



Independence Airpark Homeowners Association

By Ron Singh, President

1 August, 2026

Western Interlock Update

As a follow up to my last report on the Western Interlock development on the East side of Stryker Road (11 July, 2025 newsletter), I contacted Landon Pegg (General Manager) to find out what's new. The good news is nothing is changing for the foreseeable future. As mentioned in the previous article, Western Interlock was bought out by Basalite Concrete Products in July of last year and put their plans for developing that property on hold. Landon mentioned that they are leasing the property to Scotts Fertilizer in the interim.

Charging Electric Cars - Dave Ullman (Architectural Committee Chair)

A member of the community complained about the charging of his neighbor's electric car. This note is to clarify IAHA's position on the subject.

IAHA has no policy for charging your electric or hybrid car/truck in your garage or outside on your personal property. The only exception you cannot accept money from others to do so.

However, charging a vehicle parked on the street by running an extension cord across the sidewalk is in violation of city code as it is considered a hazard. Property owners are responsible for maintaining safe, clear sidewalks with no obstructions. An electric cord crossing the sidewalk is considered an obstruction. IAHA defers to the city code here.

More Airpark History

A few days ago, Herb Jolliff gave me an excerpt from an Independence newspaper dated August 10, 1977 (almost 49 years ago) and asked that I somehow share it with the airpark residents. Herb and Linda are in their final stages of packing to move to their new home in Puyallup, Washington. Herb served on the IAHA Board for 15 years, and he and Linda have been airpark residents since 2004. We wish them all the best in their new adventure. A scan of the newspaper follows... the ads are just as much fun!

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for July 26

Independence State

Sun-Enterprise Newspapers, August 10, 1977 — Section II, Page 5

A busy little airport

By Craig Lockwood

Ten years ago, not too many people were using the recently completed Independence State Allport. A handful of airplanes were kept there and just a few pilots called "Independence International" with affection as they announced their intentions to land. But things have changed and traffic at the local airport is booming.

Originally the airport idea was a city project but development started to move along when the land was deeded to the State Aeronautics Division to become a state airport. In 1965, the foundation for the runway was laid and, after the grass was well rooted, the airport opened to traffic in 1966 according to Roger Ritchie of the Aeronautics Division.

Shortly after Independence State opened, the steadily growing interest in general aviation turned into an all-out boom and the small airport stayed right with the growth.

In Dec., 1966, David Rodger received an OK from the state to open up a flight operation from a trailer house near the runway to give flight instruction and sell gasoline to planes. Several of the 65 acres owned by the state was good farm ground so the state leased out much of it in exchange for keeping the runway and grass parking ramp mowed.

By 1970, Bill McArthur, a flight instructor and part-owner of what is now called Mid-Valley Air Service, remembers that there were only five or six airplanes based in Independence. That was the year the Palms to Pines Women's Air Race was founded. Since then, growth and improvements at the airport have been steady. In fact, many improvements are far ahead of the state's planning.



"We have five or six planes in the pattern all day long," said McArthur last week of current flight activity at Independence. Twenty-five planes are parked on the ramp and seven more are hangered, the hanger being one of the recent additions.

McArthur figures some of the growth may be Salem area pilots who don't want to hassle with the requirements that accompany a controlled airport, like the one in Salem. And Independence State isn't as busy as McNary Field.

The traditional Oregon weather was one reason paving of the runway was a concern while Independence remained a turf runway. While the grass strip was fine for summer and fall flying, the winter and spring rains occasionally fell heavy enough to close the airport until it dried out. Responding to the need, the state completed paving the 3007 foot long runway in August, 1975, an inopportune time for those involved with the Palms to Pines. Instead of landing in Independence after their fly-by at the finish of the race, the lady pilots were forced to head a few miles east for landing in Salem.

The state figures that the hard-surface runway has greatly increased traffic around Independence. Of the 38 state-owned airports in Oregon, they say

Independence ranks in the top five based on flight activity. And that activity should increase. The state plans to improve agricultural spray operation facilities and is working to improve the glider operation in Independence. The Aeronautics Division figures that they've spent \$317,000 on improvements and maintenance at Independence since taking over.

But some of the more exciting improvements may come from the air-service owners who lease the land from the state to conduct flight-related operations. McArthur said last week that a restaurant near the field is in the talking stages and an aircraft maintenance shop should be built in the near future.

McArthur feels that the main contribution of the Palms to Pines is an increase in airport and flying interest. "We think it's good for the community," McArthur said of the Palms to Pines.

While several improvements may be made in the future by the state, few feel that it will become the kind of strictly controlled airport that often concerns beginning and general aviation pilots. A control tower and instrument approaches to the airport are a long way off because of the proximity of similar flight services in Salem, state officials say.

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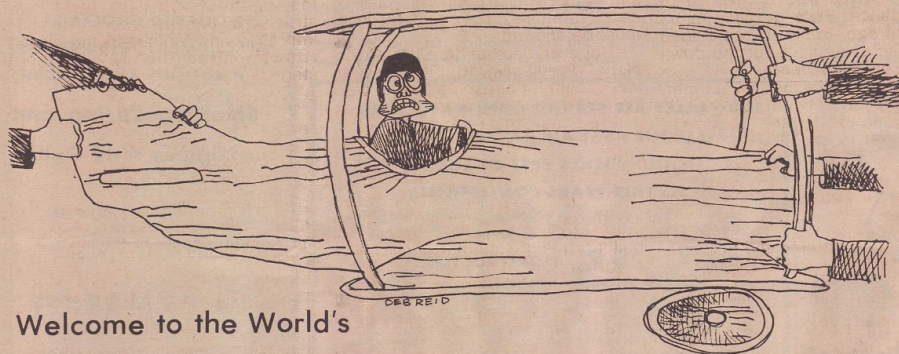
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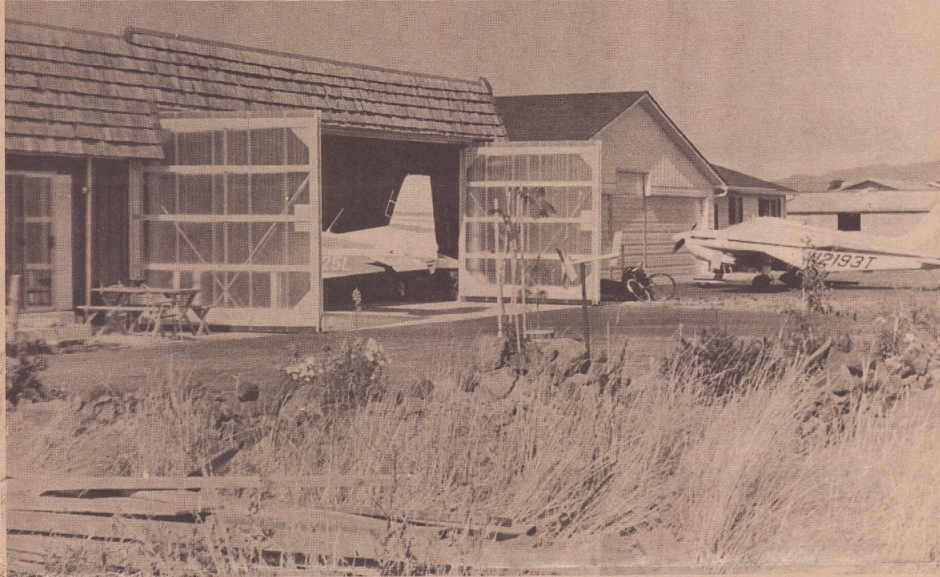
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Unique development

Sun-Enterprise Newspapers, August 10, 1977 — Section II, Page 15

A pilot's dream come true



A builder who dreamed of a housing development, with hanger and taxiways for small aircraft, is making that dream come true. Jim Preuit purchased the first 15 acres for the subdivision adjacent to Independence State Airport about five years ago. Ironically, he traded his own small airplane for the down payment on the property.

A short time later he and partner, Tom Combest, secured another 50 acres. Immediately they began the work of getting a zone change and building permits. The property was originally in an industrial zone. Obtaining all the permits required three years of time.

The first 20 acres was divided into 48 lots with two streets and taxiways. All the streets and taxiways are named for small airplanes.

The Preuit home on Stinson Street was the first built. Like most in the development it has three bedrooms and two bathrooms. It has a single car garage and a double hanger in back. The hangers join the taxiways, which in turn connect with taxiways running parallel to the landing strip at the airport.

There are 22 homes in the Airpark now, either completed or under construction. All but 12 of the original lots have been sold. The developers plan to open two more streets by fall. Preliminary work is underway. The

completed development will contain about 120 homes.

Preuit and Combest have built about half of the homes. Others may build, but they must submit plans to the developers for approval. Hangers are not required, but space for them must be allowed.

"Not everyone out here has an airplane," Preuit said, "But they have to leave room for one to be built in case the next owner wants one."

Some residents have hangers, but not airplanes, at least not yet. Hangers, like garages, are sometimes used for hobbies, car and bicycle repair, storage and various other things. They cannot be used for commercial purposes, however. The builders need a storage facility, but can't put it up in the development.

"We need a place to store building supplies," Mrs. Preuit said. "We can't put one up here, that would violate the code."

The Preuits came to Independence for several reasons. The proximity to Salem, where the Preuits maintain Real Estate offices, was an advantage. Another was that the airport would allow an access for the taxiways.

"Very few state-owned airports would allow accesses," Preuit said. The City of Independence was influential with the State's decision to allow the access, he said.

Developers built the paved taxiways on the airport property that parallel the airport as part of the agreement for obtaining the access. All taxiways, streets with curbs, and the improved lots have been constructed by the developers. The state improved and lengthened the airport runway after the development started.

The lots have city water and sewers, underground utilities and TV cables. One lot has been designated for a future swimming pool and tennis court. The pool and the court will be built next year by the Airpark Association and the purchase of a home will include a share in the recreation facilities.

Living in an airpark might be thought noisy, but not so according to Mrs. Preuit.

"A friend came and borrowed one of our little planes," she related. "We heard him leave, but didn't know he was back until we saw him getting into his car. There were several of us here in the house and none of us heard him come in with the plane."

The Boise Cascade mill is a short distance away. There, too, she said there is no problem at all with noise or air pollution.

"We really enjoy the quietness out here," she said.

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