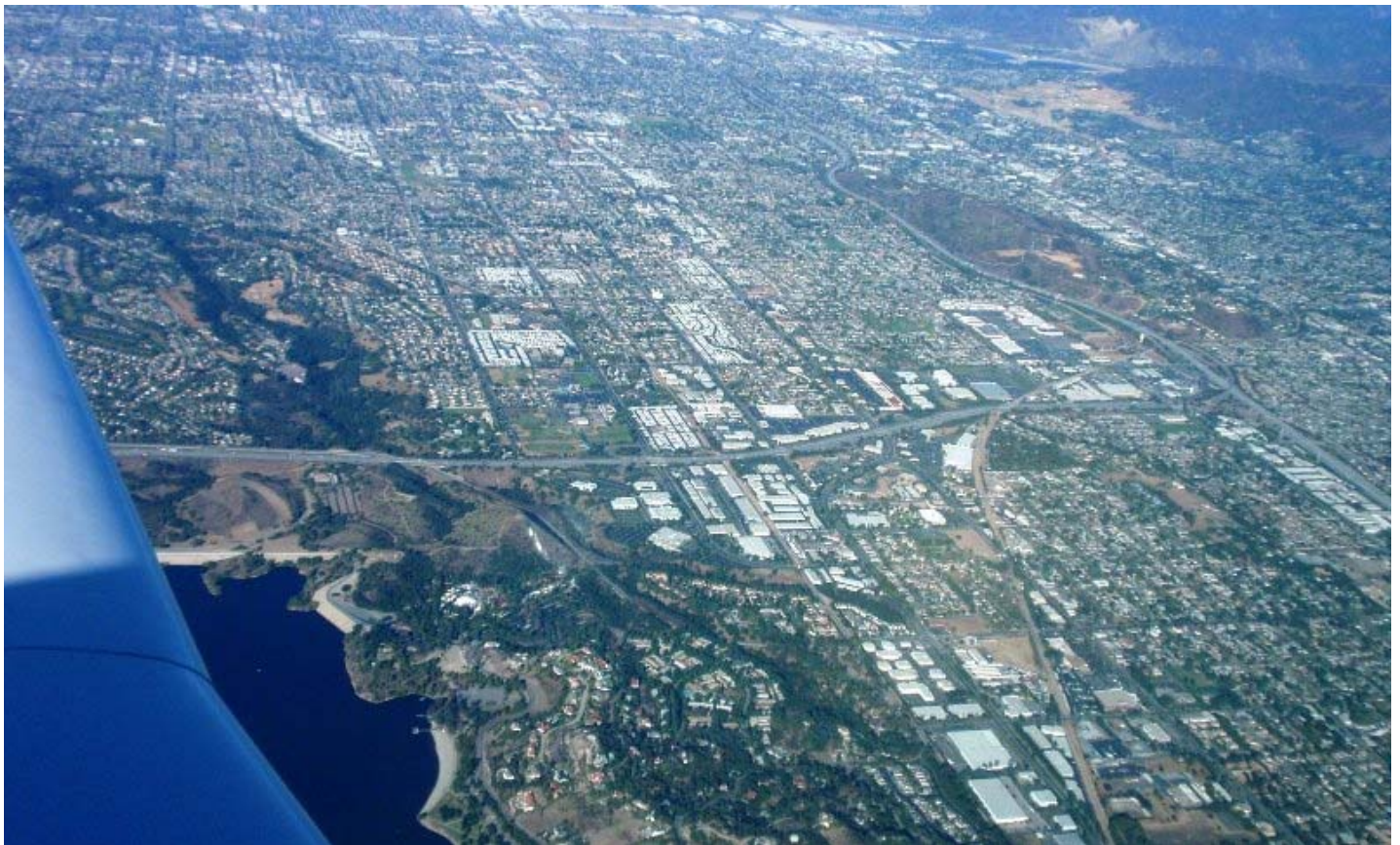


## VMG Fly-in at Tehachapi CA 2008 (Aka the Wind Chill Capital)

The Vintage Mooney Group planned a fly-in to Tehachapi CA for Saturday October 11, 2008. I had been there several times in the past just for a fuel stop. I never noticed the nice little park off to the south side of the runway with its own private parking area. This neat park with a fire pit and BBQ grill is just for the airport users and it is fenced off from the rest of the city. How cool is that? And, only 97 miles from home for lunch! Due to my little brother Phil's constant urging, I broke from tradition and went to bed early and got up at 6 AM to the sound of a good friend's voice on the telephone. I rushed around at breakneck speed and was out the door in only 90 minutes. So much for me trying to be a morning person. I rushed back in and got my warmest jacket. I must have had molasses in my veins that morning because it took almost another hour before I finally got 07T off the ground. (I wanted to pretty her up a bit). I had 42 out of 64 gallons of fuel on board and no one was sitting next to me so we climbed up way faster than usual. (We, refers to my airplane and me). Enough of my yapping, time for some pictures.



10 minutes later, looking west around the Pomona, Covina, or San Dimas area during climbout



OMG, we have some more climbing to do baby, get us up there - it was only 27 degrees outside on top  
Actually, it was a piece of cake. The telephoto lens makes it look like we were only 5 or 10 miles away. The San Gabriel Mountains are always my first hurdle going northbound. Note, no clouds this time.



Once over the top at around 10,500 feet above sea level, the whole Palmdale, Lancaster area was in view





There is so much stuff going on around us down there that you cannot see any other way

Let me show you my new avionics. It is an Avidyne TAS600 TCAD traffic avoidance processor buried in my tail cone. Although you cannot see it, you can see the new display page on my Garmin 430. It shows me traffic (an airplane) 3 to 4 miles at 1 to 2 o'clock, and 100 feet (the -01 part) below my current altitude. This airplane was not visible out of the windows because it would be like you not seeing something near the right front tire of your car. Your car would be in your way. This device might save my life someday. I did see it 2 minutes later as I watched a Cessna fly 'backwards' a mile away, out my right window. He needs a Mooney, poor fellow.



What is that ghost at +01 at 4 o'clock?



Half an hour after take off, 6 miles away from KTSP and you just know that this area counts on consistent wind

As soon as I landed and opened the door, I lunged for my jacket. My nice warm flannel shirt was no match for these conditions! Talk about windy, Toto, are we back in Kansas?



Anita was one of my first greeters; she always makes me feel welcome

Larry's wife Anita Palmer had just given me a big welcome hug, and as she turned left, that rascally brother of mine snapped us in a moment of (minor) indiscretion. *I Love it! Makes it look like she is my gal.*

**Behind us, 07T patiently waits for my return. She is my true sweetheart.  
At least she is the one I spend my money on!!!**





All Mooneys in this private parking area with the fire pit off to the right



Our private picnic area for the day

Pictures this page courtesy of Jolie Lucas and/or Mitch Latting



VMG Board member and Anita's husband, our Chef Larry, with more enthusiasm than most of us - Some other VMG'ers were chatting while standing around a roaring fire



Monroe McDonald arrived in his 1963 M20C, maybe holding on due to the wind?



May I say darn here? I wanted to use stronger adjectives but this is a family story. It was so darn cold (lower 40's) and so windy (23 gusting to 30) that we were literally shivering, even in our jackets. The wind-chill factor must have been 30 something. That's when Bob Keller walked over to the western end of the park and found a wonderful wind-breaking hedge. He called Phil over and they discussed moving all of us over there for some relative better conditions. Excellent idea. Some of the husky guys moved the heavy metal picnic tables.



Phil and Bob, with their still cold hands in their pockets



Lori and Tom Elinsky arrived in their wonderfully re-painted M20B in time to freeze with the rest of us





Kind of looks like a prayer meeting, with us old codgers looking for warmth



Andrew Griffith flew in with his dog who loves to go flying





Did I mention that it was a mite bit breezy?

All in all, about 30 hearty VMG'ers showed up and had a fun day. It was over way too soon, as always. Before departing, I filled up, as fuel was only \$4.65 a gallon there. Some of us pay \$6.00 / gallon where we're based.

On the way home, I noticed a bit of inconvenience, as 07T and I were tossed and pitched all over the place for 15 minutes during the first half of my southward trek over the High Desert. I thought of my friend Kim. Moderate turbulence starts when you fly into it and stops when you fly out of it. Then a segment of my JPI 800 display went out. Oh shucks. This is a family story. I wanted to say how I really felt about that.



6.2 gallons of fuel used should display as 6.2 USD, but a segment is missing in the U





Once back over the mountains, I saw Cable Airport in Upland CA., the home of VMG member Ransom Hicks.

I am so lucky to have good friends in lieu of good strength. Tom and Lori Elinsky showed up to help me push my sweetheart up the rise and into the hangar. Their hangar is just around the other side of mine. I reached into my baggage compartment to get my tow-bar, and it was *cold*. Of course, we all then chatted, and had some **Blue Cans** as we talked about our flying adventures, and slowly warmed up in the Corona sunshine.

After they left for home, I noticed something a bit unsettling. I slept on it and went back on Sunday to take some more pictures. Speaking of pictures, Bob Keller sent a pic today that his wife Charlotte took of the Tehachapi RR Loop while descending for their landing. It is by far the best shot of it that I have ever seen.



This is the first time that I have noticed that second tunnel over to the left





Sunday's pictures. Yes, an oil leak out of my propeller hub - yuck



The oil leak shows on the backside too

My friend and my A&P / IA, Dave owner of DP Air walked over and we discussed my propeller's condition. As I believe this is a potential safety hazard, I will be out of commission until my propeller is overhauled. I checked the logbook and it has been a long time since the last overhaul. That unfortunately is going to be on the wrong side of \$2,000. I hope I don't have to replace it. A brand new McCauley propeller is around six or seven thousand dollars.

Oh yes, the JPI 800 has to be pulled to get that missing segment repaired also. I hope it is still under warranty.

After I bail myself out of this situation, I shall continue my stories from aloft again. Just for you. You know I do this just for you, don't you?

If you can't get enough of this stuff, please see Phil's great write-up of the day, including his teasing of me, please check out <http://www.vintagemooneygroup.com/Tehachapi2008.htm>

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