



The Flypaper

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SVPA BBQ potluck at A30 on Thursday, April 4th at 5:30 PM.
Bring something to throw on the grill and a dish to share.

SVPA Spring Party was fun!

The SVPA Spring Party has cemented its reputation as the preeminent A30 social gathering! There was an initial fear of light attendance, but that disappeared when Mark pulled the ribs out of the barrels. The weather, while not great, held off its worst until we were tucking away the food inside the Hardings' hangar.

Due to an excess of ribs, we decided not to deep fat fry a turkey. Tom H. made good use the equipment, frying up french fries and onion rings. They were so popular that they barely made it to the serving line.

Good people, good food, good conversation – this year's spring party had it all!

Dues are due.

If you didn't pay your dues at the spring party, please put your name, email address and \$20 into an envelope and mail it to Mindy Harding, PO Box 306, Fort Jones, CA 96032. Thanks!

The **Scott Valley Pilots Association** is organized as a chapter of the **California Pilots Association**

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Mark was not lonely.



The reason Mark was not lonely – just kidding, Mark!





Lake Abert showing spring colors.

Prez Sez

SVPA President Chuck Jopson

Many thanks to Mindy and Nelson for the hangar space, Mark for the ribs and Tom for the french fries and onion rings! I have heard numerous comments that this year's party was one of the best ever.

With the advent of the SVPA party, spring must be here. Hopefully, the weather will start cooperating so flying season can begin.

My recent flight instruction in a Piper PA12 has been a humbling experience. Although I flew a Stinson for many years, I last flew a taildragger 20 years ago. I am slowly getting the knack of it, with the emphasis on slowly. The PA12 is almost the exact opposite of the Meyers. It is a high-winged, fabric, stick controlled, fixed prop, fixed gear tandem aircraft that is relatively slow, all in contrast to the Meyers. I am re-learning that power output is represented by RPM, not by the absent manifold pressure gauge.

I took the Meyers out for a spin after a few lessons in the PA12 and briefly forgot to put the gear up after takeoff. This drove home the need to have a gear down check in the PA12 landing checklist in case I happen to lapse on which plane I am flying(!).

The clouds finally cleared out enough for us to head for Nampa, ID on the Saturday before Easter. The forecast promised a bumpy flight

under a broken cloud deck with a rare stiff headwind – not exactly a comfortable trip. The clouds were just touching the top of Goosenest east of Montague so we flew the canyon on its north side, admiring its snow-covered slopes.

The ceiling lifted a bit in the Klamath Falls area, but squalls darkened the path ahead north of Lakeview. We turned to the north and were past the squalls when we cleared an escarpment near Paisley, OR. As we flew over Lake Abert, salt, shadow, algae and water made the landscape below look like some paint-by-numbers creation run amok.

The broken ceiling rose to 9500 feet with the clouds thinning out as we flew east. The snowy Steens Mountains made a solid band of white off our right side, with the peaks still obscured. There were several planes in the pattern at Nampa which dispersed as we approached (perhaps they heard I was coming...). We had an unpleasant surprise with the cardlock shutting down each time we tried to turn the fuel on. Fortunately, we were able to get fuel after taxiing to a different cardlock.

In the end, the headwinds extended the flight time by about 20 minutes – talk about delayed gratification!

Happy Easter to all and come to the April SVPA BBQ potluck at A30 on Thursday, April 4th at 5:30 PM!