



The Flypaper

Vol. 29 Issue 6 SCOTT VALLEY PILOTS ASSOCIATION P.O. Box 1136, Fort Jones, CA June 2024

SVPA BBQ potluck at A30 on Thursday, June 6th at 6 PM.
Bring something to throw on the grill and a dish to share.

Siskiyou County Airport Stakeholders Open House July 10th

The Siskiyou County Local Transportation Commission is seeking your input regarding Siskiyou airports. The event will be held on Wednesday, July 10th from 4 to 6 PM at the County Transit Center at 190 Greenhorn Road in Yreka. You can drop in at anytime within the time period given above.

The county wants input from you on:

- Desired improvements at airports.
- How can we improve connectivity between the airports and other modes of transportation?
- Ideas for infrastructure improvements to make the airports more economically viable.
- Other suggestions that would encourage you, or other users, to visit more frequently.

You can also give your input via email to general@siskiyoucoitc.org.

Cedarville fly-in breakfast on July 20th

The Surprise Valley Service Club is once again hosting a fly-in breakfast at O69, the Cedarville Airport. The event is fun and well attended, so this editor is planning on being there!

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

Website: svpilots.org/

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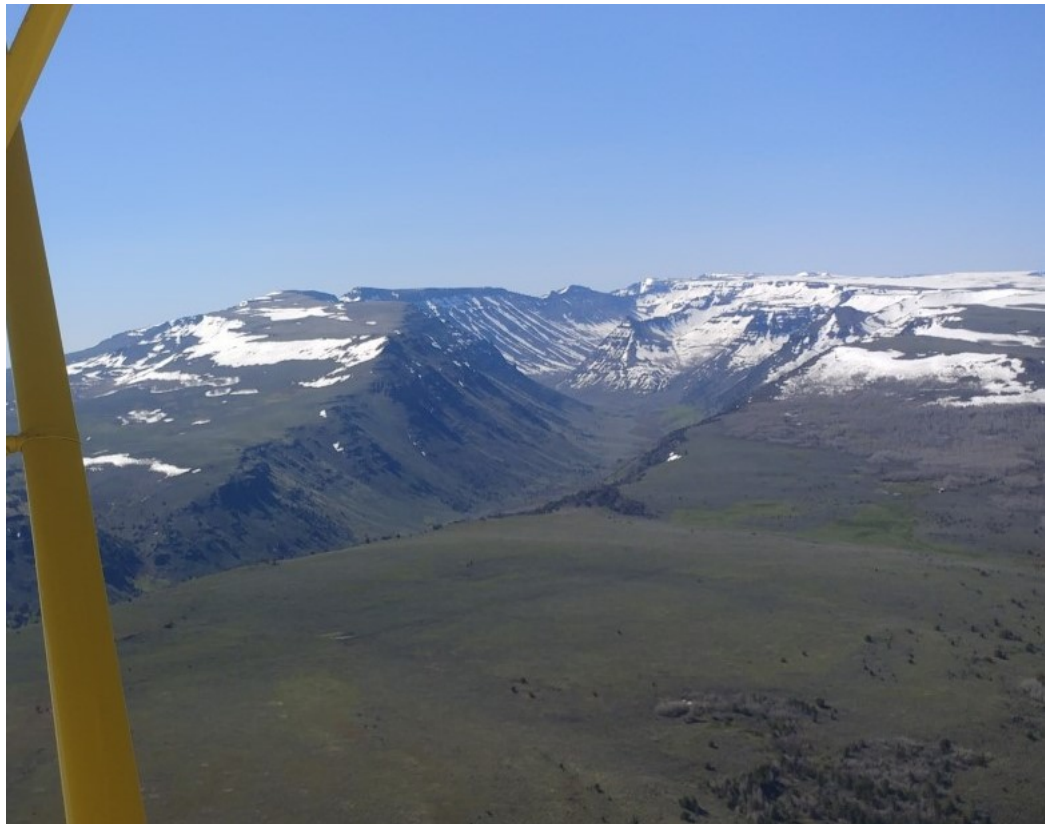
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Lake Abert and the Abert Rim.



From winter to spring in the Steens Mountains.

Prez Sez

SVPA President Chuck Jopson

As mentioned above, Siskiyou County is seeking our input regarding the airports, with an emphasis on transportation. We will discuss this at our BBQ potlucks, so think about it and participate. Perhaps we can have some partnership with the county on a courtesy car.

It is dawn at the Scott Valley airport and it is time to head for Idaho in the PA12. I have practiced my landings to eliminate the float that was consuming runway before the plane touches down. My destination is a 1600 foot dirt runway, which is still quite long, but certainly less forgiving than Scott Valley.

Since I am still unfamiliar with the PA12's fuel burn in cruise and the veracity of its fuel gauges, I will stop for fuel at Lakeview. This will split the trip into two legs that I know the PA12 can do with full fuel.

The sun serves as a navigational aid and a reminder of Murphy's Law – I have to fly directly into the sun to get to Lakeview. With only one person on board, the PA12 climbs out of the valley steeper than the Meyers does, but this is mainly due to a lack of forward speed.

Due to its slow speed and great visibility, the PA12 is like cruising along in a helicopter(as if I really know what that is like...), one has plenty of time to see details in the landscape below. Pickup trucks trundling along ditch banks, flocks of ducks on a pond, it is endless.

An aircraft is landing on the downwind runway at Lakeview so a 360 degree turn is in order to give them room. I plop the PA12 down on the runway and face a seemingly endless taxi to get to the fuel pump. Shortly after this relaxing stop, the PA12 skims over the top of the Abert Rim with a few hundred to spare. With the top of the Rim seemingly just below the wheels of the airplane and with Abert Lake so far below, one gains a new appreciation for the grandeur of this geologic feature. I continue east with my inspection of springs, watering troughs and dirt

roads, with the grand prize looming on the eastern horizon.

The Steens Mountains are highlighted by a snow cap that starts at about 8500 feet. Flying at about that altitude, I am a giddy tourist, enjoying views up the numerous canyons that meander down from its crest. One can see two seasons here, with the heights still locked in the snows of winter and the lush meadows of spring below me. All too soon, I leave the Steens behind and am exploring the canyon of the Owyhee River. It is that short-lived time of year when the Owyhee can be rafted, so I see a couple groups of boaters taking advantage of this, threading their way down the numerous rapids.

I am now descending over the Snake River plain, with the Boise metro area stretched out before me. Ads-b is indicating that the Nampa Airport is crowded, so I am glad that I can land at a private dirt strip. I overfly the strip and a lawn ornament windsock that looks like fish indicates that I will have a slightly gusting 30 degree right crosswind. With heightened anticipation, I broadcast my intentions on 122.9 and enter the downwind for a landing to the west. On base leg, I am descending just outside a solid row of houses that mark the edge of a subdivision stretching to the east.

Well, as luck, fear or training would have it, the PA12 gently touched down at the approach end of the runway. There was a palpable sensation of almost no forward speed at touch down, the PA12 rolled to a stop at about the halfway point of the strip. Damn, that felt good! I retracted the flaps and taxied down to where Leanne and her brother in law were sitting in lawn chairs to watch the landing. I am not sure if this was an expression of their confidence in my flying ability or not...

Come to the June BBQ potluck on Thursday June 6th at 6 PM. Note the later start time for summer to give the potential Montague contingent time to get to A30.