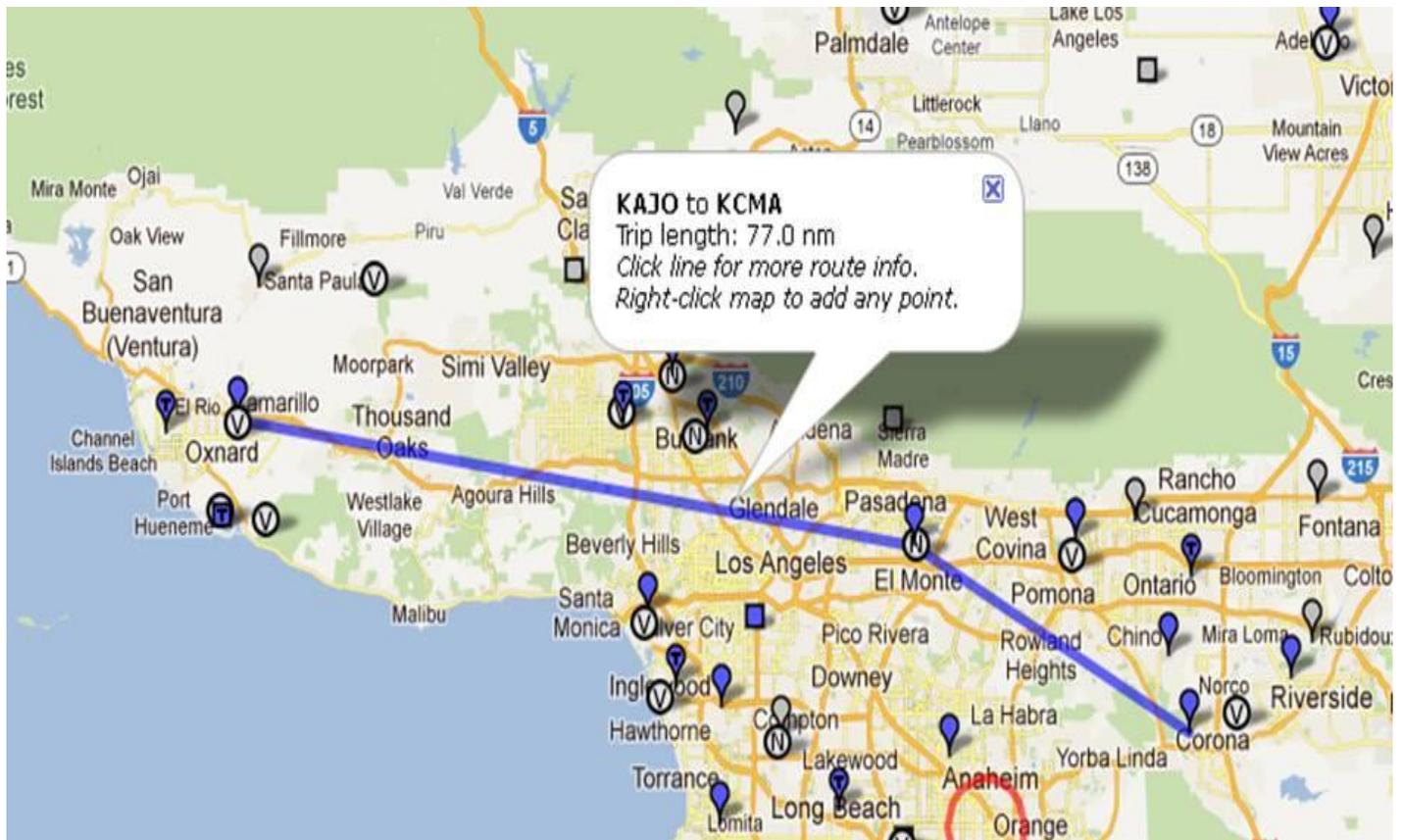


## The Camarillo Tri-tip Sandwich

It was just a little outing for a great tri-tip sandwich at lunch with a friend. Corona to El Monte turn left, to Camarillo. The 77 nm is about 89 miles. Should take a half hour. Had a great day. Just a couple of blue lines on a map. But there is more to it. Though the day was planned with Catherine, found out that she couldn't go, it was too soon after her surgery. So I called Charles, we were on!



We met and Charles was walking to the hangar from the road at the end of the hangars. He had got in his car, and after it started, found out that it would only idle, nothing more. The butterfly valve was stuck tight in his throttle body assembly. He got a ride to Corona's airport.

We called for fuel and did preflight chores. 15 minutes later, no fuel truck had appeared. First time for everything. He called again and cancelled. So he tossed my rollator in and we stopped by the mid-field pumps for fuel. Then we were good to go.

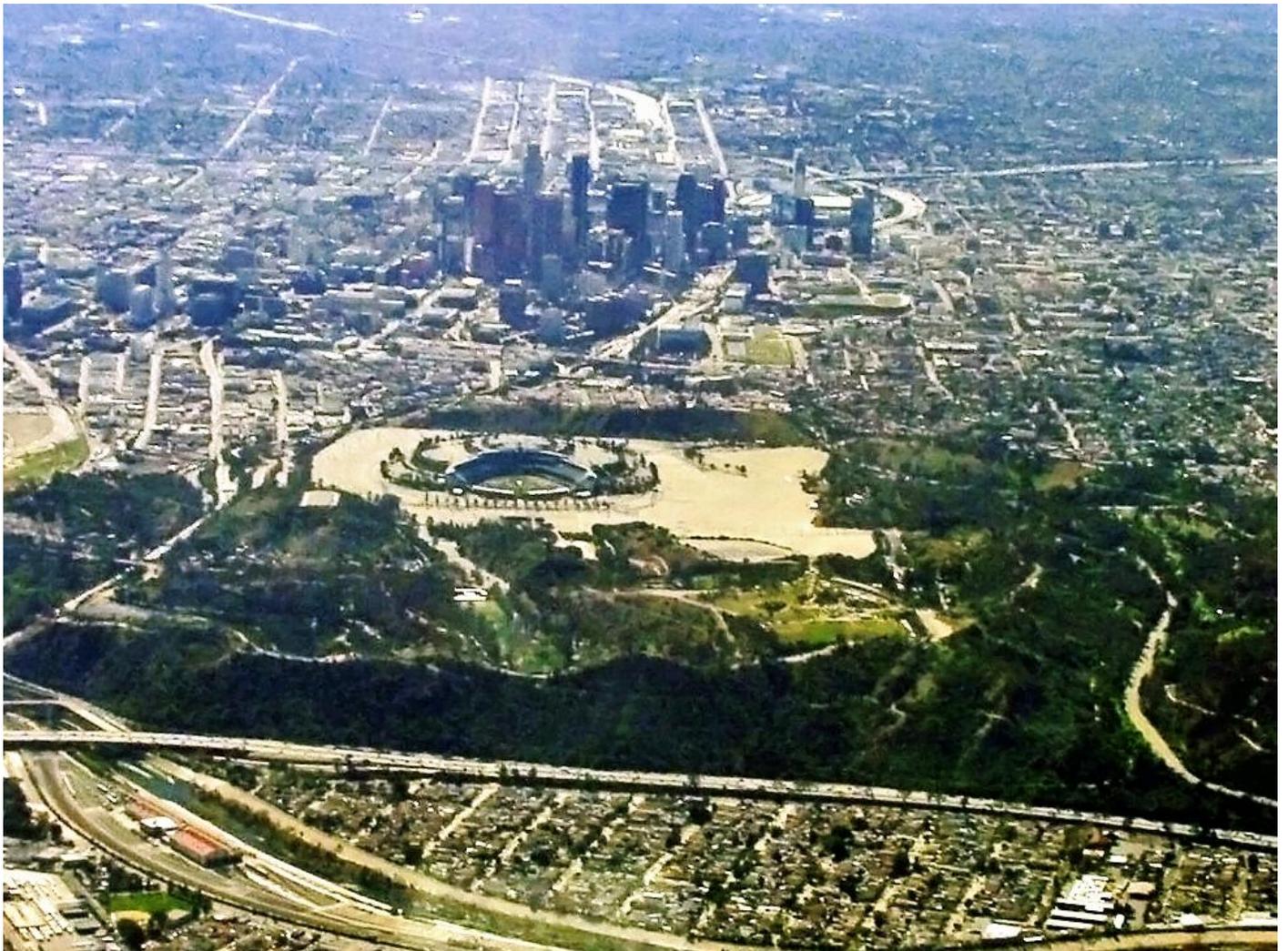
As there were some east winds, we taxied west to runway 7, slowing down to view the damage a Marchetti had done to a trailer, a car (totaled) and the corner of a hangar on Thursday. It also did major damage to the wing of Glenn and Denise Whetzel's Cessna which was now hidden in a hangar.

The Marchetti is a sleek Italian designed airplane that looks much like a military aircraft because it was at one time. It had come to Corona on Thursday, landing on 25 with Santa Ana winds in effect. Santa Ana winds always come out of the northeast or the east. No wonder he lost control and crashed. Our airport manager Richard told me about it. The pilot and his passenger walked away from it. It was out of view somewhere or it had been hauled away by then.



The SIAI Marchetti

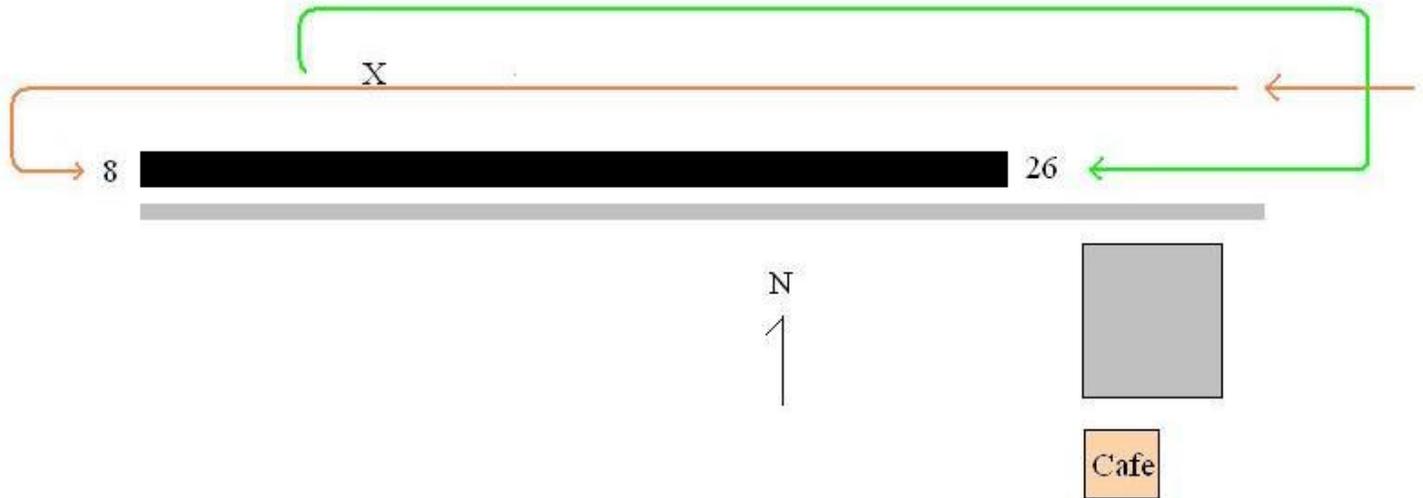
All was well so we departed into mild turbulence and made a right 180 to head west. I tried to get Flight Following. ATC was so busy, it took 5 minutes to get a turn to call him. It soon smoothed out. Finally, I could enter Ontario's Class C Airspace. We turned right to El Monte. Then left to KCMA.



☺ From the top, downtown LA, Dodger Stadium, Echo Park, and I-5 ☺

I often give thanks that we can see sights like that one of LA, sights not available to my brothers and sisters down below. We went on transitioning through at least 6 sectors of SoCal, each with their own radio frequency. We were now right over the Ventura freeway. We got vectored to the left for traffic. There was a high hill 10 miles ahead of us. Then we were vectored way to the right for traffic. The hill was no longer a factor. Coming down, down, we finally were talking to Camarillo's tower. He was real busy as he was talking to at least 6 other airplanes. We were told to make right traffic for Rwy 8.

Just as we were entering the airport area, the wind shifted from the east all the way to a westerly wind. First time for everything. The tower controller started asking all of his landing airplanes if they could accept runway 8. The first two said yes. The third pilot chose to land into the wind, so he made a 180° right turn to set up for runway 26. That started to sound real good to me, but we had to wait.



We were originally planning to make 2 left turns and land eastbound on runway 8 as shown on my brown line. Charles had been flying. When we got close, I took over and followed the brown line, but I wanted 26 too. When we slowed down, dropped the landing gear, and made it to point X, we were called and I expressed my intent. With a clearance to make a right 180, I added power, we came around (green line) and headed back west. We were over big fields of strawberries and thousands were sporting little white hoods. We went right into a patch of turbulence too. We got a good shaking for a minute and then we flew out of it. Finally we landed on 26 and taxied to parking (grey area).

We went into the outdoor patio area in 80 degree weather with blue skies overhead and a very light breeze. The large slabs of tri-tip were on the big outdoor grill nearby sent that wonderful smoky aroma over all of us. "Ed Shreffler", someone called out loud. I turned to my left and there was Rawil (Ish) Ismagil and his lovely wife Christina waving. They are a couple with a Mooney out of Chino who I first met at a Vintage Mooney Group fly-in. I went over and said hello while we waited for seating.



Ish with Christina and their grandson in the shade

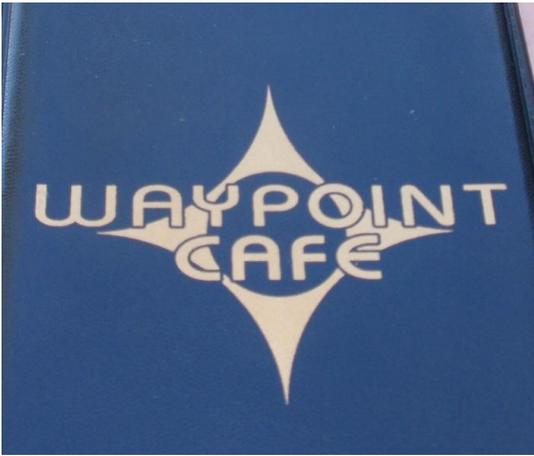
Our turn to be seated came soon and we already knew what we wanted. Thanks to Henry Punt's December VMG fly-in to Camarillo, he had already introduced me to those tri-tip sandwiches sliced so thin and heaped high on a bun. They are available only certain days of the week.



Um-um good



Clean air, other pilots walking to their planes, and my Mooney parked close by, from our table



Remember the Waypoint Café at Camarillo's airport.



We went out on the ramp after lunch and checked out this distinctive yellow Ryan Navion. With a slide back canopy, there are no doors, you just climb in. It has a 1940s era military look to it. The paint scheme adds to that look. The logo on the cowl is also reminiscent of the 1940s era



After checking out a few more nearby airplanes, we were ready to head back. I handed Charles my rollator. My rollator got in, I got in, Charles got in and soon my propeller was going around again. It was time to get ATIS\*. We heard information November. I wanted to call Ground control for a taxi clearance but again, I had to wait my turn. I heard another pilot ready to taxi with information November. Ground told him information Oscar was current. What? I went back to 126.025 to listen to ATIS again. We heard information November again! Back on 121.8, I called Ground and said This is Mooney 5807Tango with information November. Ground said information Oscar was current. He will sort it out sooner or later. First time for everything.

The 5 planes ahead of us were out of there in short order and when I called Tower with "This is Mooney 5807Tango at two-six ready for departure to the east", we heard our takeoff clearance "Mooney5807Tango, cleared for takeoff runway two-six. We did and soon turned back to the east.



The Camarillo airport airspace is difficult to find at first glance on the LA Sectional Chart. It is bounded by a dark blue dashed line. Ideally, the dashed line is a circle but this one has a western and southern boundary that is a straight line due to 2 other airports nearby. There is an extremely large amount of information cryptically shown on this small section. For example, the 77 near the middle shows the runway is 77 feet above sea level. The [20] in the lower left shows their airspace goes up to 2,000 feet above the surface. I could fill a page with the rest of the displayed information.

Charles again took over the flying duties. When we were leaving that airspace, the tower called us with the departure frequency and we switched over to SoCal. I told her who we were, where we were, where we were going, and our requested cruising altitude. We were going to Corona via El Monte to remain clear of LAX's Class B airspace.

We VFR pilots have rules to abide by concerning our altitude (above sea level, not the terrain below us) when at our requested cruise altitude. As all eastbound traffic going east is supposed to fly at an odd numbered thousand feet plus 500 feet, I chose 5,500 MSL and Charles was comfortable with that. I reduced power slightly to save on fuel as the price was \$5.35 a gallon and climbing.

Van Nuys airport looked so neat down there as we went by comfortably above their airspace



Looking south, we saw thin high clouds covering most of the sky. Below, the areas consisting of Santa Monica, Inglewood, Hawthorne, Torrance, and more with the lush Beverly Hills in the foreground. And of course, the Pacific Ocean past the beach.

Another phenomenon occasionally seen came into view out my left window. The sparkles! I see it in the afternoon heading eastbound when I am looking in the exact same direction that the sunlight is illuminating objects below and maybe 5 miles away. Windows, headlights, reflectors, stop signs, freeway signs, and whatever can reflect light, will appear for a second as a tiny but brilliant colored light. Ever changing from block, to block, to block, through a city or town, as we move. Or even along a highway if the direction is right. There are so many reasons to go flying.

We told ATC we were starting our descent. Sometimes it is helpful to know why ATC issues a restriction. Like after we got to El Monte and turned right to Corona. "Mooney 5807Tango, descend and maintain three thousand five hundred. Been there, done that. On a straight line, we would be transitioning the southwest edge of Chino's Class D airspace. It goes up to 2,700 feet and he was keeping us above that. I called back with "SoCal, Mooney 5807Tango will remain clear of Chino's Class D airspace." We veered right 5°. ATC soon piped back with " Mooney 5807Tango, descend unrestricted." That's all it takes, everyone is comfortable and we were happy.

Corona still had winds out of the east and no one was flying in the area, so we made a left turn for a 3 mile final to Rwy 7. Right over those acres of trees. I made it to the runway this time but got a little slow and started to mush. Thud. I planted that Mooney firmly on the runway and was glad it has a sturdy gear system. Need more practice?

We got back to the hangar and kicked back for a bit going over the day. Charles said he didn't have a ride back home so I kept the Blue Cans to one, and then we drove off to Riverside. Great day.

Big shout out to Joe Aldendifer who did amazing color correction on my 2 landscape pictures.

Ed Shreffler

03/04/2012

Feel free to email me at: [eshreffler@sbcglobal.net](mailto:eshreffler@sbcglobal.net)

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

\* (for non pilots), At most larger airports with a control tower, they record an hourly weather report (more often in changing weather conditions) including the airport name, identifier letter, UCT time called Zulu time, current wind direction and speed, visibility in miles, sky conditions, temperature and dew point, adjusted barometric pressure called the altimeter setting, the runway in use, and additional airport information as appropriate.

It is called the Automatic Terminal Information Service (ATIS). It changes hourly or more often when a significant change in the weather takes place. The broadcast is identified by a letter of the alphabet. After information A is replaced with a new one, it is known as information B. As we use the ICAO phonetic alphabet when using the radio, that would be information Alpha being replaced with information Bravo. They usually speak quite fast as I imagine for them, it is quite boring. An ATIS broadcast from Long Beach airport is here. <http://www.youtube.com/watch?v=vwClh4tWCRc> . Did you pick up that she said Information India?

I heard my first ATIS as a student pilot flying to Riverside and I listened to it at least 3 times as it was just so much information coming at me so fast. My instructor finally hollered at me as he wanted to switch over to tower frequency before we got too close. I still had to ask him what runway to land on.