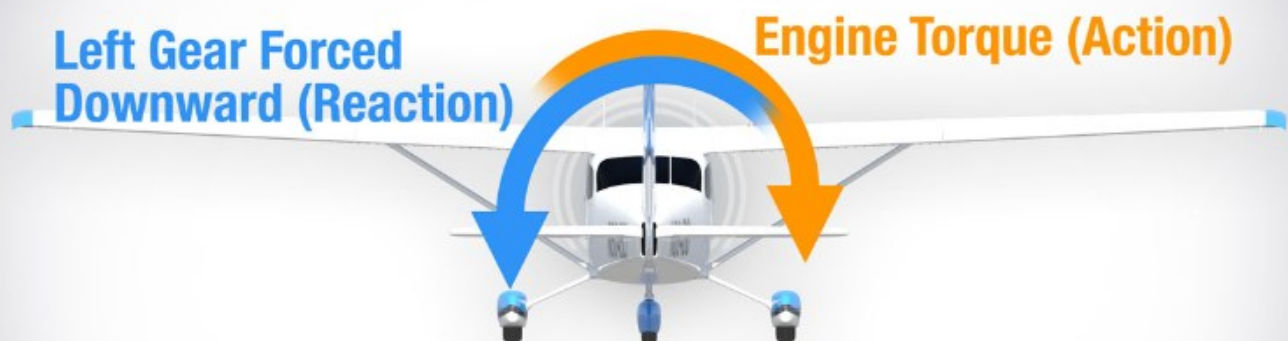
There's a reason your plane pulls left. Actually, there are 4 of them, and they're called left-turning tendencies. Here's how they work, and why you need right rudder during takeoff to correct them.

Torque

Torque, which is the first left-turning tendency we'll cover, comes from Sir Isaac Newton. Newton's third law states that "for every action, there is an equal and opposite reaction".



Torque Effect





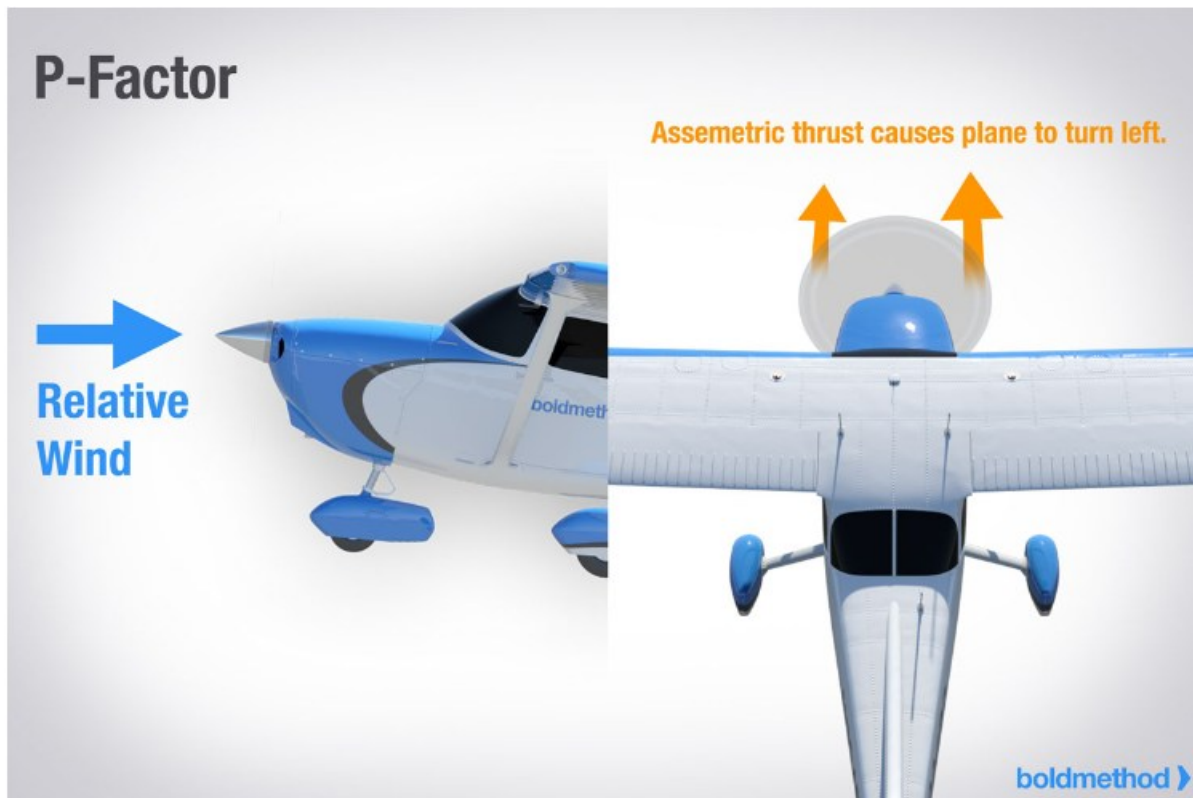
Aileron and Jim's Safety Corner (continued)

Most western aircraft have engines that rotate clockwise when viewed from the cockpit. That's where torque comes into play.

As you throttle up your engine for takeoff, the right-turning direction of your engine and propeller forces the left side of your airplane down toward the runway. When the left side of the airplane is forced down onto the runway, the left tire has more friction with the ground than the right tire, making your aircraft want to turn left.

P-Factor

P-Factor, which is also called "asymmetric propeller loading" happens when the downward moving propeller blade takes a bigger "bite" of air than the upward moving blade.



This happens in two scenarios:

- 1) Your plane is flying at a high angle-of-attack (takeoff and slow-flight are good examples), and
- 2) You're taking off in a tailwheel airplane.

In both of these scenarios, your downward sweeping blade is at a higher angle-of-attack than your upward sweeping blade. And with a higher AOA, the downward sweeping blade creates more thrust (or lift), making your airplane want to yaw to the left.

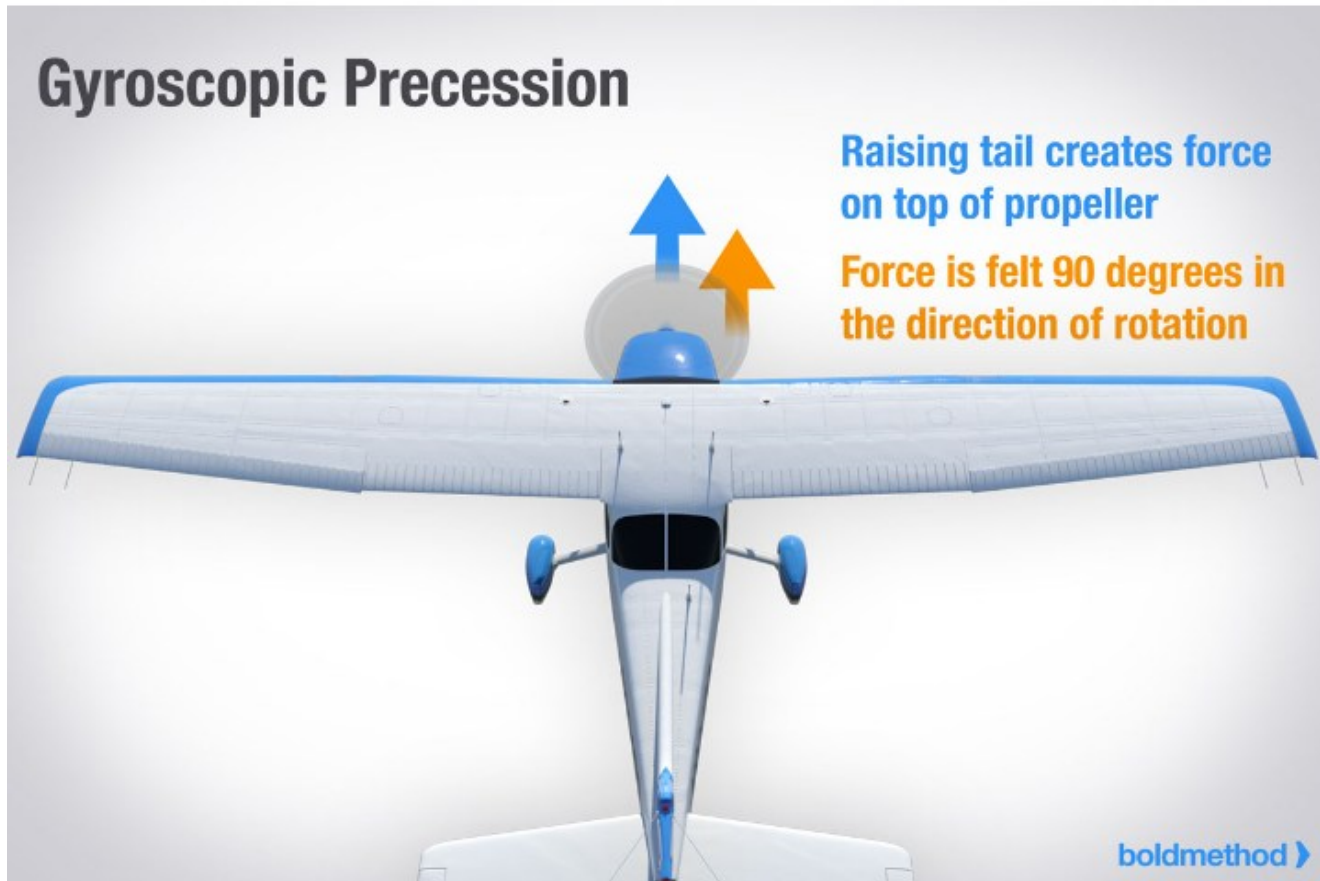


Aileron and Jim's Safety Corner (continued)

Gyroscopic Precession

A spinning propeller is essentially a gyroscope, which is a spinning disc. That means it has the two properties of a gyroscope: rigidity in space, and precession. We won't make this next part a physics lesson, but we will quickly (and painlessly) explain precession. Precession happens when you apply force to a spinning disc.

Here's how it works: you apply a force to one point of the disc, and the effect of that force (the resultant force) is felt 90 degrees in the direction of rotation of the disc.



For the most part, this only applies to tailwheel airplanes when they lift their tail off the runway during takeoff. As the tail comes up, a force is applied to the top of the propeller. And since the propeller is spinning clockwise, that force is felt 90 degrees to the right. That forward-moving force, on the right side of the propeller, creates a yawing motion to the left.

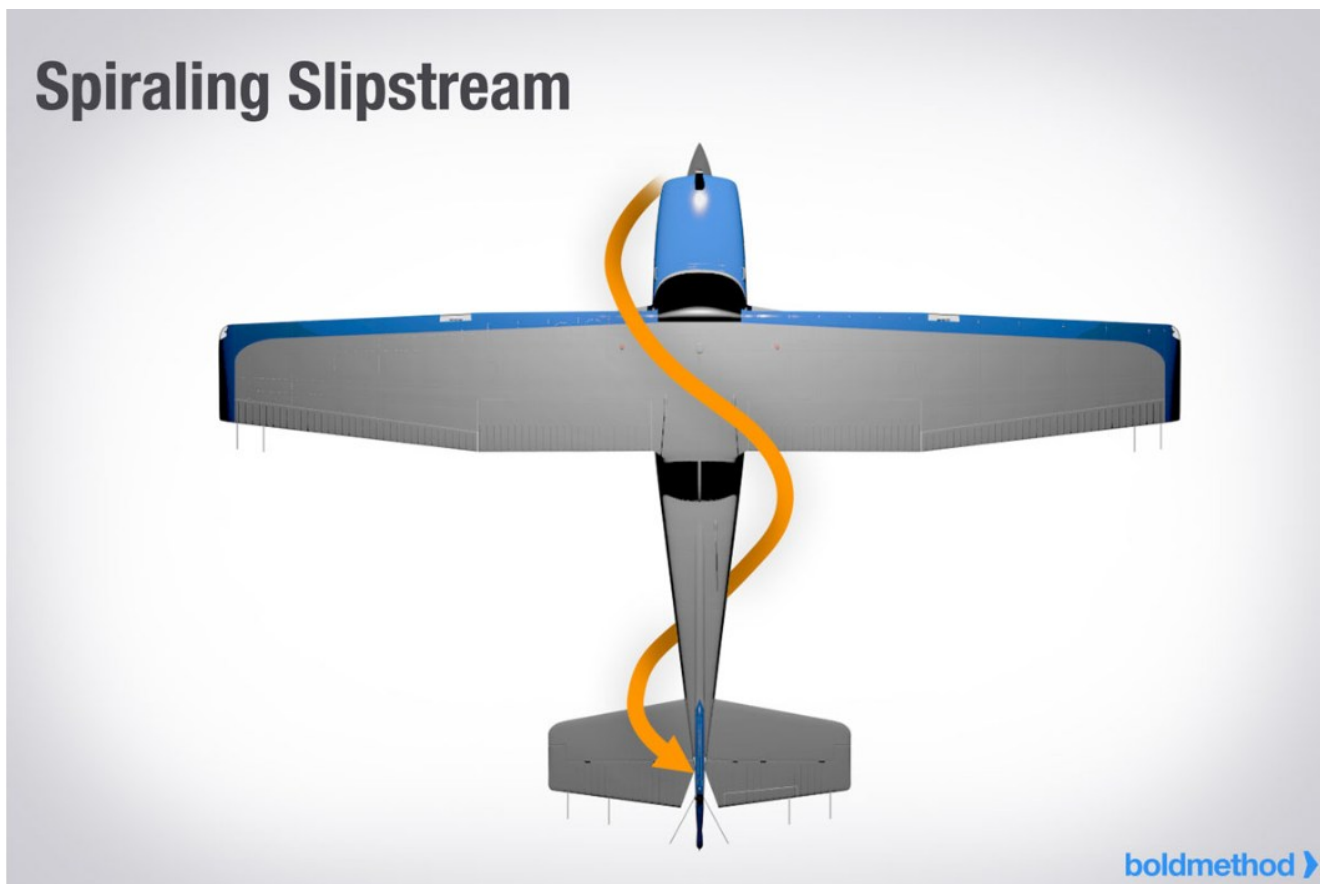


Aileron and Jim's Safety Corner (continued)

Spiraling Slipstream

Spiraling slipstream is the fourth and final left-turning tendency. It happens when your prop is moving fast and your plane is moving slow. And there's no better example of this than takeoff.

During takeoff, air accelerated behind the prop (known as the slipstream) follows a corkscrew pattern. As it wraps itself around the fuselage of your plane, it hits the left side of your aircraft's tail, creating a yawing motion, and making the aircraft yaw left.



Spiraling slipstream is, of course, dependent on an aircraft's design, as well the phase of flight you're in, so it's hard to quantify how much effect it really has on your plane.



Aileron and Jim's Safety Corner (continued)

Why You Need So Much Right Rudder

The four left-turning tendencies create the forces that make your airplane veer left during takeoff. Step on the right rudder to cancel them out, and you'll maintain a perfect centerline throughout your takeoff roll.

Fly often and fly safe,
Aileron and Jim

AWESOME AIRCRAFT PAINT JOBS



**YES, THIS IS A REPEAT—BUT APPROPRIATE
FOR THE SEASON!! MERRY CHRISTMAS!!**



THE WAY IT WAS



Some friends of ours were over for dinner not long ago and my friend Bob mentioned that his 11-year-old grandson was having a great time looping, rolling and buzzing his Grandpa with a radio controlled P51 Mustang. This I had to see; so in a few days my wife Sharon and I went to our friends farm where the 11-year-old was flying, and this kid really was doing all kinds of aerobatics with his P51, making me slightly jealous as whenever I tried RC I always crashed and wrecked the airplane. Then this young man was invited to become a Young Eagle at EAA 376, got a ride in a Cirrus and was really bitten by

the flying bug, now a lover of all kinds of airplanes but especially the P51.

A friend of mine is the manager of the California Warbirds which own and operate a 1944 P51 "Straw Boss" and a T-6 for member pilots to train in to transition to the P51. So I called and asked if this young eagle would be allowed to sit in the Mustang if we drove him over some Saturday. "Sure, bring him over and I'll stick him in the back seat and taxi over to the runup area and run the engine up after warmup to 'see if there are any oil leaks'." So we bring our Young Eagle and his Dad and his Grandmother over, and as the Mustang is being towed over to the start engine area, I see excitement building in Grandma, Dad too, but especially Grandma..... Our Young Eagle is now in the back seat and the Merlin starts with a puff of blue smoke on both sides and soon the engine is at fast idle and they are rolling to the runup area, prop wash blowing kids, Cherokees and Toyotas askance as that 11-foot, 4-blade prop does what it is built to do, and the Rolls-Royce Merlin barks and rumbles with a shotgun blast of backfire every now and then.

We followed them to an area near to where the runup area was, and there they sat, engine running and making that beautiful Merlin sound, the ground shaking from all the racket that thing was making when the pilot runs it up to 1700 rpm with the stick all the way back. A crowd was gathering around our area as the pilot brought the engine back to an idle, released brakes and taxied over to a parking spot, engine still barking, rumbling and backfiring as Merlins will do. After shutdown, pilot and young eagle depart the airplane and the pilot is kind enough to allow Dad into the front seat just to be able to imagine flying something like this, Grandma is taking photos of all this and is really showing an interest in the Mustang, what's going on????

To be continued..... Arnie Schweer



CVAA Fall Pilot's Clinic was held on Saturday, November 1st. There were 25 attendees including 8 Reedley College Aviation Students.

Douglass Sisk, CFI-I and FAASTeam representative, presented The Future of IFR: Dynamic Procedures and SmartCharts



Jim Shamp, Douglass Sisk, Isaiah Kaninya, CVAA President. Isaiah is also a Commercial Pilot, Advanced & Instrument Ground Instructor, and will soon have is CFI rating.

Jim Shamp, DPE and retired FAA Senior Flight Safety Officer, presented 10 IFR Terms You May Not Know





UPCOMING & ONGOING EVENTS

Saturday, December 6—EAA 376 Christmas Party

Saturday, January 10—EAA 376, 2nd Saturday Lunch Gathering, \$10/Adults, \$5/Children 13-18, Children 12 and Under Free. Possible Young Eagle Flights (to be determined)

January 2026 —EAA 376, Friday Night Movies will begin. Dates to be Announced.

Monday, February 2 —EAA 376, Aviation Ground School, 7:00—8:30 pm, every Monday through May, EAA 376 Hangar on the west side of Sierra Sky Park, 4344 W. Spaatz Ave, Fresno. Must have an annual membership to EAA National \$48 single/\$60 family <https://www.eaa.org/membership/join.aspx>. Special free membership for Young Eagle participants 8-18+6 mos. (see details under the student tab at website) and an annual membership to EAA Chapter 376 which is \$50/single or family (sign up at class). **Class is FREE to Members!!**

Instructional Material: Pilot Handbook of Aeronautical Knowledge (PHAK) Required
https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak (Free PDF download)

https://www.amazon.com/Pilots-Handbook-Aeronautical-Knowledge-FAA-H-8083-25C/dp/1510779876/ref=tmm_pap_swatch_0?_encoding=UTF8&qid=&sr=1 (The 2023/2024 is the latest version, says 2025 on cover on Amazon) you can also use an older version of the PHAK.

or purchase from Sporty's Pilot Shop <https://www.sportys.com/sporty-s-pilot-s-handbook-of-aeronautical-knowledge-softcover.html>

Sign up at first class. If you can't make the first class, come to the second.

For more information: Jim Shamp, 559-779-4406 or 559-431-5918, email shampjs@sbcglobal.net

CVAA FUTURE MEETINGS

DECEMBER 6, 2025— Christmas Party with EAA 376

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

FEBRUARY 7— Ed Lowder, NASA Aerospace Engineer



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
<p>FRESNO YOSEMITE INTERNATIONAL AIRPORT · FRESNO CHANDLER EXECUTIVE AIRPORT PUBLIC SAFETY OFFICE 4995 E CLINTON WAY FRESNO, CA 93727 559-621-6650</p>	



December Birthdays

Raphaela Gallagher	12/08
David Bonner	12/13
Fred Borns	12/15
Kiana Oldham	12/27
Jill Greenburg	12/29
Phil Moradian	12/30
Mark Cannon	12/31
Bert Crane	12/31



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

**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