

The International Flight

I had invited several people to come along with me on a fly-out to Borrego Springs planned by the Corona Pilots Association. This time, everyone who wanted to come had other plans already. Usually that would mean that I don't go, but my hangar neighbor Doug and the CPA president Glenn both emailed that they would be glad to assist me. Once I have my aging butt planted in my pilot's seat, I am good to go. Later, I had a reason to email Joe Zammit and offered him the trip as well.

He wrote back "Thanks Ed for the offer, but my son has martial arts testing." Surprise, the next morning Joe called me at 8:30 with an idea. He had a friend visiting him from Japan for a week and could I take him with me? I loved the idea. Joe dropped him off at my house around 10:30.

And that's how I met So Kimura this morning. A negative became a positive. He is a 40 year old father of 2 daughters. He came to Corona in 2006 to take flying lessons at Fly Corona, our local flight school. And that's where he met Joe. Why would a Japanese citizen take flying lessons in Corona, CA? So explained that is 5 times more expensive to do it at home. He works in the Engineering department of Japan Airlines. He is now a VFR pilot like me, but he is going on to get his instrument rating. He would like to fly for Japan Airlines someday. I wish him all the best.



We got to the airport and instantly the camera came out.



He presented me with a hand towel and a decorative fan. The big red character means festival



Jordan drove over and delivered some fuel, now at \$5.359 a gallon. I hear it is going up on Monday

So sumped the tanks, and pulled the Mooney out on the ramp for me. I drove my car in the hangar and So closed the big doors. Then he was there to help me get up on the wing so I could get inside.



I use a rollator now, a device similar to a walker but with 4 wheels, handlebars, and handbrakes.

It had warmed up outside. I removed a flannel shirt I had slipped on as extra protection from the morning chill. Once I was inside my Mooney, I helped So put the collapsed rollator in the back seat to facilitate my walking around when we got to our destination. The winds were light, the sky was blue, the air was clean, friends were waiting and we were good to go.

Except for two things. There were 2 airplanes in the ramp by the last hangar, blocking our route to the runway. We took our time and got settled in with no rush. Then when we got to the run-up area, we had to taxi in front of 2 planes and circle around a third to find a proper run-up spot to stop.



The flight down was easy, pretty much a straight line except for the mountain blocking our way near the destination. We skirted around to the lower terrain shown by the arrow. He got our picture then.



So was liking his day so far, I was too. We had quite a ways to come down so I skirted around the south side of the mountains. People often take pictures of my instrument panel. Pilots notice the differences in the instrument panel of other airplanes. Non pilots must wonder just what all that stuff is. It is all quite straightforward stuff when you become used to it. If I can learn it - - -



I see my hands are in my lap and the autopilot is flying the Mooney following the heading bug on my HSI. My GPS moving map is in front of me, the throttle is pulled way back, we are going at least 150, descending at 800 ft. per minute, we are down to about 4,000', and there is no traffic within 6 miles.



We have left the mountains on the right side behind us and we see the contrast between irrigated cropland and the seemingly barren desert just next to it. We have a ways to descend yet.



We're getting lower now, and have a few more turns to make to get lined up to land



There it is, the runway is about a mile and a half away, right in front of us

We landed with an acceptable touchdown and taxied over to the common ramp area. As I have been there 4 - 5 times before, I knew where I wanted to park. There was a long line of 15 - 20 airplanes parked side by side and I had a hunch. We went right by all of them and the very last spot was open!

This was perfect for me, and I rolled around in a 270° turn into the spot. First up, he got the rollator out, then he helped get me out. Glenn stopped by to greet us and So chained down the airplane.

There is an 'Aerobatic Box', a special designated area of airspace, just north of that airport and it was 'Hot', (in use). We had circumvented it on our approach as I have no intention of colliding with a hot rod sport airplane flying upside down, sideways, or in any other manner. I watched someone perform a few loops from the safety of the ground after we parked.

I later found out that Michael Church, the owner of Sunrise Aviation at John Wayne airport was there holding an aerobatic clinic. He is a well known and popular instructor in such things. A bunch of people were watching the mini-airshow from the top deck above the restaurant.



The mirrored windows stand out and must help keep out the intense summer heat there

When we got inside, it seemed like everyone was seated at a long table and there were no empty places left. As I was the only one there with an international guest, I stood at the end of the table and introduced So to everyone. He was warmly welcomed by everyone and once he announced that he was a pilot, he was instantly one of us. Next up, another negative became a positive.

One other CPA couple was sitting nearby at a table for four by the window. So I rolled over there with So. And that's how we got to meet Bob and Ann Allen who flew out from Corona in their Cessna 182. He said that she flew most of the way, she must be his autopilot extraordinaire.



Bob had been in Japan in 1964. I think So must have been 8 years old then. There was a lot to talk about Japan and it was great fun. So presented them with a souvenir gift from Japan right there at the table. He keeps a lot of things in his backpack.

After lunch, Glenn stood up and made a few announcements to all of us. Then he turned to me and announced that it was decided that the last one to arrive would cover lunch for everyone. I fired back with "Not if he is the first one to leave".

Back outside I used the other feature of my rollator, it has a fold down seat. I watched some more aerobatics. So went next door to the airport office. Back at the Mooney, So undid the tie down chains and coiled them up neatly where they belong for the next pilot. Then I presented him with Plan B for a proposed return routing. We would fly west right over Oceanside and out over the Pacific. Then northward up the coast to Dana Point, and another right turn pointing back at Corona.



The proposed first leg was over the mountains just to the west, then over Oceanside, remaining south of Camp Pendleton's Restricted airspace, just above my red arrow. He thought about it as I showed it to him on the Sectional Chart I had laid out on my wing. He was concerned about being late to get back with Joe. Once I explained what Joe told me, he felt at ease. He really liked my Plan B.



Some of the CPA members' aircraft taxied by to prepare to leave and we waved at many of them as they went by. Then we got in, the rollator got in, and we were good to go. I took off eastbound, made 2 right turns to the downwind leg, and after a few miles, made another right turn to the north to gain altitude as mountains were in our way. Then I surprised So yet again, as I offered him the controls. "Your airplane", I said on the intercom. A big smile crept onto his face as he took over flying.

Borrego Springs airport is around 500' MSL and we needed to climb to 7,500' for terrain clearance plus a safety buffer. That Mooney performed flawlessly for a four cylinder engine airplane. Then we could head west. It was in the lower 40s out at that altitude. Then a little surprise went by below.



Yes, snow on the hilltops after enjoying lower 70s back at Borrego Springs 30 minutes ago

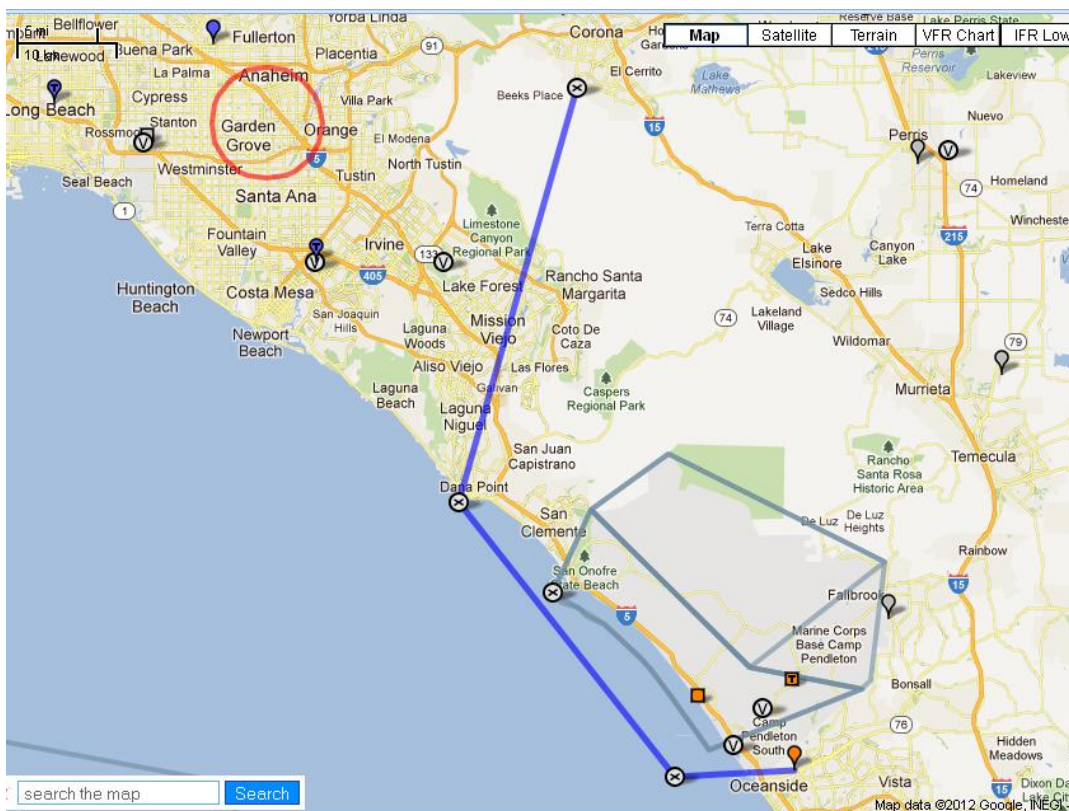


Then a serious line of clouds went by out the right window, but it was only 10 miles long

I contacted LA Center for Flight Following once we got high enough and they gave me a frequency for SoCal instead. Then I called up SoCal. He said that at that altitude, I should contact SoCal on a different frequency. So I did that too and he took us on for traffic monitoring.



Next up ahead was sky over a few low clouds, over the ocean all beyond the shoreline at the bottom



Once past Oceanside, the rest of our proposed route looked much like this



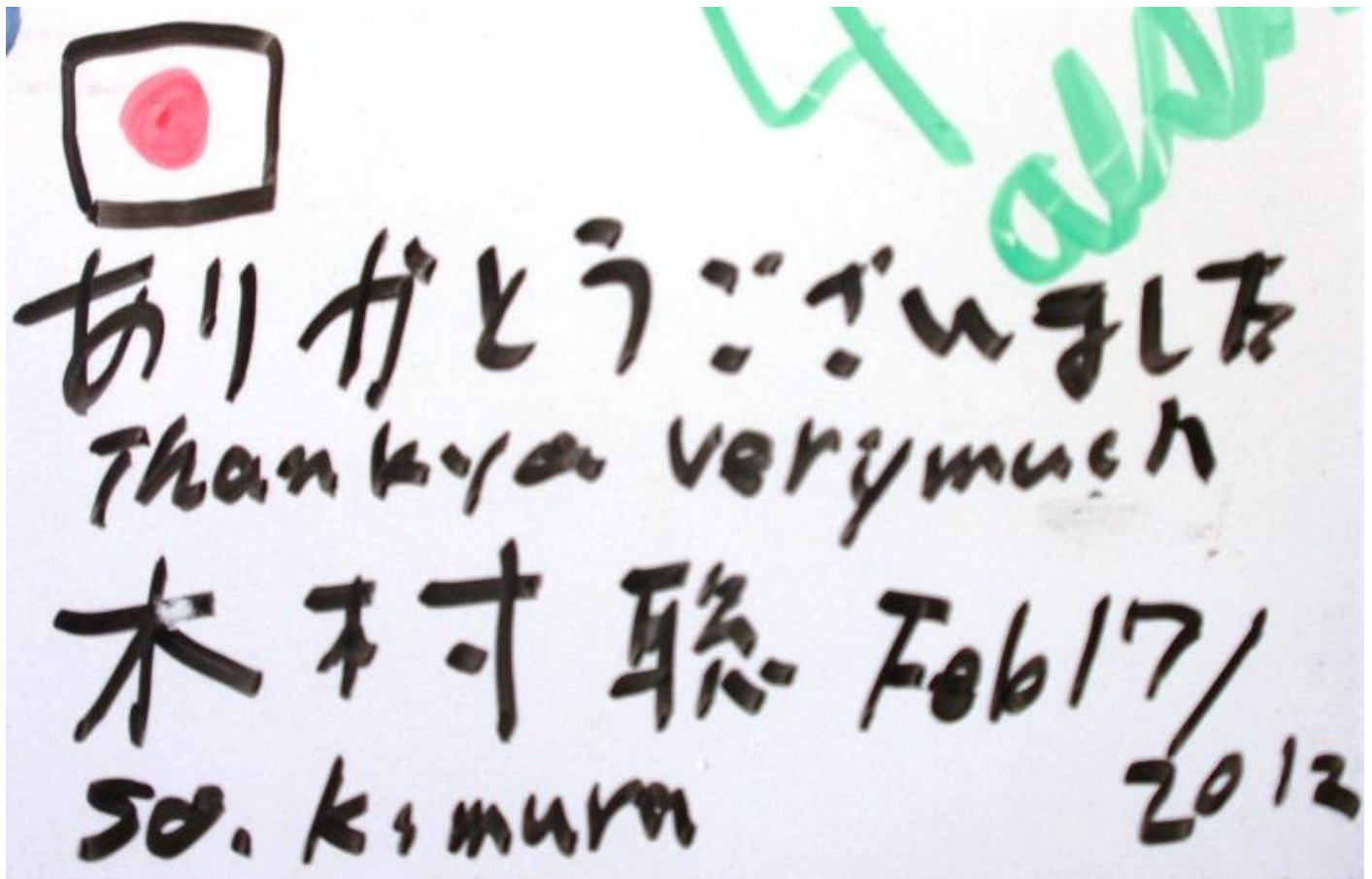
Coming down lower, we watched the remaining few clouds go by over the shoreline neighborhoods

I asked So if he wanted to relax and take in the view, but no, he wanted more Mooney flying time. As he is an FAA certificated pilot, he can legally log that time in his logbook. What will his pilot friends say back home? He did very well indeed. We went up the coastline. There was no traffic to watch.



Just a few miles shy of Dana Point I asked him to make another right turn and pointed at an area of terrain to aim for. We must have had a little headwind based on my moving map. Once we crested the Santa Ana mountains, he reluctantly relinquished control and I made some maneuvers to again bring the Mooney down to pattern altitude. Typical for Corona, we started bouncing around a bit.

We were a little high on a 1.5 mile final but 15 seconds of the engine at idle cured that and put us where we needed to be at the speed I wanted. Good landing again, we taxied back to hangar #32. He jumped at the chance to help with the rollator, help me down off of the wing, and open the hangar doors. Then it seemed that he couldn't wait to push the Mooney back in. All we had to do next was relax, and So had his first Blue Can. He said that he really liked it. Then he wrote on my white board.



Next up, he wanted to visit his friends at Fly Corona, his old flight school. He grabbed his backpack and his Blue Can and walked over there with the understanding that I would swing by in 5 - 10 minutes to pick him up. I gathered up my things and closed up shop.



He came out sporting a new pilots cap with the Fly Corona logo embroidered on it. We drove home and I called Joe to let him know where we were. So spent the next few minutes checking out some familiar websites on my PC.



重要なお知らせ 他のサイトと同じパスワードを設定していませんか？ サイトごとに異なる「Yahoo! JAPAN IDを守る3つの機能」をつかえば、さらに安心してご利用

PR



10年前 体重47kg
現在 58kg

毎日腕立て100回なんて無理～



10年前 体重65kg
現在 81kg

腹筋100回も無理～



>> 解決策はコレ! ?

提供：味の素KKK

10年前の自分に戻したい。

ブラウザの検索窓にYahoo検索を設定する ヘルプ



オフィス版



Yahoo! BB



オークション



My Yahoo!





ツールバー



ショッピング



きっぷ

カテゴリー一覧
サイトの登録
無料ID活用

ウェブ 画像 動画 辞書 知恵袋 地図 リアルタイム 一覧

もう食べた？

最強の次世代カップめん

▶ 広告の結果は.....「あいのり2」無料配信中

▶ "スマホ"対象アプリ入手で、豪華賞品が当たる

トピックス

9時50分更新

- ・増税へ対談集会、批判も噴出
- ・東洋経済編集長、痴漢で逮捕
- ・オリンパス、社内で虚偽説明
- ・菅中の車に2か月で生還 北欧 **NEW!**
- ・抗がん剤の副作用抑える新薬
- ・イチロー 振り子打法やめた?
- ・中畑監督、ミスで選手に謝る **NEW!**
- ・和田淳監督のアニメが狼賞

今日の話題 (7件) 一覧



復興の人材へ奉職
2月10日 18時13分配信
読売新聞



- ・スーパーカー「ランボルギーニ」の巨大工場に潜入
- ・ロッテコカドとアンガールズ田中がイケメンを採点



あなたは、**1万ポイント**で何したい?
詳しくはコチラ

スマホから **キープ** でおトク **YAHOO!**

復興支援 東日本大震災

- ・復興デパート
- ・放射線情報
- ・写真保存プロジェクト
- ・3月開催の東北応援イベントの情報を募集中

新車、名車が七変化 華麗なカスタムカーが集結

先月開催された「東京オートサロン 2012」から、話題の新車や大胆な実身を遊ばせた名車をピックアップ



ログイン

IDでもっと便利に[新規取得] 登録情報

メール-メールアドレスを取得

2012年2月19日 (日) 2月 2012

日 月 火 水 木 金 土

ログインしてください

 ログインシールを設定しましょう
ログインシールとは？

Yahoo! JAPAN ID

パスワード

次回からIDの入力を省略
共用パソコンではチェックを外してください。

ログイン

[ID、パスワードを忘れた](#)

Yahoo! JAPAN IDを新規取得

Then he logged in and checked his Yahoo email.

Joe came by and he was all smiles too. A couple of handshakes later, they were both in Joe's car and were gone. I was left, not alone, but with fantastic memories. Thank you So, for making my day.

It seems that I can't go anywhere without having an adventure. May my next one include you!

Ed Shreffler
02/18/2012

Feel free to email me at: eshreffler@sbcglobal.net

More of my stories are on my Webpage at: <http://www.mooneyevents.com/shreffler.html>