



# The Flypaper

Vol. 22 Issue 10

SCOTT VALLEY PILOTS ASSOCIATION P.O. Box 1136, Fort Jones, CA

October 2017

**Caution!**  
**Newly Paved Runway at 105.**  
**Montague-Yreka, Rohrer Field**  
**Could Be Hazardous!**

The just-finished repaving job at Rohrer Field is beautiful. The potential problem lies with the shoulder, or backfill, which comes to only about 3 or 4 inches of the top of the new pavement, resulting in a serious drop off. This could prove hazardous to small diameter aircraft wheels or planes with wheel pants.

Use caution and remember what your CFI said about keeping your mains straddling the centerline.

EAA 654's Jim Kepford is looking into this issue. Stay tuned.

- Ed.

**Disappointing!**  
**Resealing of Scott Valley's Paving**  
**Postponed Once Again!**

The Siskiyou Daily News reported on Sept. 28th that the Siskiyou County Board of Supervisors voted to postpone the \$9,000 project, while unanimously approving \$20,000 for the oft-deferred completion of a section of Siskiyou County Airport's security fence. Oh well.

Both our problems with unravelling paving from our last Scott Valley project to the current Rohrer Field runway lip problem seem to stem from how the project specifications were written. Who knows who could have done what to make the outcomes more satisfactory.

I sure don't.

- Ed.

**Potluck/BBQ Tue, Oct. 3, 2017,**  
**6 PM**  
at the Scott Valley Airport Pilot Center  
BYOB and a dish to share

**Pres Sez**  
SVPA President Chuck Jopson

Once again, your president has done research on the competition, commercial airlines. This research could also be called 'vacation'. The trip from Medford to Syracuse started out with a disaster. We arrived at the airport 45 minutes before the departure time on our itinerary only to find that the Denver flight had already departed the gate. Turns out United had moved up their schedule 30 minutes without notifying us. Moral of this part of the story: check your flight time the day before you leave. The gate agent (not a

*(Continued on Page 2)*

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

Website: [svpilots.org/](http://svpilots.org/)

**Officers:**

**Pres. Chuck Jopson** 467-3784 [jopson45@hotmail.com](mailto:jopson45@hotmail.com)

**V.P. Scot Lee** [plainlee2000@yahoo.com](mailto:plainlee2000@yahoo.com)

**Sec. Harlowe Kittle** 468-5702 [ratkitl@sisqtel.net](mailto:ratkitl@sisqtel.net)

**Treas. Chuck Kittle** 468-5702 [ratkitl@sisqtel.net](mailto:ratkitl@sisqtel.net)

**Safety Nelson Harding (& Chuck Kittle)** 468-2498 [Nels@calbroadband.com](mailto:Nels@calbroadband.com)

**Flypaper Terry Weathers** 468-2234 [tmw@sisqtel.net](mailto:tmw@sisqtel.net)

**Webmaster Kevin Martin** 467-5369 [martins@sisqtel.net](mailto:martins@sisqtel.net)

*(Prez Sez continued from Page 1)*

a United employee) at Medford suggested we try again tomorrow, but coming to Medford at 6 AM is not something one wants to do two days in a row.

We caught a flight to SFO and then waited an eon and a half in the customer service line. The United agent was very helpful, but the next flight to Chicago was filled by people who must have had the same vacation plans as we did! So we went to the gate to go standby. Well, it turns out that I could have caught the flight, or Leanne could have caught the flight, but both of us would not have fit in the one seat that was available. Grumble, grumble – we ended up taking a flight to Chicago that marooned us there for the night( are you still with me here??).

Once in Chicago, our luck began to change. There was no wait at United customer service. We told our sad story. The agent looked on her computer and said “Hey! We didn’t notify you of the itinerary change! We will put you up in the Hyatt Regency and give you some money for meals!” Taking a break at the Hyatt in Chicago on United’s dime was an acceptable alternative to our original plan, which would have resulted with us piloting a boat in Canadian waters at about 1 in the morning.

The next morning, we headed back to the airport after 2 great meals and a nice long rest. We decided to push our luck by standing by for an early flight to Syracuse. It was complete rejection this time, so we caught an afternoon flight and piloted the boat just at twilight.

The day before we were due to return, I get a text message inviting me to do early check-in for our flight to Chicago. I did a bit of a start because I thought our return trip was going through Newark. Well, not anymore...someone at United decided to ‘improve’ our return trip – and they actually did a fantastic job! All flights were on time, so there was no wait at Chicago and only an hour wait at SFO. Ahh, the miracle of air travel when the system works – you leave Syracuse at 10:35AM and arrive in Medford at 5:45 PM with your luggage!

We are contemplating doing the trip in the 182 in a couple of years. You trade the missed flights in large airports for waiting out the weather at small airports. The people at the small airports tend to be happier and friendlier than the people at the large airports. - Chuck

**Aviation History in Siskiyou Team  
Solicits Names for  
Siskiyou ACEs  
(Aviation Contributors to Excellence)**

The Aviation History in Siskiyou Team that is creating a new exhibit for the Siskiyou County Museum in Yreka is looking county-wide for help in creating Siskiyou ACES (Aviation Contributors to Excellence)

We are looking for names of those individuals who have made contributions to flying over the years. Many are pilots, but supporting personnel are to be included. A separate file will be created for each one, including dates of activity and nature of the individual’s contribution.

It’s a big effort.

For starters, please send any information on people you think should be included to me at the addresses below. It can be a simple list of names or a detailed file including pictures.

**Terry Weathers**  
**9964 Sniktaw Lane, Fort Jones, CA**  
**96032-9745**  
**tmw@sisqtel.net**  
**530 468-2234**  
**530 598-2234**

A few readers may note a distinct similarity between this article and a similar one in last month’s *Flypaper*, when our initial title for these folks was Honor Roll. That got voted down in favor of ACEs, so I’ll try again.

Last month yielded zero response. If you’ve read this far, please send me a name or so. Hell, just submit your own!

Thanks in advance for any help.- Ed.



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## Special Supplement to Oct. 2017 Flypaper

*The Oct. 2017 issue contained a brief notice of the further postponement of the much needed sealcoating of A30's runway. Prompt responses by Don Howell and Melissa Cummins provided background and status updates that we felt warranted this supplement. -Ed.*

*Received from Don Howell Monday Oct. 2 at 5:53 am.*

~~XXXXXXXX~~

face of the runway and ramp areas. Having 30 plus years experience paving Siskiyou County roads I was watching the project closely. I immediately contacted the County Public Works Director and complained that the materials they were using would not standup to Siskiyou County weather. The Public Works Director and his chief engineer met with me on the airport and I explained the situation. I was told they had used FAA standard specifications for materials. I said that might work down in the Valleys below 1000 ft elevation but would not survive the extreme winter weather conditions in Scott Valley. I demonstrated how easily the open graded asphalt mix would unravel by physically picking 3/8 inch asphalt coated rock out of the new runway surface. I also explained how the water could penetrate the surface and during freezing conditions which would exacerbate the problem. I suggested they overcoat the surface with a fine fog coat and sand. They said they would take it under advisement. They did nothing. And the first winter the problems started. Their solution was to sweep the runway when the raveling was too bad.

I also complained to the Airport Advisory Group.

It is a shame because with minimal cost they could have preserved the surface for up to 10 years before having to reseal.

Good luck and I hope you can save the runway. Realistically, with the fall weather already starting nothing can be done until late spring early summer.

Don

*Received from Melissa Cummins Oct. 2 at 8:00 am.*

I'd like to clarify the information on the Scott Valley Airport Slurry Seal. As part of the budget process we removed part of the funding for the design because the airports did not have enough cash on hand to cover the expenses. Once we apply for the grant (scheduled for December 2017) and we receive the grant offer from the FAA the project will be added back to the Airport budget. This is really a procedural issue more than the "project isn't going to happen". The environmental for the project has already been filed and our intent is still to apply and complete the slurry seal next summer.

Please feel free to contact me if anyone has further questions.

Thanks!  
Melissa Cummins

Transportation Services Manager  
Siskiyou County General Services  
P: 530.842.8220  
F: 530.841.2800

### Editor's Note

I remember Don's attempts to head off this problem very well. (Don was creator and first editor of the *Flypaper*. A great SVPA asset!)  
- Ed.