



The Flypaper

Vol. 30 Issue 10 SCOTT VALLEY PILOTS ASSOCIATION P.O. Box 1136, Fort Jones, CA October 2025

SVPA BBQ potluck at A30 on Thursday, October 2nd at 6 PM.
Bring something to throw on the grill and a dish to share.

Helicopters thinning out at A30

As of this writing, one lonely helicopter remains parked out in the rough at A30. With the coming rain, this helicopter should be departing soon, ending a unique summer at A30. If you haven't been flying due to helicopterphobia, now is your chance to get current before the snow flies!

This just in – the helicopter has moved down to the state ramp, but is remaining on the field. - see photo below.

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

Website: svpilots.org

Officers:

Pres. Chuck Jopson 467-3784 jopson45@hotmail.com

V.P. Scot Lee plainlee2000@yahoo.com

Sec. Mindy Harding

Treas. Jenny Beloiu

Safety Nelson Harding 468-2498
(& Chuck Kittle) Nels@calbroadband.com

Flypaper Chuck Jopson (see Pres. above)

Webmaster Kevin Martin 467-5369 martins@sisqtel.net



Nelson's hangar gets last dusting of the season.



The clouds must have a meeting in Salt Lake City.



Wyoming's canyon lands.



The Missouri River welcomes us to Iowa.



Now we can relax...

Prez Sez

SVPA President Chuck Jopson

After spending the summer flying around in the Piper, I start obsessing on the national weather forecast for a trip to Ontario, Canada. Though I have done it many times, the anticipation of flying across the country gets me keyed up.

I relax once Leanne and I are airborne into the sun for Evanston, WY. The skies are clear ahead so I shade my eyes with the bill of my cap. I am always in a quandary regarding the first fuel stop of the flight. One possibility is Brigham City, which at 4500 feet has a reasonable density altitude, but you have to climb steeply to clear the Wasatch Mountains to the east. On the other hand, there is Evanston at 6800 feet, which saves you 2000 feet of descent and climb, but requires taking off with high density altitude. On this morning, there is a scattered cloud layer butted up against the Wasatch Front, making Brigham City slightly better than marginal VFR. In addition, ads-b is

showing lots of traffic under that cloud layer, making Evanston a good choice for the fuel stop.

On the run-up for takeoff from Evanston, I go to full power, lean to peak EGT, then enrich the mixture by 100 degrees. The takeoff goes well but my CHT's are going above 400 degrees shortly thereafter. Enriching the mixture quickly stabilizes the CHT's so I make a mental note to go richer next time.

Just past Rawlins, ads-b is showing a mass of thunderstorms blocking our direct route. Both the view out the windscreen and ads-b suggest that it would be best to divert south around the buildup. The cells are spaced far enough apart to enjoy their towering presence without being nervous. You crane your neck to see the billowing tops shining in the sunlight and then take in the desert landscape bathed in alternating sun and shadow, with areas obscured by the dark showers streaming from the bottoms of the cells. It's like you are swimming in a large tank surrounded by giant

jellyfish(OK, that's strange...).

We fuel up in Kimball, NE while keeping an eye on a thunderstorm that is now just to the west of us. We fly on to Atlantic, IA and decide to call it a day.

The next morning we fly our first leg to Kentland, Indiana in clear skies but with a bank of clouds to the south of us. Internet weather indicates a narrow north-south band of IFR conditions ahead, so for the next leg we will have to divert north into Michigan to end-run the IFR weather. After takeoff, we fly through a wide vertical corridor, with undulating walls of water vapor on both sides of us. A broken cloud layer greets us in Michigan, so we descend, turn to the southeast and fly to southeastern Ohio being shaken by light turbulence. The farm fields 2000 feet below us are a mosaic of sunlight and shadow.

There is a 10 knot direct crosswind at our destination airport, and final approach is over some very hilly terrain. Another aircraft lands smoothly while we are being thrown around on downwind. Final approach is bumpy but is

proceeding OK until the Meyers is about 150 feet AGL. Some giant unseen hand then displaces the Meyers 100 feet to the left. There is no way(and no desire...) to save the landing so I do an awkward go-around. I put my tail between my legs and head to a nearby airport that has a more favorable runway heading.

I had filed our mandatory eAPIS departure form online back in Indiana but did not receive a clearance email, so I call US Customs to get clearance to leave the country(!). The answering agent is pretty ho-hum, I have to press him to give me explicit clearance. After all, I am the one who is in trouble if this isn't done right, not him...

So we arrive in Brockville, Ontario at 5:30 PM on our second day of flight after about 15 flight hours from A30. Unsurprisingly for that late on a Friday, Canadian Customs doesn't meet us at the airport, so we are free to enjoy our vacation!

The weather should be clear, to come to the SVPA October BBQ potluck at A30 on Thursday, October 2nd at 6 PM!