

Porterville May 2008 (Yakety-Yak)



What a gal, asking what she could do, and then doing it

Sandy and I got in my Mooney on Saturday morning May 17, 2008 and went to Porterville for a Mooney Mite fly-in. There were no clouds to pop-up through, just blue sky. We could have used a few for shade. When we arrived there, it was evident that the RedStar Pilots Association dominated the airfield. There were Yaks all over the place, 40 or 50 of them. It was the RedStar Western regional conference. We wondered what the RedStar Pilots Association was.



Per their website: The RedStar Pilots Association pilot's own and operate radial engine and jet aircraft especially those originating in the current and former communist block nations. These include the Yak 52/50, the Nanchang CJ-6, and the L-39/29. They also specialize in formation flying.



The Vintage Mooney Group website had said – '**Aircraft Parking Info:** Park where you see all of the Vintage Mooneys, by the south end of the field.' We parked at the south end of the field, but there was only one VMG Mooney there, mine. No Mooney Mites. We walked over towards the restaurant. There was one red and white Mooney parked near the restaurant. We wondered where the Mooney Mites were. Lots of Yaks were present.



Radial engined Yaks



Sandy treated me to lunch and after lunch, Sandy and I were sitting at a picnic table in the shade, in front of the restaurant when Nick Eggleston and his friend came walking by. Nick was wearing a VMG name tag, and so I stood up and introduced myself. I should have been wearing mine. We chatted for a few minutes and then they went inside the restaurant. We saw a couple of guys wearing T-shirts and shorts get out of a tan and white Mooney, a little while later. They didn't stay very long and I never got to meet them.

I remember from the past, that some Mooney Mites were parked further north from the restaurant around a corner and down a long hangar row, kind of out of sight. We headed that way until we could see several Mooney Mites way in the distance, but between my legs and the blazing sun, I opted to

go back to the shade. It was very warm, upper 90s. Maybe next time we can taxi over there and park with them.

Sandy and I decided to walk back to the airplane. The red and white Mooney had repositioned itself next to my airplane. It is N7183V, a pretty red and white 1975 M20F that belongs to Bob & Charlotte Keller. I never had the chance to meet them. They are on our VMG Members' Page.



The Keller's red and white Mooney, and mine to the left

I was fortunate to meet Angelo Bertolucci who pulled into parking about then with his father in N5763X a 1984 M20J out of San Carlos CA. His dad is Julius Bertolucci who is out of Livermore, CA, and has owned N9406V, a 1969 M20C since 1990. They had never been to a VMG get together, but Julius said he had just signed up to get VMG e-mails.



Angelo Bertolucci's M20J



I saw N5916Q taxi by for departure, a 1965 M20E, belonging to Dan Seidel out of Los Altos Hills CA



I also saw N3293F depart, a 1968 M20G that belongs to 'Nine Three Fox LLC' out of Novato, CA

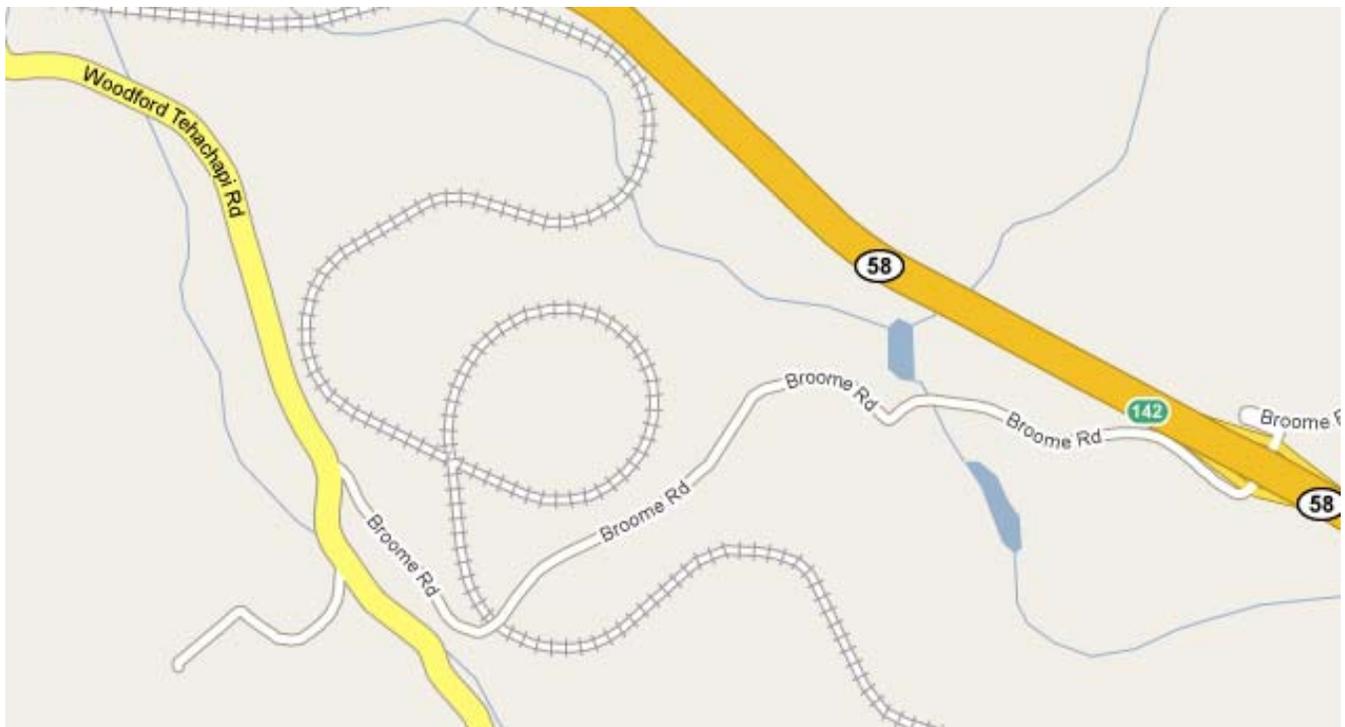
We left a little while later before it reached 100 degrees outside. The ride was pretty nice and we both welcomed the air getting cooler as my Mooney took us higher and higher. In standard conditions, the air is $3 \frac{1}{2}$ degrees cooler (F) for every 1000 feet we climb.



Just before we got to the Tehachapi Railroad Loop, Sandy snapped this picture of the right side of the instrument panel. I don't know why, but I will explain for you non pilots, what you are looking at. The Loran is turned off because I don't use it. Why should I? I have two GPS units in front of me. Below it, the transponder is squawking 4644, which is the code ATC gave me for this flight. The outside air temp is a very comfortable 15 C (59 F) at that altitude. The exhaust gas temp is around 800 C. The engine is running at my cruise setting of 2500 RPM. The pressure in the intake manifold is 21" of mercury because we are over a mile up. 29.92" is standard at sea level. An astute observer will notice that the Fuel Flow circuit breaker is pulled out. That powers the Hoskins FT-101 which was so far off, that I did not want to rely on it. The fuel flow in my new JPI EDM-800 is so much better, and I can calibrate it based on actual fuel purchases. When I am done, it will be down to within + / - 1% accurate.



I showed Sandy the Tehachapi Railroad Loop - It is now a personal waypoint in my GPS.



It is near highway 58 between Tehachapi and Bakersfield but I do not know if is visible from a car.



That is NOT a Blue Can.

After we got to Corona, fueled up, and put 07T away, Sandy looked like one happy gal, and she was. She made a note to that effect on my hangar white board. This was her third ride with me, and all three are documented on the white board. She really loves flying in 07T.

I gave her some cold water and of course I had a Blue Can. It was *down to* 97 degrees after topping out at 100 earlier in the day at Corona. After some more chit chat and yakety-yak, she gave me a thank you hug and departed for home.

Ed Shreffler 6/1/2008