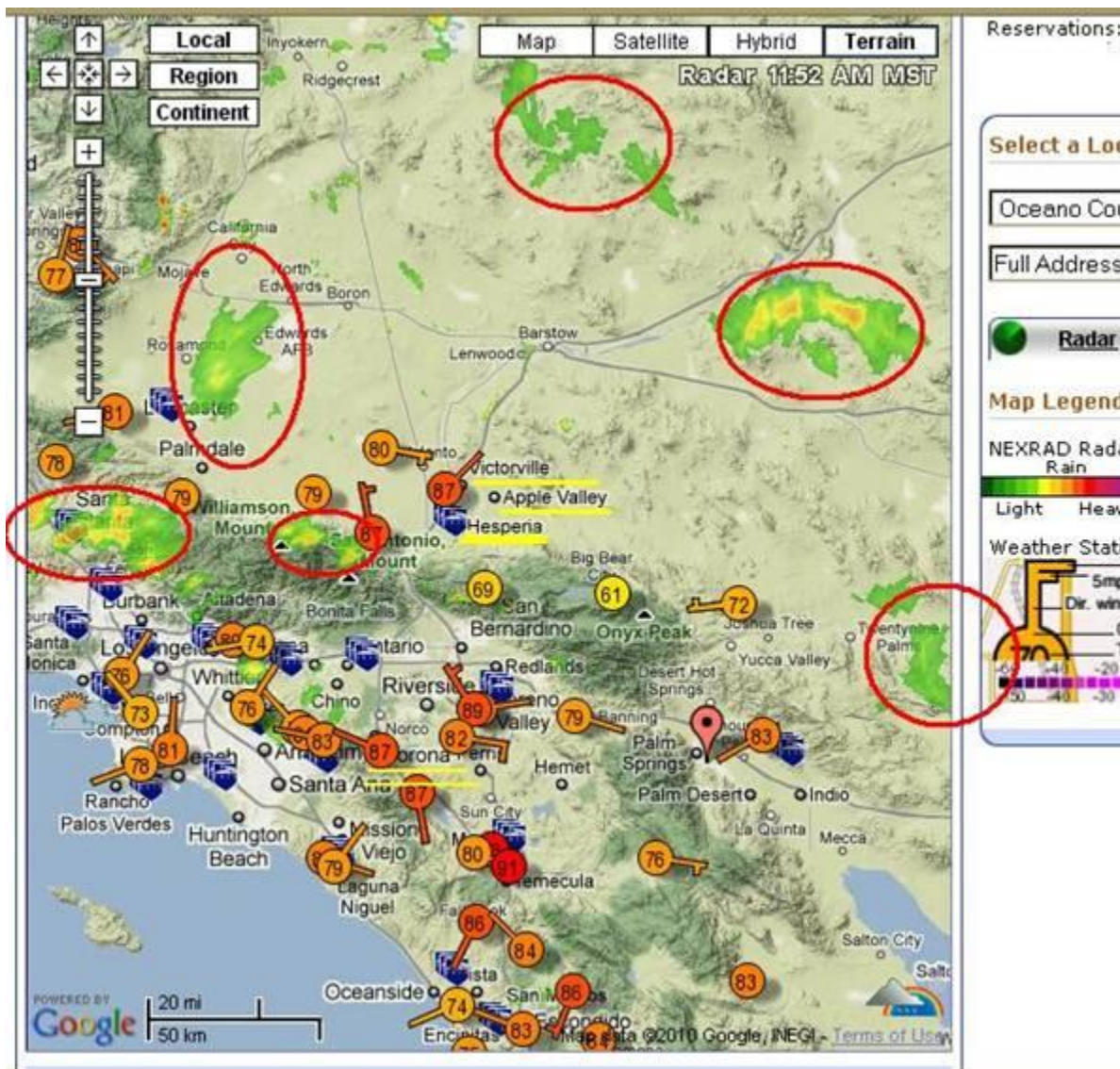







Why We Didn't Go Flying Today

I have my 1, 2, 3 checklist that I mentally go through before leaving the house for each flight. It may be nothing more than common sense to you, but I have heard variations of it at safety seminars for pilots that I have attended in the past 20 years.

1. The airplane has to be airworthy and safe to fly. She was.
2. The pilot (me) as to be airworthy and healthy for flying. I was.
3. The weather has to be safe for my type of flying. *Mother Nature voted no today.*



No matter which way I wanted to go, there was a storm area, and there was also a huge storm area further east and off this graphic. It ran from the Mexico Border, north to the Barstow area. Maybe 150 miles in length. Not easy to go around

Saturday	Sunday	Monday	Tuesday	Wednesday
				
94° F 74° F	88° F 67° F	85° F 61° F	79° F 58° F	79° F 58° F
Chance of T-storms 30% chance of precipitation	Partly Cloudy	Clear	Clear	Clear

Mother Nature teasing me again, Always nice weather when I have to work

I live in Corona which is in the eastern half of the LA Basin some 50 miles away from LA.* I saw graphical representations of storm systems on www.wunderground.com this morning, so I reluctantly made no plans to go flying for today.

I had to go to the airport to get my annual re-certification for my hangar's fire extinguisher. Once there, I could see what it was really all about. Sure, I could have taken a fly-buddy aloft and flown in circles around the local area, but that is not my style. I usually want to go somewhere. I have been known to go flying 100 or 200 miles to an airport café even when I was not particularly hungry. Other pilots know what I am talking about.

Here are today's photographs from my airport.

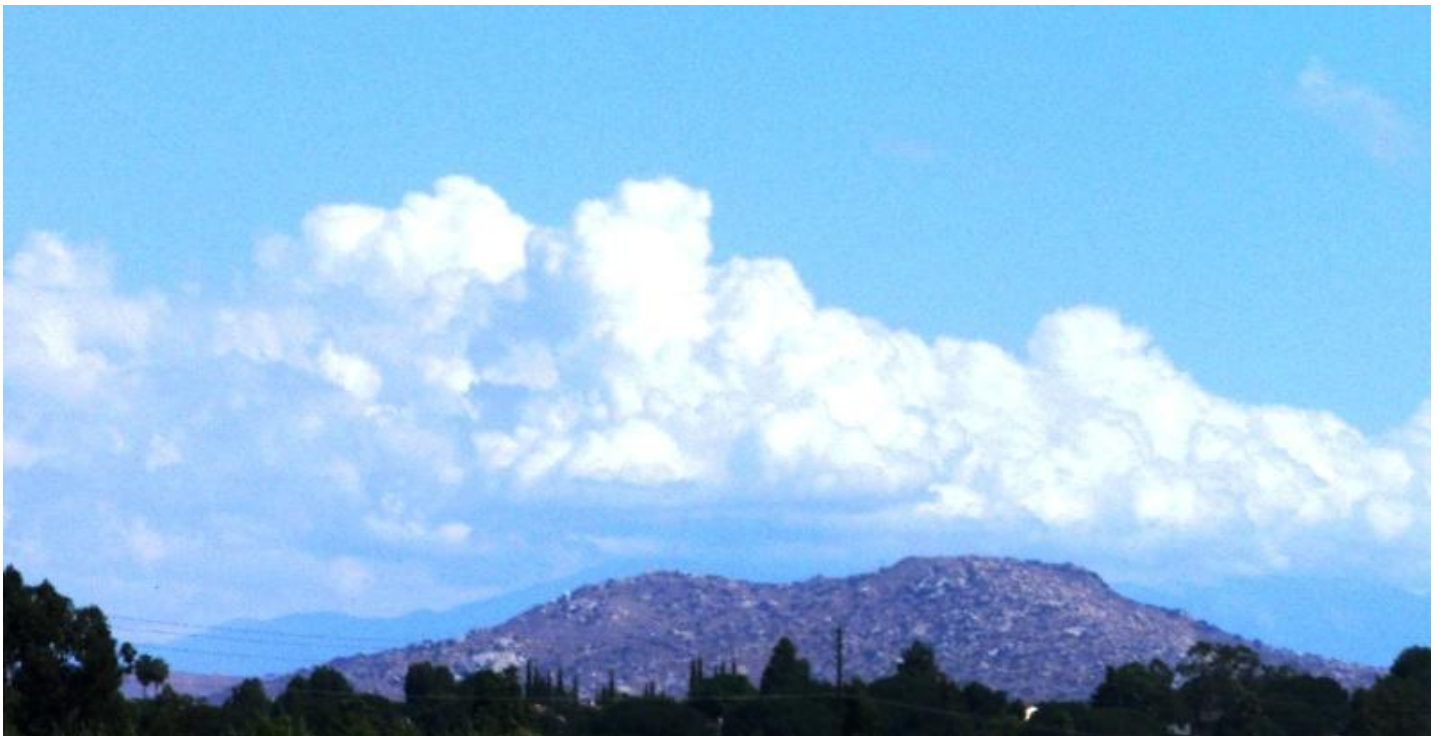


Looking North - Northwest towards Palmdale and Lancaster there was a big STOP sign

Beyond the closer benign grayish horizontal cloud structures were these massive white cumulous clouds with tremendous vertical development taking place. Flying under them would be foolish as the turbulence could tear an airplane apart. Flying through them would be illegal for me and the most stupid way I can think of to kill myself. Flying above them is way beyond the capability of my airplane. Flying around them would be the only correct choice if I had to fly somewhere over there. No thank you.



Looking Northeast toward the Hesperia, Apple Valley, and the Victorville area, was discouraging with more of the same, just further away



Looking a bit further to the right, over the flat topped hill that is home to PDZ, the Paradise VOR, was this similar area of clouds with plenty of vertical development taking place



Looking east to destinations like Big Bear, Palm Springs, Lake Havasu, Laughlin, and Phoenix, yet another wall had been constructed with an invisible 'GO AROUND' sign placed in front of me.



So I looked Southeast toward Temecula and the San Diego area beyond. More unstable air rising rapidly creating another NO WAY sign in my head.

There are times for us pilots to stay on the ground even with a perfectly good airplane in the hangar. I hope all pilots, especially you VFR pilots, take this to heart. I really don't want to read about your untimely demise in the newspaper or here on the Internet.

So I got my fire extinguisher taken care of, took it back to my hangar, popped a Blue Can and just relaxed a bit, while thinking about today's sights and ideas.

Then I came home so I could tell you about it. Thanks for listening. Please fly safe!

* According to <http://maps.google.com> Corona to LA is 57 miles of driving and it takes 1 hour and 7 minutes, or 1 hour and 40 minutes in traffic. There is always traffic.

According to <http://www.runwayfinder.com/> LAX is 40 nautical miles away in a straight line and my Mooney could easily make that flight in 20 minutes. Don't ya just love it? I am not saying I ever want to fly to - and land at - LAX. I just wanted to present you with the comparison.

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