



The Flypaper

Vol. 31 Issue 6 SCOTT VALLEY PILOTS ASSOCIATION P.O. Box 1136, Fort Jones, CA June 2026

SVPA BBQ Potluck at A30 on Thursday, June 4th at 6PM!
Bring a dish to share and something to throw on the grill.

Crop harvested at A30

This exciting news is just in – the crop surrounding the A30 runway was harvested and bagged sometime last month. The existence of this article is an indication of how quiet things have been at A30, akin to the Monty Python skit “Nothing Happened”.

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

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The capacious SuperCruiser with the boss in the back.



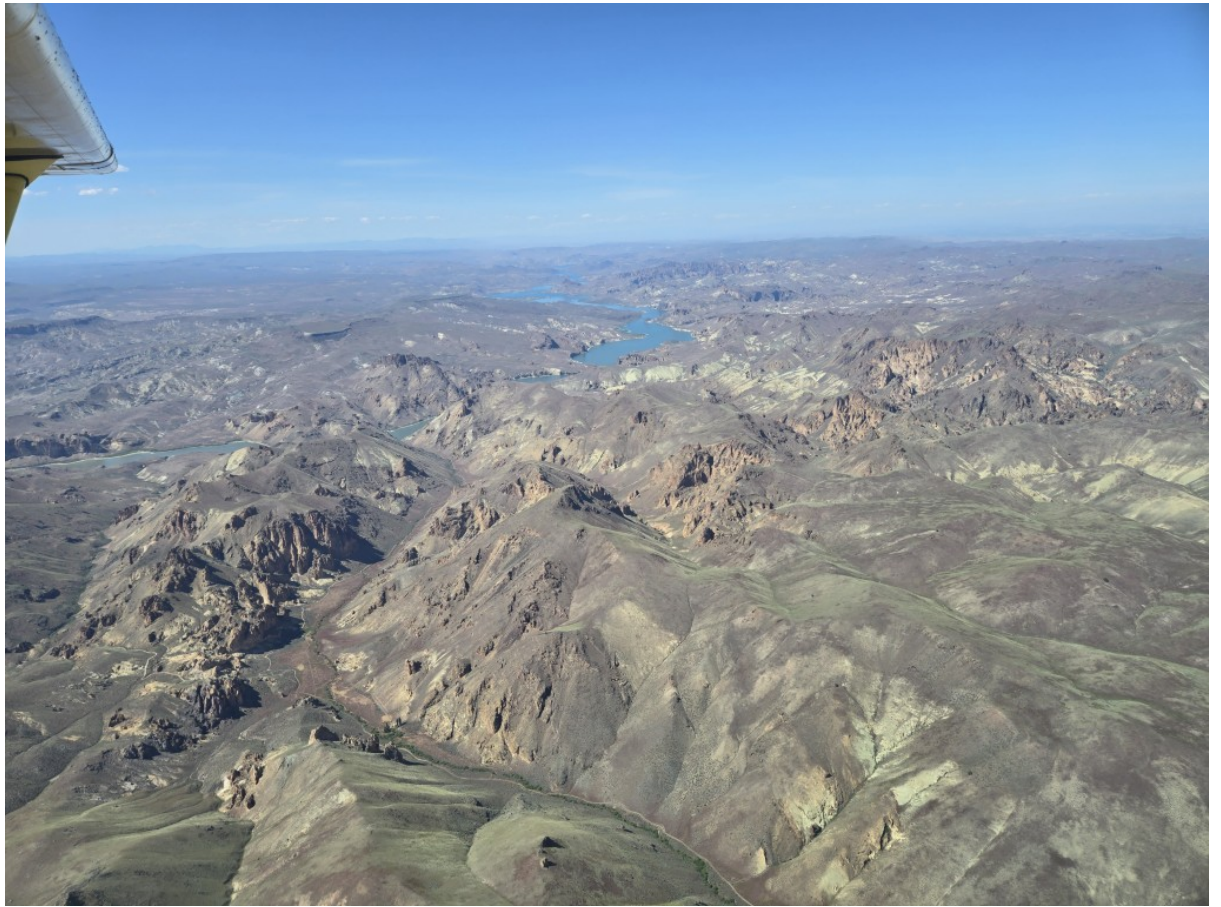
Go to the left of Shasta to get to Lakeview.



A comparison: Hart Lake from the air.



A comparison: Smith Lake from the ground.



Owyhee Reservoir in a twisted landscape.



A canyon leading up to the Steens Mountains.



Pointillism in the Owyhee Desert.

Prez Sez

SVPA President Chuck Jopson

The desire to land at a dirt strip near Kuna, ID prompted us to fly the “low and slow” option to Idaho, namely the Piper SuperCruiser. A poll of the airplane's passengers found no one willing to endure a 4 hour flight, so a fuel stop at Lakeview was included in the flight plan.

Mt. Shasta remains planted outside our right window for the first half of our flight to Lakeview, supplanted only briefly by the aptly named Gooseneck as we fly up a canyon on its north side. A bit later, I am startled by a flock of large, white migrating birds only 500 feet to our right, having crossed our flightpath only moments ago. Note to self: ads-b doesn't pick up everything out there!

The Tulalake airport passes underneath us, and soon we're descending to the Lake County Airport, guarded on its west side by a vast solar array. After landing on the first 500 feet of the runway, it seemingly takes forever to taxi to the gas pump.

A tailwind comes to our aid after our

Lakeview departure, we are barreling along at nearly 110 miles per hour! The Steens soon appear in our front windscreen... and stay there for a very long time. I busy myself by minutely examining the buttes and canyons that pass beneath the Piper.

Once the Steens are reached, it takes awhile to skirt them and reach the Owyhee River. We cross Jordan Craters, a black expanse of lava with very little plant life, and descend into Idaho's Treasure Valley(named by early real estate agents?), crossing the Snake River. I bump the plane onto the strip at Kuna, and we perform a kiss-the-ground ceremony upon exiting the Piper.

Two days later, the Piper doesn't exactly leap into the air on our early morning takeoff. An inquiry reveals a lack of flaps – ten degrees of flaps doesn't look like much, but does shorten the ground roll.

Our return flight is slower, but the air is much smoother. This time, I land long at Lakeview to shorten the taxi. Ads-b is partly redeemed when we pass below another plane, fully aware of its presence.

Enjoy good company, good food and good spring weather at A30 on Thursday, June 4th at the SVPA June BBQ potluck.