



The Flypaper

Vol. 31 Issue 8 SCOTT VALLEY PILOTS ASSOCIATION P.O. Box 1136, Fort Jones, CA August 2026

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

No lightning is good news

No smoke, no helicopters! With no thunderstorms, our skies have remained blue. This could change with the winds, so get out there and enjoy while it lasts!

Anthony Oshinuga fuels up at A30

Though he can't compete with the notoriety of the Red Bull 182 that stopped by, Anthony Oshinuga is possibly the biggest celebrity who has fueled here. He was en route on July 9th from SoCal to an airshow in Bremerton, no small feat in a Pitts S-1S! See photo below to appreciate just how small the Pitts is, and as Anthony mentioned, it doesn't exactly have creature comforts. See Anthony's website at www.anthoniyoshinuga.com.

Kittle sendoff BBQ well attended

It was crowded under Tommy's Tree for the July BBQ as people showed up to see the Kittles off to Oregon. Nelson put in a full day of aerial spraying, then flew up from Biggs, CA to attend the gathering. A good time was had by all and as far as I know, no one went hungry.

Your editor just talked to Chuck and Harlowe in Oregon. All is going well, though they are hard – pressed to fit all of their stuff in an apartment that is one quarter the size of their house.

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

Website: svpilots.org

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The guests of honor.



The rabble.



Anthony must use some kinda shoehorn to get into this plane...



Your editor and Hisham anticipating breakfast in Cedarville.



Shasta Valley seems plagued by the pox.

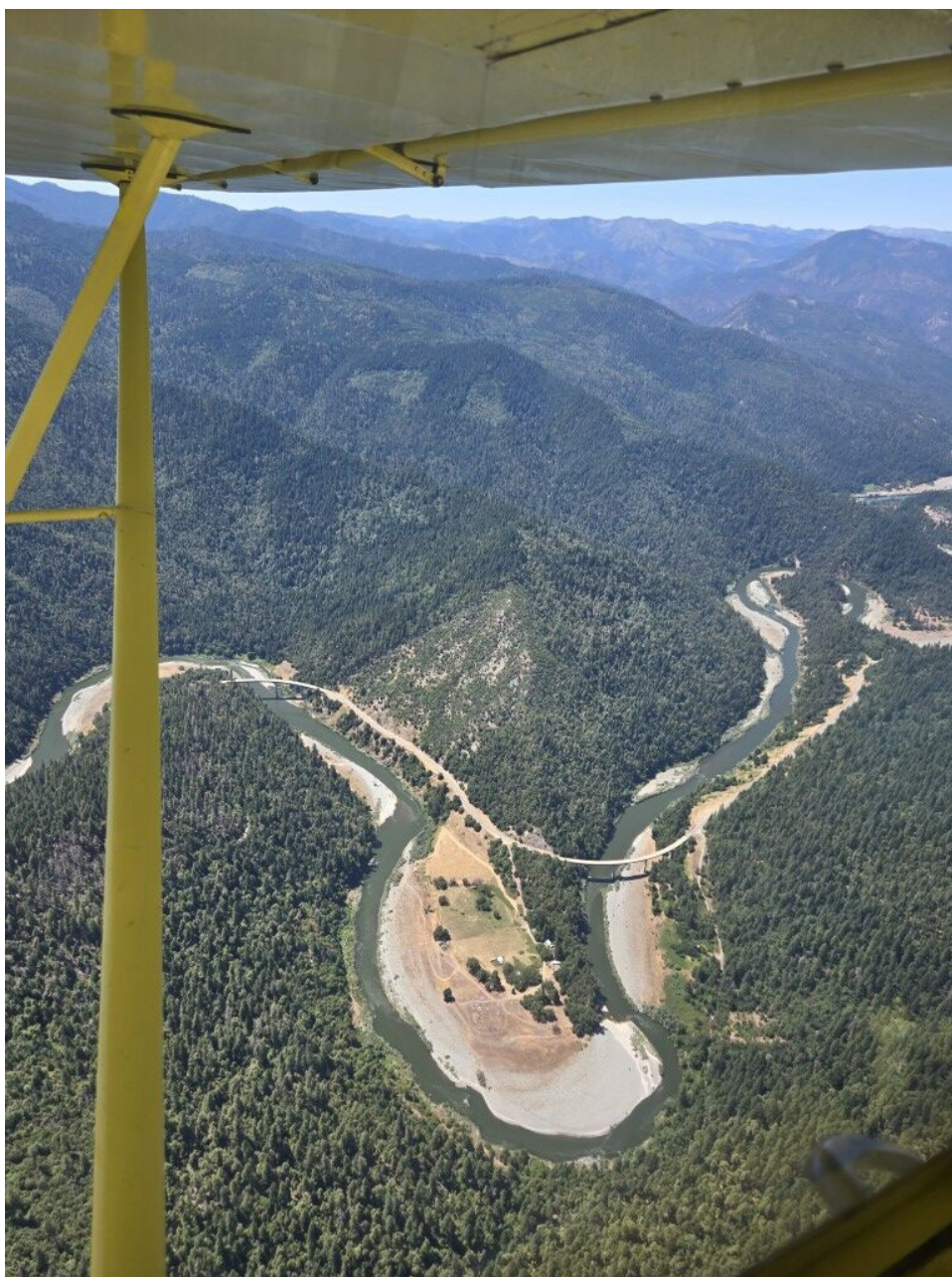


Our poor man's U2 is spying on Montague Muni.



Proof that they will let anybody land here.

~Mel Fechter



Klamath oxbows.

Prez Sez

SVPA President Chuck Jopson

I line the Piper up with the runway, the numbers '16' splayed out below us. I slowly advance the throttle until it is firewalled. The Piper doesn't leap forward like the Meyers does, with my brother Tom in the rear seat, the tail finally, begrudgingly, starts flying.

When the tail lifts, it is evaluation time – am I at one with the plane or not? On some days, the Piper is rock steady, rolling straight straddling the center line perfectly. On other days, I am behind the plane, weaving back and forth. Soon, with only a slight wobble and test time done, we are airborne.

After a right downwind departure at 800 feet AGL, we enter the Scott River canyon. From our lofty vantage point we take in the huge hairpin bend the Scott makes, enclosing Scott Bar Mountain. A few minutes later, we join the Klamath and head downriver.

I am left with two impressions from this segment of our flight. The first is how much the Klamath twists back on itself in some places. The

most egregious example of this is just upstream of Happy Camp, where the highway climbs out of the canyon to cut off an oxbow. The second is the size of the burn scar to the northwest of Happy Camp. The entire Indian Creek drainage is nearly devoid of live timber.

We continue downstream, passing over the forlorn X's bracketing the Happy Camp runway. Near Somes Bar, the Klamath is boiling white at Ishipishi Falls. We turn left and head up the Salmon River, marveling at the road that clings to cliffs on the right side of the canyon.

Just past Forks of the Salmon, we fly over an open area where I have seen a Cessna 182 parked in the past, and wonder if the strip is still in use. Beyond Cecilville the terrain rises rapidly, I take a turn over Carter Meadows to clear the summit. From here it is all downhill back to A30. We get thrown around a bit as we descend into Scott Valley.

And so ends another local flight. Though I have been over the area many times, each flight presents a new discovery, and as such, never is dull. This is the enchantment of flight.

Come to the SVPA BBQ potluck at A30 on Thursday at 6 PM. There is a bonus reason for coming – I will be out backpacking and will be unable to attend!