The Mooney Flyer

The Official Online Magazine for the Mooney Community

September 2012

Mooney As A Market Leader? You Bet

My Throttle Cable broke on a go-around

Mooney Tales from the Right Seat

My Wife isn't Evel Knieval

My First Ten Hours in a Mooney

Hot Starting those Continentals

Contents

Features

In Every Issue

Editors
Phil Corman
Jim Price

Contributing Writers
Bob Kromer
Tom Rouch
Paul Loewen
Ozzie Kaufmann

To Subscribe
Click Here

To Advertise
Click Here

To Submit an Article
Click Here

Click Here to Subscribe Click Here For Back Issues

From the Editor

Phil Corman

Welcome to our fifth edition of **The Mooney Flyer**. We have strived to improve the magazine with each issue. Your comments and feedback are very supportive and the fuel to keep us doing this. Thank you to all of our subscribers! We even have some non-Mooney pilots who are considering the purchase of a Mooney.

This month, our feature article is one by Bob Kromer who talks about how the Mooney factory can not only come back, but come back as a market leader. The biggest changes in GA have been the onslaught of glass avionics and composite manufacturing. There is a third wave of big changes and that includes Diesel Engines powered on Jet-A. If you build on the enduring and solid design of our Mooneys and the the fuel economy of these emerging diesels and cheaper, more available Jet-A, there's a big opportunity in front of Mooney.

I met a woman in the airport terminal at my home field who flew in from San Diego in a Mooney. We got to talking and she relayed a story where she almost landed gear up. Apparently her father was at the airport watching her, and was jumping up and down, but she did not see him. The Mooney would not stop floating, so she initiated a go-around. When she went to raise the gear, she realized that she had only nearly averted a disaster. I asked her if she knew why she forgot to lower the gear, and without hesitation, she responded that the runway number had been revised and it threw her off. This reinforced my observation that most gear up incidents are caused by the pilot being distracted and taken out of their routine. She strongly agreed, but added that she loved the Mooney's float without the drag of the gear, or she might have slid in on the belly. The pilot, who bought my C, had also been distracted shortly after buying my Mooney. He was trying to land at his relatively short runway in the foothills of the Sierra. On the first attempt, the turbulence forced him to go-around. On the second attempt, he could not maintain the centerline to his satisfaction, so he went around again. On the third attempt, he decided to setup for a longer final to give himself time to establish a stabilized approach and crank in the appropriate rudder/ailerons. He did a perfect landing, but he forgot to lower the gear on the third attempt. Again, in this situation, the weather got him out of his routine. Finally, a Commanche pilot at my home field was landing when he got cut off on base. He was able to slow down, but because of the other plane, he was taken out of his routine checks and bellied in. He had more than 20,000 hours PIC. So nobody is immune to this. Rod Machado has spoken often and authoritatively on triggers and responses like these and how pilots can manage these situations.

Angel Flight West is seeking volunteer pilots after a surge in activity this year left 10 percent of their missions unfilled due to lack of personnel. The nonprofit organization transports people in need of vital healthcare who can't take a commercial flight or other transportation because of health, financial or geographic considerations. Pilots who participate donate all flight-related costs (tax breaks may apply) and passengers never pay for a flight. The organization is on pace to provide an all-time high 5,000

Back to Table of Contents

missions this year but due to lack of pilots has cancelled more missions this year than ever before in its 29-year history. The need is greatest in specific areas of the country.

According to the organization "volunteer pilots are urgently needed in Southern California, Idaho, Montana, Nevada and Oregon." Pilots can **Sign up Online**. Once cleared, they may peruse an online collection of missions and select those that fit their budget and schedule. Qualified applicants can fly their first mission in about a week after sign up. Angel Flight West serves 13 western states (including Alaska and Hawaii). Its missions include free air transportation for patients in need of non-emergency medical treatment and "compassionate response to other compelling needs." Since 1983, it has flown more than 50,000 missions. Lack of personnel and successful outreach has led to increased demand with lack of support. In practice, that has translated to cancelled missions.

See and Avoid

http://www.seeandavoid.org/
Shows MOAs, Low Level Training Routes, and Restricted Areas; indicates whether they are “Cold”, “Pending” or “Hot”. Also pinpoints “Near Mid Air Collision” and “Mid Air Collision” sites.

Appraise your Mooney’s Value using Jimmy Garrison’s valuation.

Jimmy is from All American Aircraft, the country’s largest Mooney reseller. We have implemented the models for M20C, M20E, M20G, M20F & M20J. Click on your model to simply complete the valuation. You no longer need paper and pencil. Just another benefit to our subscribers. These forms are currently Beta test quality. Please send errors to us.

M20C M20E M20G M20F M20J

updated June 2012

Click Here to checkout this really fun Tour of America in 5 mins 44 seconds. All computer animation!

Send your questions Letters to TheMooneyFlyer@gmail.com

Nice column by Bob Kromer in this issue, p 4, Keeping the Lights on at Mooney. The bottom line of the article is we should have great appreciation for the 11 remaining people at the MAC factory who do the best they can to keep our parts available and maintaining the type certificates. Thanks to Bob for reminding us (again) and Phil for publishing it.

I have been using www.Fly2Lunch.com and have been very happy with it and it is free. It is crowd sourced so I make a PIREP for restaurants as often as possible and always fill in the gaps when I find a restaurant not on the site. The developer is a nice guy and has taken some suggestions I have offered and I will continue to support that. Did I mention it is free? Doesn't even have any ads. I am not sure of his business model but it works for me.
Michael Baraz

I worked at Mooney from 1995 'til the last closure. I was part of the "Contracts" team that built parts for the likes of Boeing, Lockheed, Bell Helicopter and many more. When that division closed – I helped getting excess parts sold and shipped along with forwarding tooling to the new contractors. I was very lucky in that management saw something in me, because they moved me to the purchasing department and it was there that I remained until the day I received the phone call (I was at home on vacation).

I love to read about our Mooney adventures and the family's that care for them. I'm so glad to have been exposed to your newsletter. Please add me to the mailing list.

My hope and one of my prayers is Mooney the Manufacturer will someday be humming, thumping and roaring once again and I would be so lucky to be part of that family again.

Thanks for keeping the memories alive,
RandiSue Van Winkle

From the Editors: RandiSue, we have added a Feature called **Tales from the Right Seat**, which is written by right seaters who fly their Mooneys on fun adventures, from a non-pilot's perspective. Hope you enjoy it.

Nice newsletter gentlemen! Paul Loewen's article on rigging was especially apropos since I recently had my ailerons and flaps re-rigged. Keep up the good work.
Dano

Good job on **The Mooney Flyer**. It's both comprehensive and interesting.
Tom Rouch

Emerging Lifesaving Technologies 406 MHz ELT

Editors Note: *Last month we did a product review of this ELT. This month, Jerry Hinshaw gives us a review of his installation and his thoughts on the product.*

During the Mooney's annual inspection last winter my elderly 121.5 MHz ELT failed the basic functional test so it was time for replacement. I wanted a new 406 MHz ELT because they are much

Back to Table of Contents

improved over the old 121.5 Mhz designs dating from the TSO-C91 of 1970s vintage.

Modern 406 MHz ELTs are built to TSO-C126 which requires more reliable triggering after an accident, much faster location of downed aircraft, and a far lower false alarm rate. 406 MHz ELTs come in several "flavors" which differ in how your ELT radio signal is located. Some 406 MHz ELTs use GPS data to send precise lat-long position along with the serial number of the ELT. With this feature rescuers know who you are and where you are to within a few hundred feet. Simpler 406 MHz ELTs don't have GPS capabilities but they still identify your specific plane by number. Radio receivers in low-orbiting satellites triangulate on the ELT signal and give rescuers a position accurate to within a few miles.

While some 406 ELTs can be connected to your panel-mounted GPS for position information, the Emerging Lifesaving Technologies ELT caught my eye as it contains both the 406 MHz ELT and its own dedicated GPS receiver. Emerging Lifesaving Technologies provides a kit with all the material needed. There is an antenna, the main unit, two RF cables, a small panel-mounted control and connectors.

The main unit comes with a tray which we used, although the old ELT tray would have worked as well. The rear equipment shelf in the Mooney provided plenty of room for the ELT. Putting in the main unit was the easiest part of the whole installation.

The Emerging Lifesaving Technologies antenna is different from most ELT antennas you've seen. It is a blade rather than a rod or whip. The blade contains both the 406 Mhz transmitter antenna and the GPS receiver antenna. There are separate connectors for each, and they're of different types so you can't hook them up wrong.

The hardest part for us was building and installing the internal stiffener which my mechanic felt was needed per AC43 guidelines. We ended up building an "L" shaped stiffener which is riveted to both the skin and the center "rib" inside the tail cone. The antenna fits flush to the skin on top of the tail about a foot in front of the vertical stabilizer. The outside image shows the blade and the row of rivets for the stiffener. The inside view reveals the stiffener and the two coaxial cables, one each for the 406 MHz ELT and the 1575 MHz GPS antennas in the blade.

The most time-consuming part of the installation in my M20C was removing the interior along the left side of the plane to route wires from the ELT unit up to its control panel. The ELT also needs aircraft power so we installed a circuit breaker and wired it to the avionics bus. The control panel is small and it fit neatly into the mostly-useless space up against the edge of the Mooney's instrument panel.

For an unpressurized aircraft there was no need to get DER analysis for the installation of the antenna or the ELT, but we did file a form 337 for the modification. The total weight and moment change was negligible as the ELT went in the same location the old box had been.

From an operator point of view there are three changes you notice when upgrading to a 406 MHz ELT.

1. The battery life went from two years for my old 121.5 unit to five years for this 406 ELT.
2. There is a useful functional self-test that you run from the instrument-panel control.
3. You have to re-register the unit with your aircraft data and your contact information every two years.

The self-test should be run no more than once per month, as the ELT keeps track of how many tests have been run. After 60 self-test cycles the ELT signals you it is time for a new battery. The manual says a self-test should be run after a flight and while the antenna can still see the sky. This test will check the GPS, the antenna and cable, and the internal electronics. If all is well a series of five green LED flashes tells you the unit has passed. I log this test along with monthly VOR check information. Although there's no FAA requirement to do so, it does remind me to check the ELT periodically.

The on-line registration is easy and there's no fee. You need to make changes if you sell the airplane, change the N number, or want to update your contact information such as operator names and phone numbers. If you trigger your 406 ELT accidentally most likely the first thing that will happen is your cell phone will ring (assuming you registered your phone) and you'll be asked if the signal is a real emergency. This is a great improvement compared to how false alarms were chased down with the old 121.5 MHz ELT. If efforts to reach you via phone don't work, rescue actions are started.

So far I have had no need for the ELT, and I hope that trend continues for the rest of my flight hours. However, I am glad to have its improved accuracy, higher reliability and much lower chance of false alarms. The installation went smoothly, it took about 8 hours total and there were no surprises during the process. At the normal street price for the ELT and at local shop rates for the labor my total cost was about $2500.

Jerry Hinshaw
1965 M20C

Click Here to have some fun with this explanation of the FRZ over Washington DC

When It Absolutely Must Get There Fast!

Owning a Mooney has always been a balancing act

Mooney as a Market Leader Again? You Bet!

By Bob Kromer
Former Mooney Executive VP and General Manager 1986-1991
Former Mooney Engineering Test Pilot 1983-1986
Former Executive Director MAPA 1997-2001

It might seem crazy to think that an aircraft manufacturer down to 11 dedicated employees keeping the lights on in several shuttered buildings could be reestablished as a market leader, but there is a good chance that is exactly the case with the Mooney factory today. Sound impossible? Let's look at five reasons why a favorable comeback for the Mooney factory is a possibility.

First and foremost in a chance for the return of the Mooney factory is the Mooney airplane. Its design is timeless, its structure sound and its aerodynamics pure. Mooneys are tried, true and proven after many years in service. Cirrus and Cessna build very nice airplanes, but Mooney owners need not feel one bit intimidated around these airplanes. Last time I checked, I didn't see any Cirrus or Corvalis airframes out on the ramp with 45 years in service. But you'll find plenty of 1960's era Mooneys on the active FAA registry, still providing reliable and safe service to those who own and fly them. Enduring after many years in service proves the soundness and greatness of any airplane. In this area, Mooneys are second to none.

The second positive in favor of a Mooney factory return are Mooney owners and pilots themselves. There are others out there, but you'll be hard pressed to find a more supportive and passionate group of pilots than those who fly Mooneys. I've spent a great deal of my career both inside and outside the Mooney factory being around Mooney owners. I've also spent a great deal of my career with other manufacturers and their customer groups. My observation is that Mooney owners feel a much stronger sense of connection to and appreciation for their airplanes than any other group I've been associated with. I've found many owners of competitive airplanes are just "passing thru", looking forward to their next aircraft ownership experience. Not so much with the Mooney group. They like where they are and tend to stay put in the left seats of their Mooneys. There is no greater sign of airplane loyalty than that.

A third positive indication that the factory can return is a sense of business discipline present in general aviation today. Gone are the glory days of wishful thinking, hope and whim in the aircraft manufacturing business. The realities of today's market have forced the survivors to take realistic, results driven, financially oriented approaches to their business operations. Want an example of "old school" thinking? I was Mooney's Executive VP and GM during the development and certification of the Mooney Porsche. We just knew the Mooney Porsche was a winner. Market research? Heck no – we had all the answers. The result was a very nice airplane that unfortunately missed the market. Cost us dearly. Today, those of us in the industry have replaced that sense of adventure and bravado with cold, hard business behaviors. Does a product idea make financial sense? Is there a solid business and market case that can be made for this airplane idea? If yes, let's proceed. If not, forget it.

The forth opportunity is emerging engine technology. It's interesting to note that innovation in aircraft design has many times followed advances in engine technology. The greatest example is the availability of jet engines in the late 40's and early 50's. These engines resulted in a new generation of military and civilian airplanes with "leap ahead" performance and capabilities. How might emerging engine technology affect Mooney today? There is an exciting new generation of diesel/Jet A burning piston engines soon to be available from the major engine manufacturers. News of Cessna installing a turbocharged diesel/Jet A engine in the Cessna 182 airframe was the big news at Oshkosh this year. Similar engines are exactly right the Mooney airframe – perfect in size, weight and horsepower output.

Developed and certified in existing Mooney airframes, the resulting airplanes could be world beaters. At the very minimum, these engines would remove the very real concerns concerning the future and availability of 100LL avgas or a comparable substitute. And they would be perfect for markets outside the USA where 100LL is already scarce or non-existent. Diesel/jet A burning piston engines are coming and Mooney is perfectly positioned to lead the charge. It has the right airframe at the right time.

Fifth is the concept of offering refurbished airplanes from the factory in Kerrville. Not new airplanes, but factory refurbished ones. I've written in the past about this idea and its time is right. This idea holds up under a harsh business review. Start with a $100,000 M20J airframe candidate at the entrance doors of the factory. Salvage $15,000 in parts, then begin the refurbishment process inside the factory. Add new avionics, engine, prop, paint, interior and a 1 year spinner to tail warranty. Out the factory door would emerge a factory refurbished, like new M20J at one-half the price of a new one. 155KTAS on 11GPH. Set the net profit goal at $20,000 per airplane and 50 refurbished M20J airplanes a year completed and sold. The net profit would equal $1,000,000 for the M20J line. Mooney hasn't made this much money in a long, long time.

Factory refurbishment is currently working for other aircraft manufacturers. Eclipse reemerged with a factory-upgraded airplane, called the Total Eclipse, with success. Hawker Beechcraft provides a very successful factory refurbishment program for the Beechjet. These manufacturers have discovered that offering a "like-new" airplane at one-half the cost of a new one is pretty darn compelling in today's market. Why not the same with Mooney? It could be just the ticket for a return to the market for a company and a brand name that is appreciated, understood and recognized worldwide.

So, that's five opportunities pointing to a successful return to the market for the Mooney factory. The Mooney brand is a proud one. The airplanes are proven and reliable. Owners are loyal and supportive. Emerging diesel/Jet A piston engine technology is a perfect fit in the Mooney airframe. Refurbishing airplanes to like-new condition at one-half the cost makes sense in today's market. Couple these opportunities with a sound business direction and the future could indeed be bright for the Mooney factory. Seems like shame not to at least give it a try.

Density Altitude can bite you. We are continually amazed at how some pilots ignore its effect.

Here are 2 videos to show what we mean: (Click on them to view). On the left, a fully loaded Stinson departs into high DA. On the right, a couple of pilots admiring the view fly into rising terrain without an out.

Density altitude is affected the temperature and pressure. As temperature rises, Density altitude rises. As air pressure decreases, Density Altitude rises. As humidity rises, Density Altitude rises. DA is mostly affected by temperature. Here's a rule of thumb. For every 15^{o}F above standard temperature, DA will rise 1000'.

Send your questions for Tom to TheMooneyFlyer@gmail.com

Question: What kinds of things should a Mooney owner check during pre-flight that may not be in the manual?

I looked at a 252 POH to see what is covered on the checklist. The checklists probably vary for different models but the 252 is very comprehensive.

I only came up with a half dozen items but am sure just starting this subject will bring a lot of new ideas and input.

1. First- when opening the cabin door be aware of any fuel smell. It would indicate a fuel leak, probably at the wing roots or selector valve.
2. Lower flaps before the outside inspection. When outside, grasp the inside lower corner of the flaps and check for looseness. Each flap is attached to the flap bellcrank with three small bolts that can come loose. I have been able to move the inboard end of the flaps a couple of inches because of loose bolts. Rare to find this condition, though.
3. Move the flight controls by hand to feel for any jamming. The elevators should free fall when held up, if not, clean the yoke shafts, a cloth with silicone spray will do wonders.
4. Check the tail position to see if it agrees with the trim indicator. We once pulled a 231 out of mud when it wouldn't fly because the tail was full nose down and the pilot didn't catch it on pre-flight.
5. In the spring, inspect inside the lower tail cone for bird nests. Very common. We pulled a Mooney in the hanger right after it arrived and could hear birds chirping. We have found many very large nests in the tail and they usually include safety wire.
6. The last item everyone knows about, check the nose truss for dents, especially if cross country and the airplane has been moved. Make a claim right there and there's very good chance the FBO or your insurance will pay for it. It costs almost a thousand dollars to fix. Allowable dent is 1/32"

I am sure that there will be many items added to this list but I think it is a good start.

Can I detail the work, parts, and expense when we installed the 201 cowl on our 1969 M20F, 9171V?

This will be difficult to answer since we did 11 major exterior mods and 12 interior mods, almost all done with field approvals. At the same time we did 12 Avionics mods with a complete new instrument panel and all new switches and CBs. I had bought the F model as a "total" after it had a gear up "landing" on takeoff. We were able to "gut" the plane and do a complete rebuild. When we finished rebuilding the F model, we had a much updated, "M20J".

Since the question was about the cowling, I will concentrate on that only. A prerequisite to the cowl mod is a 201 windshield mod. We chose to do the windshield mod exactly like the factory and moved

the hydraulic reservoir to the battery compartment, and installed the windshield with the firewall back to the windshield covered the same as a 201 and used a 201 glareshield.

To install the 201 cowl we changed all the baffling to 201 baffling and moved the oil cooler to the rear of the engine with the standard 201 oil cooler mount assembly. We modified the F model cowl flap control to operate the 201 cowl flaps. We had the original IO-360 A1A engine and it had just been overhauled so we kept the stock F model engine. Then we installed a 201 spinner to match the cowl. The 201 cowl will not align with the M20F fasteners on the firewall flange so we changed the flanges, which is one of the most time consuming part of the mod.

When all this was done we just installed the used 201 cowl we bought and flew the plane. Any painting involved is extra time but Mark did that. I believe we paid $2500 for the cowling but we did not keep track of our costs. Mark and I believe the cowl mod was between 40-60 hours. I have no idea how much money we put into the plane. I think it would scare me. As far as cost for parts, it is really variable on how good you are at shopping for used cowling, cowl flaps, etc.

Comment: We never did any extensive testing to see how much speed each mod produced, we did fly it when we were done to see how fast it was. We are at 47' MSL, so when we fly a plane for speed, we try to do it on a cool morning, as low as possible. When I was in the Bay Area, we would fly new planes down the middle of the Bay, close to the water to see how fast they were. We easily got 165 knots from 9171V. For comparison, the best I ever got was on an 87 J that we got new from the factory that was very slow, about 160 knots. After working on flight control rigging, I was able to get 170 knots on that plane. When we work on a plane for speed, I am only concerned for full power since anything else is a result of power settings, loads, temp, etc.

You can see 9171V on our website, www.topgunaviation.net. I might add that dealing with the FSDO was a real challenge and probably would not get some of the approvals again.

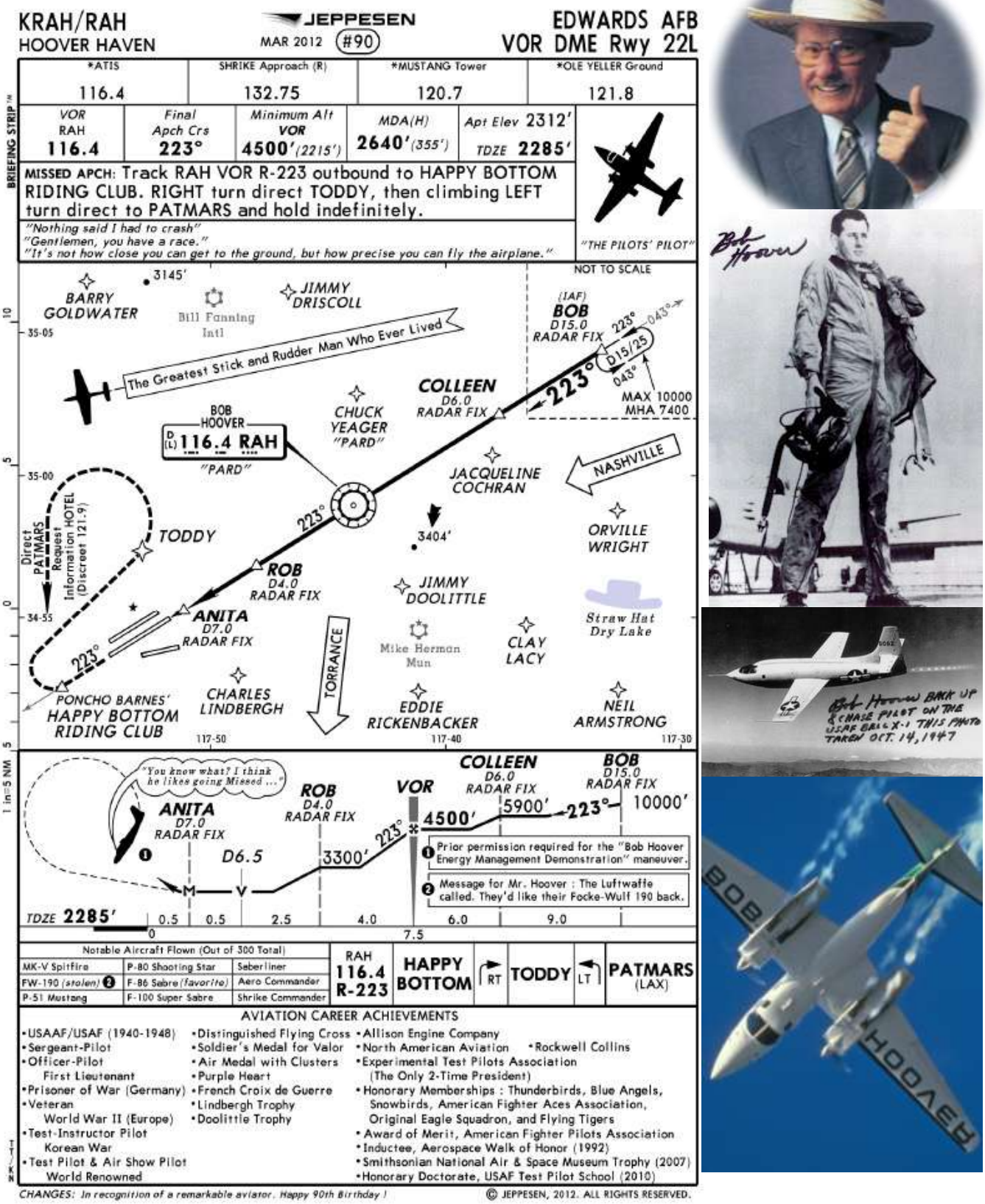
To get the speed and almost the same look, I recommend the ARI nose cowl kit. We have done quite a few and the speed increase can be anywhere from 5-9 knots. I don't know why, but we have had very good results with several C models we have done.

You can check the current cost of the kit on their website. Half of the cost will be for a 201 spinner and bulkheads. The plus for this mod is you use your existing cowling and the total cost is about 1/3 of the 201 cowl cost. One big variable is how many colors on the particular plane. One with stripes can have four different colors which takes a lot of time and increases costs. My point; if you are planning on a new paint job, do your mods and fix the fuel leaks first.

Top Gun Aviation
Specializing in Mooney and Cirrus
(209) 983-8082
For Service and Maintenance, ask for Mark or Tom
FAX: (209) 983-8084
6100 S. Lindbergh St., Stockton, CA 95206
or visit our website at www.topgunaviation.net

Avionics Repair and Installation Services now available on site thru J&R Electronics

BOB HOOVER RETIREMENT CHART



Throttle Cable Breakage San Juan Islands

by Phil Corman & Linda Corman (non-pilot right seater)

My wife, Linda, and I were enjoying a Mooney vacation on the Olympic Peninsula of Washington state. We flew into Port Angeles (KCLM) and used that as our base of operations for the week. On downwind, we heard another Mooney on final. We looked over and it was a pretty Mooney, so we got on the radio, which was otherwise quiet, and said "N9668M, very pretty Mooney". After landing, we realized that 68M was Dave and Barbara Boerigter, from Sequim. We chatted for quite awhile and they gave us the usual Mooney hospitality by giving us a list of places to go see and cool restaurants, as well as inviting us to their home for dinner. All in all, this was a great start to our Mooney vacation. Little did we know what was about to happen.

For the first few days, we toured the Olympic National Park, hiking in the jagged peaks starting at Hurricane Ridge, about a mile high. It was a hot July day, but we hiked in the snow. Then the next day, we drove west to the Hoh Rain Forest, an amazing temperate rain forest. On the next day, we then took a ferry from Port Angeles, mostly to enjoy the ferry which drops you right in downtown Victoria, and also to avoid the customs and fees hassles, plus a long drive into Victoria. So later that week, we decided to fly to Friday Harbor and Orcas Island, which is when all the fun began.

We were on short final to Friday Harbor (KFHR) and I was a little fast so I killed the power, or so I thought, and raised the nose. I felt a little "tick" in my hand as I twisted off the remaining power. I floated down the 3400 ft runway, not realizing that I still had a little power. It's slightly downhill, so I thought that contributed a little to my overshoot. I have my own personal minimum on executing a go-around which is loosely, if I am 500 ft passed my intended point of touchdown, then I should strongly consider a go-around. We were almost half way down the runway and still floating in that place that only Mooneys can do so well. The runway behind us was building up and I

was remembering that my new Eagle has far less effective brakes than my M20C had. Linda asked if I was going to go-around, so that's what we started. But there was no response from the engine. As you can see from the picture, there is rising terrain and trees. Slowly, the engine started to pickup manifold pressure. The terrain was beginning to fill our windscreen and **it took every ounce of will power not to raise the nose since we were very slow.** We essentially were flying in ground effect past the end of the runway. We had reasonable manifold pressure and we cleared the trees. Another plane taking off saw this and asked if we were alright. As I turned downwind, I indicated we had a throttle problem.

When I tried to throttle back, the entire linkage came off in my hands. So it was decision time. The engine was running at full throttle and all other systems were operational. I could try to land at Friday Harbor (3400ft) or fly back over Puget Sound to Port Angeles, where I knew the runway was way longer and there was an FBO with a few mechanics. We chose the latter option and flew back. I let Approach know our situation and flew the 25 miles or so back to Port Angeles. As we approached, at full power, I started my descent. We had flown high so as to have the option of gliding to dirt instead of the sound. It's always fun to slow a Mooney, but particularly with full power. So I threw out my new airplanes Speedbrakes and that worked some. I called CTAF at Port Angeles and notified traffic that I was coming in fast and without throttle control, and would probably pull the mixture and dead stick the landing.

It took a little thinking about when to pull the mixture. I probably could have done it 10 miles, or more, over the Puget Sound, but opted to pull it on the 45-degree to right downwind. At 120 kts, I dropped the gear. I tested the engine's willingness to restart by applying mixture and it re-lit readily. I tried to run it lean to get partial power, but it ran too rough for my thinking. Some yahoo was next to the runway capturing all of this on video. The landing was uneventful and we had enough momentum to turn off at the taxiway.

We pulled the cowling and took a good look at the cable which had sheared very cleanly and abruptly. There happened to be a mechanic at the FBO, who just received the FAA award for 50 years of excellent service. I forgot the name of the award. That was my first reinforcement that flying back to a long runway with an FBO was the right one. So he called a few places for a replacement and came up dry. So I started calling as well. No joy at LASAR…. Or Top Gun… or Don Maxwell Aviation and then about a dozen others. So I called Mooney. They had just received about a dozen throttle cables and sent all of them back to the supplier for "quality" issues. Hmm… Don Maxwell then called and told me about McFarlane Aviation Products. They build FAA-PMA replacement parts. So I called them. They said they could build me the cable with an engineering drawing or I could send them the broken cable. At least this was a solution, but it would take about a week for the entire turnaround.

About this time, Dave and Barbara Boerigter called us and invited us to dinner. We told them of our plight. Without hesitation, they offered their home for the duration of the repair and one of their cars. Mooney cameraderie and hospitality is not wasted on Dave and Barbara. These people are wonderful folks and I heartily encourage you to breakdown in Port Angeles just to spend time with them.

Sitting on the ramp, considering my options, Dan, from LASAR, called and said he found an Ovation cable that looked to be in superb condition. He overnighted the part. You gotta love LASAR. They just don't give up on Mooney owners. Our cable was put in and we departed for a test flight within a few hours of our pre-incident itinerary, plus we spent an amazing evening with dinner and superb Washington state wine with two new friends.

So is there a lesson or lessons to be learned from this? Did I make the right call to fly 25 miles over Puget Sound to a longer runway? Should I have begun the go-around, per my own

minimums? I think the answer to that is "yeah, stupid". Should we have killed the power before entering the pattern? I don't think so. We had notified all traffic on CTAF of our situation. Could we have known of the throttle break beforehand. The mechanic indicated it was sudden and abrupt based on the clean break. So who knows. I asked Robert Brown if using the vernier on the throttle could weaken the cable since it is essentially a big screw with lots of torque. Who knows… I guess all's well that ends well.

Linda's Perspective on This Incident

So here we were having our Mooney vacation in America's great northwest. The day is beautiful and we are heading toward one of my favorite islands, Friday Harbor. The trip across the Sound is uneventful and I am looking forward to a lovely day. Then the big "What the!?" moment happens. We are landing as we normally do when I realize we seem to be going faster than usual and not touching down. I look at Phil, who seems to be somewhat intense. I asked if he wanted to do a go-around at this point. He still seems to be overly concentrating on the landing. I leave him alone to do his thing, but the pucker factor is starting as the end of the runway is coming up very fast. I am looking ahead thinking to myself, those trees are going to be a little tricky. About this time we seem to get some needed power and climb over them. Yay! That is my feeling at the time. Then I notice Phil is attempting to adjust the power when the throttle comes out in his hand. Again I think "Wow, don't we need that". I said to him "That can't be good". It is at this time that I am finally aware of our plight. Phil is so calm and cool all through this process I didn't really understand we had a problem.

Phil advises someone on the radio that we are heading back to Port Angeles and that we have a throttle problem. We started discussing our options and what we would need to do to land. I am always glad when he includes me in the process, although sometimes ignorance is bliss. So the plane was screaming over the sound and we were talking calmly about doing a dead stick landing. I think "again." We had to do one in our first Mooney at Reid-Hillview in San Jose due to cotter pin being left out of a cable linkage on our M20C. I know that Phil can do this as I witnessed him do this previously. I'm thinking, "Are we the poster child for throttle problems?" I am not overly concerned. We discuss when to pull the power. I have every faith in Phil's ability to make the right decision.

As we approach Port Angeles, Phil was testing the ability to control the engine. When he does that the plane shutters. I finally say something like "Stop that!" He kills the engine and we are now a heavy glider. He puts her down just after the numbers with a perfect landing, although very quiet. A couple of guys on the field pull her off the taxiway and into a hanger and I am thinking, I'm so glad I am flying with this particular pilot!

Click Here for another Throttle Breakage story from AOPA.

The Wall St Journal wrote an article about pilot's favorite scenic flight areas in the US. Click Here to read it.

Wow! The Mooney is Very Influential

By Jim Price

Flying magazine recently ranked the 100 most influential aircraft of all time. There were lots of military and business aircraft on the list, but for this article, we'll just consider the personal aircraft plus the historically important. Topping the list was the **Piper Cub**, followed by the Cessna 172. Number 4 was the Wright Flyer, followed by the Beechcraft Bonanza at number 5. In the number 7 spot was the Cessna 182 and Lindy's Spirit of St Louis was ranked number 10. The Piper Cherokee placed number 16. The Cirrus SR22 slid into the 22 spot, followed by the Curtis JN-4 Jenny at 23. Kit planes Kitfox and RV-3 were 25 and 27 respectively.

Basking in the limelight at number 28 is the Mooney 201, M20J.

Here's what Flying Magazine had to say about the beloved J Bird: *"Mooney hit a major milestone when it introduced the M20J in 1977. The airplane had a top speed of 201 mph with a 200 hp Lycoming IO-360 engine. To highlight this achievement, Mooney's marketing department called the airplane the Mooney 201. The marketing paid off and sales skyrocketed. The 201 had the same stretched fuselage as its predecessor, the M20F, but the cowl, windshield and gear door redesign as well as drag-reducing gap seals and fairings brought the airplane huge speed gains. Even with today's advanced composite fuselage technology, it's hard to find an airplane that achieves the same level of performance and economy. Still, Mooney discontinued production of the 201 in 1998, opting instead to focus on faster, more powerful models." (Flying Magazine)*

Mooney may have been less influential than 27 other aircraft in the history of aviation, but look at the great aircraft that are floundering in Mooney's wake:

The Cessna 310 (No. 30) and **210/P210** (No. 32), Piper's Cherokee Six (44), Aeronca Champ (48), Cessna Cardinal (49), Piper Arrow (52), Cessna 195 (57), Beech Baron (63), and Cessna 185 (64). Mooney also beat the famous **Hindenburg** (No. 67),

which really makes my chest swell with pride!

The list continues with Taylorcraft (82), TBM 700/850 (83), Lancair Columbia/Cessna Corvalis (96) and the Aercoupe (99). Filling out the list at number 100 is the **Waco 10**.

Reference:

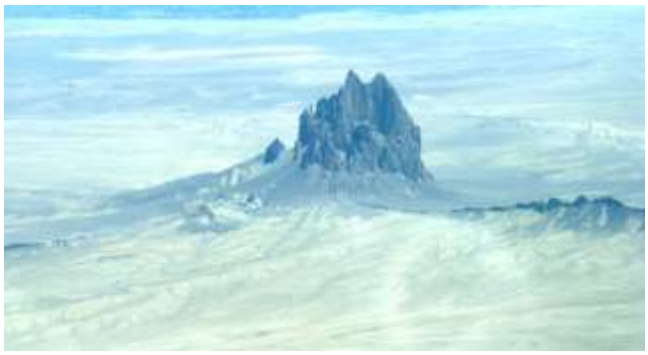
http://www.flyingmag.com/photo-gallery/photos/top-100-airplanes

A Mooney Adventure to Durango, Colorado

by Linda Corman
right seat navigator & Mooney lover

A couple of years ago, Phil and I were just sitting around the house (we are retired), wondering what to do for the week ahead of us. We hit on the idea of flying to Durango Colorado. This is a place we would probably never have gone to except with our Mooney. After Phil did his flight plan, we departed the following day. We typically depart first thing in the morning in the western USA to avoid the afternoon bumps. We were going to fly over the **Mojave Desert, Edwards Air Force Base, Big Bear, the Grand Canyon, Canyon de Chelly, and Shiprock**. To me, those places are amazing from the ground. From the air, they were simply stunning. Try doing this in anything but a Mooney! Even the Mojave Desert is a wonder from 9500 feet.

After nearly four hours of flight we landed at the Durango County airport. First day we checked into the Durango Lodge, downtown Durango is a block away from the Durango-Silverton narrow gauge railroad,



after a short drive from the airport. It's a nice little hotel with easy walks to the whole town. There were tons of shops and restaurants to choose from. There were almost too many restaurants, if that is possible. The next day we decided to drive to the mountain town of Silverton. This is beautiful high country with the small town nestled in a high mountain valley. Shopping was limited as well as restaurants, but the drive to Silverton was spectacular. We decided to make a day out of it so we continued the drive to another mountain town called Ouray. It was perched in a high pass which in the winter might be hard to get to. We stopped for coffee at a restaurant that seemed to cater to the locals. In a table near us sat some elderly gentlemen who were having a city council meeting. I think it is a permanent office for them. From Ouray we continued to do a full circle through the southern Rockies, the San Juans, and made a slight detour to Telluride. Telluride was full of restaurants and shopping, so I was happy once again. We saw rain showers and the most stunning scenery of craggy mountains and deep valleys. After Telluride, we drove through more beautiful country and arrived back in Durango.

Back in Durango we had to decide about dinner. We did a stroll

My favorite Restaurants

Breakfast: **Durango Diner** was a slice of Americana and they remembered our name, how we like our coffee, and a newspaper on the second day.
Dinner: **The Office** had happy hour and great appetizers in a classy setting. The apps were wonderful and didn't break the bank. For something different, try **The Himalayan Kitchen**. This was a fusion of Tibetan, Nepal, and Indian food. For good ole western grub, try **Ken & Sue's Steak House.**

down the main street and located a cocktail and appetizer bar called The Office. It was great place for half-price drinks and food during happy hour. In fact we loved it so much we went back numerous times.

From Durango it is a short car trip to Mesa Verde National Park. This place is wonderful. You don't just walk and look at the Pueblo ruins and cliff dwellings from afar, you get to climb all over them. We scampered up and down ladders and in and out of high cliff dwellings. We wondered how the native parents prevented the children from falling off the cliffs.

After a long day of hiking, climbing, and wandering the ruins we decide to head back for dinner. A great restaurant was recommended to us by a local called Ken and Sue's. Sounded a little rustic but ended up being a four star place. They served the type of food you would fine in a high end San Francisco restaurant.

For those who are blessed or cursed with the shopping gene, there are some great clothing and one of a kind shops all along the main drag of Durango.

The next day was our longest car trip to the Chaco Culture National Historical Park. This place was magical. The ruins here are totally different than at Mesa Verde and totally worth the effort to get there. The last 30 miles are on a dirt road through the desert. Again we got to climb into the ruins and walk around the whole complex. It was huge. We expected a small park with a few pueblo ruins. It went on for miles with multiple stories and uncovered Kivas. This was a major village and religious center for the native people.

I can't say enough about seeing these two sites, Mesa Verde and Chaco Canyon. They are a must see and to think, without the Mooney we wouldn't have gone there.

The town is a fun place and I can't forget to talk about breakfast. Phil and I are early risers so it was hard to find a breakfast place. However, the first morning we found the Durango Diner. We also like to do the crossword puzzle with our breakfast. By the second visit to the diner, we were regulars. The cook knew our coffee choice and handed us the newspaper with the puzzle and a pen. Another restaurant we enjoyed was the Himalayan Kitchen, if you like Tibetan and Indian food. It was great.

With so much to do in Durango we will be back. The only thing we didn't have time for is the train that takes you to Silverton. This is also another bucket list item and the next time we are there we are doing the train. We were told that they do a kind of "Polar Express" during the winter when the Rockies are snowbound. So much to do, so little time.

So long from the right seat and enjoy those unexpected last minute trips we can only do with our airplanes.

Here's a very cool list of articles for New, and established, Mooney Owners from Don Maxwell of Don Maxwell Aviation, the **Best Little ? Service Center in Texas**.

- Shower of Sparks
  Test Your Mooney Knowledge
- Cabin Door Handle Upgrade
- Wing Fuel Gauge, Retrofit for C, D, E, F, G, J & K Models
- Fluctuating Ammeters
- Dukes & ITT Landing Gear Actuator 40:1 Ratio Gears, Service Instruction SI M20-112
- The Importance of Checking Your Dukes and ITT Electric Gear Actuators, AD 75-23-04
- Brake Maintenance
- Proper Operations and Care of Carburetor Heat Systems on M20 B, C and G Model Mooneys
- The Eight-Second Ride, SB M20-202
- Operating the Manual Landing Gear
- Inspection of Flap Hinges, SB M20-186 and M20-186A
- External Hoses, Tubes and Fittings
- Airborne Service Letter
- Resealing and Bladders - Fuel Tank Repair Options
- Aligning Your Engine Using Shims
- Fuel Tank Repairs - How We Fix Them
- Field Overhauls
- Pre-Purchase Inspections
- Carburetor Heat Systems on M20 B, C, and G Models

Back to Table of Contents

Do Not Fly Here!

Overcoming the Night Flying Boogie Man

By Jim Price

When I was a USAF student pilot, (1969-70), my T-38 instructor, Mike Alley and I flew cross country to Hill AFB, Utah. I flew an ILS approach, and then cancelled IFR and flew towards my home town of Tooele (Too-Ella), 35 nm SSE of Hill. I buzzed Main Street at a legal 1,000 feet AGL and soon we were in Tooele's foothills. Mike told me to be careful. I assured him that I was "raised in these hills" and he replied, "Yes, but you weren't raised here going 300 knots!"
That was a sobering admonition.

We likewise should exercise care when flying our Mooneys at night. We're going fast, we can't see very much, and it's such a rare event, because 95% of the average pilot's flying is logged during the day. Some pilots don't like to fly at night. I get it. Statistically, night flying increases the accident risk by a factor of 5 and that alone can play with our emotions. Nobody wants to do something risky. However, I contend that with proper training, attention to detail and adequate planning, pilots can be as confident at night as they are in the day. Pilots can change the odds in their favor. The *Night Flying Boogie Man* is still there, but his influence can be diminished significantly!

I love to fly at night, but I do a lot of study before I do it. I especially enjoy it during the summer, because I can avoid turbulence. Furthermore, the views are spectacular, especially around well lit cities, and the sky is less crowded. However, all the romance of night flying comes with some dangers. It's hard to see weather and that's why half of all the VFR into IMC (non-VFR weather) accidents have occurred at night.

The moon can be a nice illuminator, but even a full moon only gives 1/500,000,000 the light that the sun gives. Some moons are less helpful than others. For instance, a half moon gives 10% of a full moon's light and a crescent offers a mere 1%. If the moon is low, there is even less light. With little to no light, it's hard to see mountains and other obstacles. TV/Radio antennae, although topped by a red or white light flashing light, can be hard to see and their guy wires are invisible!

What Can You do to Mitigate Possible Dangers

- Be sure that your charts are current and always check NOTAMs before flying.
- Pick a high cruising altitude. This will give you more time to troubleshoot and a greater gliding distance, possibly to an airport.
- Choose a route which takes you over or near several other airports along the way, even if it means the route is a little longer. If the engine should fail, you'll have an airport underneath you or within gliding distance.
- Use VFR flight following or go IFR, even if in VFR conditions. In case of engine of an emergency, ATC will be a monumental help, vectoring you to a good landing spot.
- If airfields are scarce, file the "other" IFR – "I Follow Roads" and let the headlights illuminate the highway. A pilot flying in New Mexico at night, safely landed his Cessna on I-10 between DMN and LRU.

If the Engine Fails

The FAA recommends that if you know the condition of the terrain, aim for the unlighted portion. If you know there is a nice level field underneath you, by all means use it. What happens if you don't know the condition? You may be aiming for a forest, when a perfectly lit street is close by and a better choice.

Landing close to public access is important because you may needed medical help after landing. Some say, that "If you're ever faced with a forced landing at night, turn the landing lights on to see the landing area. If you don't like what you see, turn' em back off." Seriously, if you do see obstacles, you may be able to avoid them.

Fly the Airplane!

Never give up and continue to fly the airplane. Bob Hoover said, "If you're faced with a forced landing, fly the thing as far into the crash as possible."

Maintain a good margin of safely above stall speed all the way to the ground. Bob Martens, aviation speaker, consultant and safety expert, added, "I've been to many aircraft accident scenes. I've evaluated hundreds and hundreds of accidents, and pilots are not killed when they fly their airplane to the ground under control. They are killed when they stall an airplane into the ground."

Positive Stories

July 13, 1999. A single engine plane(above) rests on a green after an emergency landing on the golf course at the Boca Raton Resort and Golf Course in Boca Raton, Fla., Tuesday night,. The plane landed between two sand traps. Pilot Carlos Claudio, 37, of Coconut Creek, Fla., walked away from the 8:45 p.m. crash with minor injuries. (Sun Sentenial)

A Columbia 400 with a blown engine landed safely at Altoona, Pennsylvania's airport at night. Hear the story HERE.

Hoping things will work out is not an alternative!

Know the challenges in your local area and have a plan before you leave the ground. Always consider alternatives with guaranteed outcomes. Remember that "hoping" things will work out is not an alternative! No doubt about it, night flight requires more care and planning. Develop your own strategies for night flight and enjoy the view!

Learn more about Night Flying and Test your Knowledge

AOPA – Night Flying | AOPA SAFETY QUIZ – Night Operations | AOPA SAFETY QUIZ – Airport Lighting, VFR | AOPA SAFETY QUIZ – Airport Lighting, IFR

There are certain aircraft sounds that can only be heard at night or over large bodies of water.

My Wife is NOT Evel Knievel

by Jim Price

After I earned my pilot's license in 1970, I took my cousin flying in a Cessna 172. After arriving at cruise altitude, I leaned the engine until the engine ran a little rough, and then enriched the fuel; normal procedure. To this day, she claims that I shut the engine down and refuses to fly in a small aircraft again. That's my fault. I should have explained in layman's language, what I was doing. Instead, I had said nothing.

While on an IFR flight with my wife, I took, what was to me, a reasonable risk and ended up with a small amount of ice on my windscreen, wings, etc. After the flight, my wife Gerry gave me fair warning, "If you ever scare me again, I'll never fly with you." I love flying with my wife and I can't imagine a flight without her. So, even if something seems reasonable to me, I always consider how my non-pilot wife is feeling.

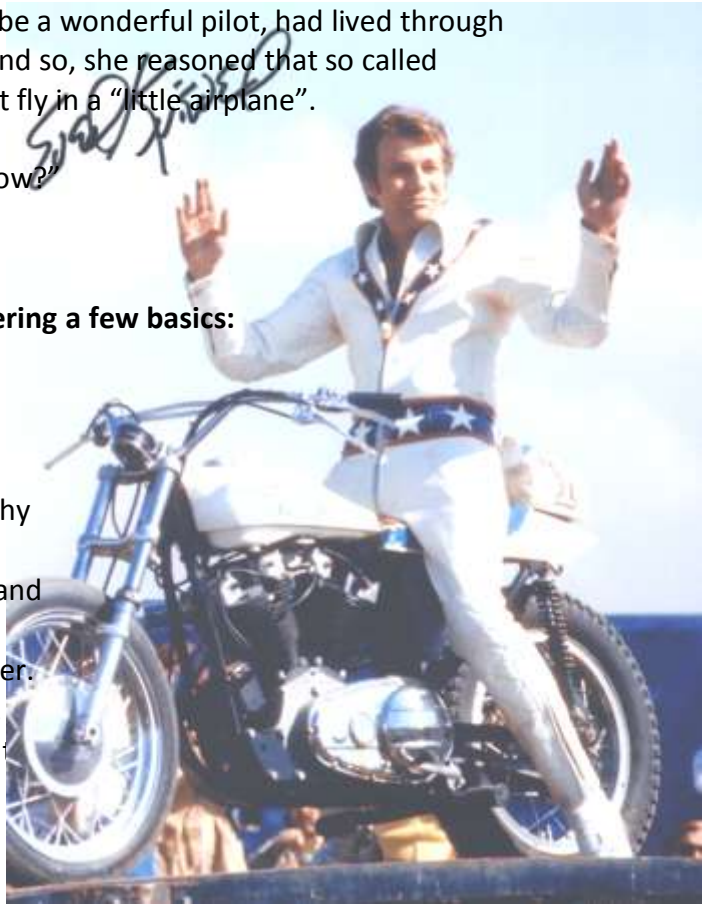
I have a pilot friend who, while flying with his wife, almost ran out of fuel because if he had landed to refuel, he would have added an extra half hour to his total flight time. Another friend told me that although he did not have an Instrument License, he had flown through a great deal of weather – again with his wife in the right seat.
The wives of these pilots told me, well before these stories were related, that although they had once been willing flying partners, now they won't fly with their husbands.

I have another friend who had never personally done anything to scare his wife while flying. However, their close pilot friend, considered by many to be a wonderful pilot, had lived through two serious crashes. He did not survive his third crash. And so, she reasoned that so called wonderful pilots eventually die in a crash. Ergo, she won't fly in a "little airplane".

When you ask your spouse, "Who's the best pilot you know?"
I hope the reply is, "You are honey . . . you are!"

What can you do?
You can earn your flying partner's respect by remembering a few basics:

- Assuming your partner is not Evel Knievel, fly conservatively; don't take unnecessary chances.
- Be a communicator and tell your partner about your plan to safely avoid the weather ahead and explain why that "red light" just came on.
- Don't be a condescending jerk. Encourage questions and seek your partner's input. Explain, explain, explain!
- Stay out of the ice and well clear of convective weather.
- Fly in the cool of the morning when the air is smooth. Nobody likes turbulence.



Back

My First Ten Hours in a Mooney

By Colonel Randy Myers, USMC (ret)

Okay, I did it. After dragging my feet for five years, I did it. I am back into flying. I retired from the Marines in 2004, and since 2007, had the itch to start flying again. I knew nothing about general aviation – nothing! After earning my wings in 1981, I was smart enough to take the equivalency exams that gave me my private, commercial and instrument ratings. And yet, I knew nothing about general aviation. For the next 30 years, I would not even think twice about having those ratings, much less needing them. I was surprised to discover the FAA actually knew who I was. I had flown the T-34C Mentor, the T-2C Buckeye, the TA-4J Skyhawk, the A-4M Skyhawk, the T-45 Goshawk, and the **AV-8B Harrier II**. I had 3,500 hours of high-performance, tactical jet time, combat experience in Desert Storm, 300 sea-based landings, and two tours as a flight instructor. I wrecked an aircraft in flight school. I had experienced two engine flame-outs during the same flight in a single-engine jet aircraft, and managed to land it with only minimal engine damage. I even ejected from a crippled Harrier after an engine failure and in-flight fire. My last flying tour was in the late 1990's as the commanding officer of the Harrier training squadron at Marine Corp Air Station, Cherry Point, NC. I had not flown for 13 years, and I knew nothing about general aviation (GA). What was I thinking?

Here's what I did know. If I was serious about flying again, I wanted my own airplane. But, I owned a boat. You know – a "**B**reak-**O**ut-**A**nother-**T**housand" type of boat. I couldn't own a boat and an airplane (I am not rich). It's one or the other. So, I sold my boat after 30 years of boat ownership and seven boats. I was going to buy an airplane, and after researching some 500 airplanes on the web and traveling hundreds of miles to check out the five "finalists," I decided on a Mooney. After all, a Mooney looks cool, goes fast (well...faster than a Cessna) and has a retractable gear. I've learned from other aircraft fanatics that one additional knot of speed simply makes you better than the other guy. My 1969 Mooney M20C Ranger is my new pride and joy!

My insurance company required that I get some flight instruction. They wanted at least three hours. I knew that would not be enough. Having been a flight instructor in high-performance jets, I knew that three hours would be just enough for me to kill myself. I had an open mind about what it would take, and I conveyed that attitude to my superb flight instructor (a Mooney owner himself), Wally Moran.

Wally was very patient with my initial ground training. How could a former Marine aviator know so little about GA? I always filed an IFR flight plan, or the flight schedule constituted an IFR flight plan. I was always under positive control unless I was flying on a military training route. I didn't even know that most airports don't have control towers. I never landed anywhere without a control tower unless it was a makeshift airfield in the desert or on a road (Harriers land on roads, too). I learned more about airspace in my first couple weeks with Wally than I ever knew in my quarter century of military flying – that's a little disturbing to me today. I didn't realize how spoiled I was flying military aircraft under positive control. Boy, do I still have a lot to learn?

My first ten hours were everything I had hoped for. The best part was that I was flying my own airplane. I asked Wally to teach me how not to hurt my new baby. He assured me that he would teach me so that no harm would come to her. Wally prepared a modified flight syllabus for me that included pattern work, navigation, stalls, instrument work, unusual attitudes, engine failures, outlying field landing practice, practice approaches, and various emergencies. I felt like I was back in Naval flight school again, but I knew a little bit more about flying this time than I knew back in 1979. I told Wally, however, that I did not want him to presume anything about my flying skills and aeronautical knowledge. Treat me like a brand new student with no flight experience – which, for all intents and purposes, I was. I was not current, proficient, or comfortable at anything. After my first lesson, which I thought went okay, Wally said, "Well, at least you know how to push it into the hangar." I felt a sense of pride when Wally said he felt comfortable signing me off on "parking and chocking."

The only approaches I had ever done were TACAN approaches, precision approaches (PAR), and perhaps three NDB approaches in flight school. What were these needles for?

Two hours in a Mooney under my belt. After my first few trips around the pattern, I realized, as did Wally, that my problem was going to be landing this beast. After twenty-five years in military jets, pulling the power to idle while still airborne was a completely unnatural act – I was physically and mentally unable to do it. Wally was patient. He watched me float, bounce, over-control, under-control, and push! Don't push! That was the only time I think Wally wanted to hit me upside the head with his kneeboard. What Wally calls a "push," I call an easing of the yoke. In any case, it was wrong, dangerous, and would hurt my airplane. I was not going to be a pusher, but it would take some work. I had some "un-learning" to do. Wally asked me after my fifth landing why I was sweating. I said it isn't sweat – it's liquid frustration. We called it a day. At least I knew how to park it and chock it.

The next eight hours revealed slow, but steady improvements. I executed my very first ever ILS at Low Country Regional in Walterboro, SC. The only approaches I had ever done were TACAN approaches, precision approaches (PAR), and perhaps three NDB approaches in flight school. What were these needles for? Wally fussed at me for letting the needles stray, but I was happy to have just figured out where the ILS needles were and how to turn it on. My scan slowly improved, but is still rusty. Much of my sense of accomplishments in the cockpit were figuring out what each button or switch did, how to turn something on and off, how to adjust something, and how to work the radios. This airplane came with no instructions on how to operate its equipment. I still have a lot to learn! By the time I had seven hours, I could almost reduce the power to idle while still airborne. My floating and bouncing were less pronounced, and my pushing was almost to what Wally would consider an easing of the yolk. Wally never mentioned it, and I never brought it up, but after lesson three, we both knew I was not ready.

My fourth flight lesson was the turning point. I executed five landings, and Wally didn't have to say anything or touch the controls. For some strange reason, I discovered that I could pull the power to idle once the field was made, hold the attitude to maintain a safe airspeed, trim the aircraft, and ease into the flare (what's with this "roundout" stuff?). Wally did express concern when I allowed my airspeed to get slow after pulling power too soon. I was trying to stretch the final approach by flaring early. That's when the light came on. Wally had finally gotten through my thick skull the relationships between power, attitude, airspeed and rate of descent. What used to be angle-of-attack is

now airspeed. What I learned that day convinced me that I really think I can fly this thing. My "up and away" work was progressing, and my landings were getting better with each flight. For me, it's all about airspeed control, trim, and not getting fast or over-powered at the threshold. Wally could see that I was finally starting to "get it," and he said that he was "almost ready to cut me loose – almost."

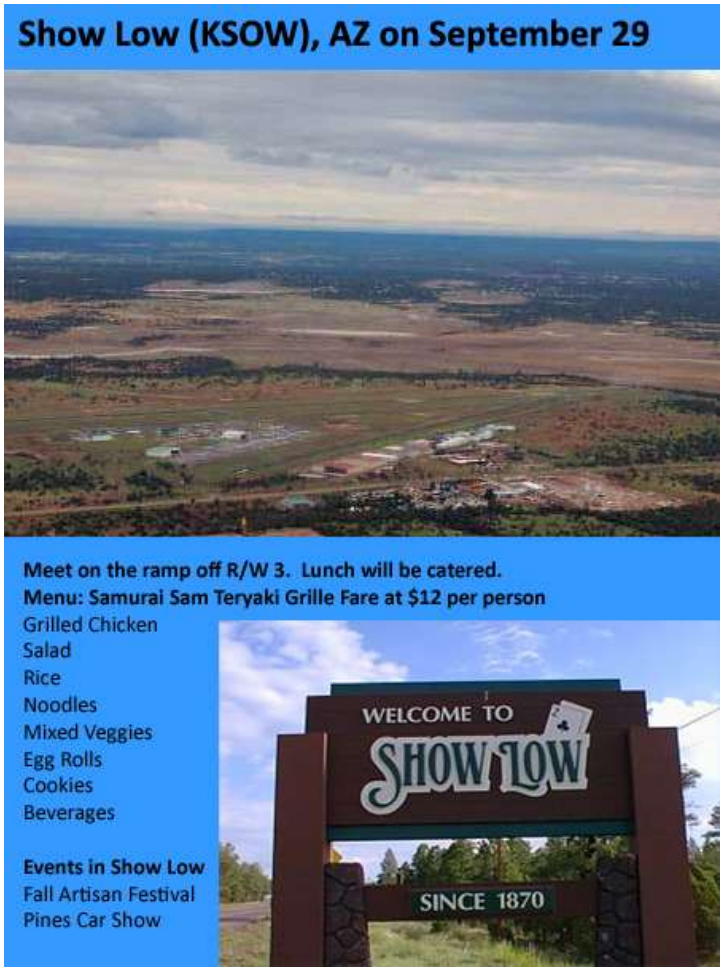
It was an entire week between lesson four and five. I called Wally and said that perhaps I needed a warn-up flight. I know he was thinking that rusty is rusty whether it's been a day or a week – let's go fly and see how it goes. I was nervous, and I told Wally not to cut me loose until he was sure. He said he would not take that chance. During lesson five, we did some instrument work and unusual attitude recoveries. Once back in the pattern, my first landing was pretty good, even by Wally's exacting standards. He said, "Let's do another one to make sure that one wasn't just luck." I said that it probably was luck and told him not to get his hopes up. Landing two was another good one. Maybe the light really had come on. Wally wanted to do another one.

On landing three, Wally pretended to be the tower controller and had me wave it off right after a pretty nice touchdown. I called, "Mooney waving off," and took it around. The next landing was another "didn't-scare-Wally" landing, and he said to head to the ramp. I was a little confused. We had only been flying about 45 minutes. I thought he was going to give me a "down" for something I totally forgot or was unaware. He said, "Drop me off and go fly." I had never dropped anyone off before and had to ask Wally how I drop him off. He said, "It's real easy. Stop and I'll get out." I did, and he did. He reminded me to close my door prior to takeoff (it was 95 degrees, and Wally always turned on the "air conditioning" after each landing by cracking the passenger door). I taxied for takeoff, conducted my takeoff checks three times, took the runway, and performed my first solo takeoff, flight, and four more landings that day, giving me exactly ten hours in my Mooney. That was last week. I now have 11 hours! Boy, do I still have a lot to learn!

I taxied for takeoff, conducted my takeoff checks three times, took the runway, and performed my first solo takeoff, flight, and four more landings that day, giving me exactly ten hours in my Mooney. That was last week. I now have 11 hours! Boy, do I still have a lot to learn!

Upcoming Fly-Ins

My Mooney Calendar



Click Here for Artisan Fare info
Click Here for Pines Car Show info

The PIC for helicopters is in the right seat. Why? Sikorsky was blind in his left eye so he put the pilot's seat on right side. Howard Hughes said he didn't care that the helicopters pilot seat was on the right side - he was putting it on the left.

September, 2012

Dura Charts: Sturdier sectionals for the VFR Pilot. *(General Aviation News, 31 July 2012)* The paper VFR sectional is probably the hardest working — and most abused — piece of equipment in the airplane. They get handled extensively, unfolded, folded, crumpled up, tossed in the back of the airplane, written on, erased, stuffed into gear bags and, in my house, they are apt to be chewed on by a 20-pound Siamese cat. Read More . . . . Buy at DuraChart.com

Sennheiser Steps into Flight Planning *(AvWeb, 29 July 2012).* iFlightPlanner.com, in cooperation with Sennheiser, have created a new app for the iPad that allows pilots to plan and file with iFlightPlanner through a home computer's full keyboard and mouse (yours or anyone else's). And the iPad can be used to close the flight plan at the destination. The app is free, the flight planner is free (with paid options), and a full airport facilities directory including charts and approach plates is included, free. Read More . . . .

SavvyAnalysis.com is the world's most powerful platform for analyzing piston aircraft engine monitor data. It was designed for serious analysis by the professional analysts at Savvy Aircraft Maintenance Management, Inc. who do this work every day. It supports all popular engine monitors. And it's **FREE**! Read More . . .

FreeFlight's Xplorer – Subscription Free Weather *(AOPA)* Xplorer receives all of automatic dependent surveillance-broadcast's (ADS-B's) weather signal (called flight information services-broadcast, or FIS-B) and transmits it to the iPad for weather on either FreeFlight's native application (less than $1) or on WingX, and soon other applications
Xplorer sells for $585, and will be available in September 2012. Read More . . . .

Savvy FREE monthly maintenance webinars. These free webinars normally occur on the first Wednesday of each month starting at 6 pm Pacific / 8 pm Central / 9 pm Eastern. Each month, they choose a different maintenance-related topic to discuss. Each webinar starts off with a presentation lasting about 60 minutes, followed by about 30 minutes of Q&A by webinar participants. On September 5th, the topic will be "All About Spark Plugs". These are exceptional webinars and free. Click Here for the webinars.

ShareZen lets you log all kinds of info about your Mooney. First, you can setup reminders to do things based on date or hobbs time. Think oil changes, instrument certs. You can also make journal entries of events, like an online log. It has Schedules, To Do's, Journals, and Money entries. The nice thing is it's FREE for 1-2 users, and it can be accessed from PCs, iPads, and all SmartPhones. Click Here for more info.

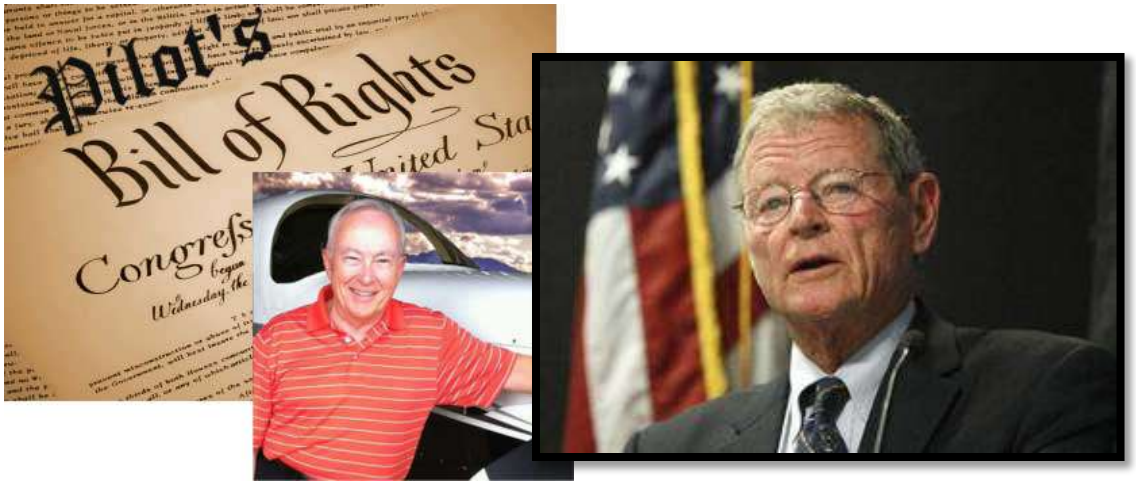
FAA Abandons Launch of Confusing New "Climb Via" clearance. (*Flying*, 21 Aug 2021). "Climb via" departure clearances put on hold. The decision was based, said the agency in a short release, on the fact that neither pilots nor controllers were prepared for the new phraseology. Read More . . . .

ADS-B In, Out, And Portable. (*AvWeb*, 27 Aug 2012): SkyVision Xtreme introduced its fully portable ADS-B In and Out system that delivers all ADS-B traffic (in 3-D presentation) and weather "to any display without installation" via Wi-Fi. At under $4,000 . . . Read More . . . .

ARPort app turns your iPAD into a Mini-HUD. (*AvWeb* 27 Aug 2012): An Oregon app developer has come up with a unique solution to the problem of spotting unfamiliar airports from the air. Paul Mace is offering **ARPort**, which he says turns an iPad, iPod or iPhone into a "mini-HUD" that displays pushpin locations of airports within 25 miles in the field of view of the device's camera. Search Tip: Look for "**Paul Mace ARPort**". Read More . . .

The Fat Gecko Co-Pilot. (*Aviation News*). It allows you to photograph your best flying or document your training hands free by making it easy to mount any camera inside your airplane for an unobstructed view of the cockpit and the open airspace ahead. Read More . . .

aerox high altitude mask approved. (*Aviation News*) Aerox has received FAA TSO C78A and TSO C89A approval for production of the 4110-725 series mask, an alternative replacement for high altitude masks. Read More . . .



What started out as a controversial landing on a closed runway in south Texas has resulted in a legislative victory for Sen. Jim Inhofe, of Oklahoma. On June 29th, the Senate passed the Pilot's Bill of Rights, and President Obama signed it on August 3rd, 2012. It affords pilots more legal avenues in disputes with the federal government and has the support of EAA and AOPA. Below are details in the Bill

- **NOTAMs:** Currently, FAA makes pilots responsible for knowledge of pre-flight conditions. The FAA will undertake a NOTAM Improvement Program, requiring simplification and archival of NOTAMs in a central location. This will ensure that pilots can easily acquire the most relevant information through the system.
- **IMPROVING MEDICALS:** The GAO will review the FAA's process and forms with the goal of creating greater clarity in the questions and fewer allegations of intentional falsification against pilots. The effort will accept advice from an advisory panel made up of "non-profit general aviation groups." The FAA is required to take appropriate action on the GAO recommendations within one year.
- **TIMELY REVIEW OF EVIDENCE:** Before, pilots were grossly uninformed of his or her violation and recourse. NOW, the FAA will grant a pilot all relevant evidence 30 days before deciding to proceed with an enforcement action. Inhofe said, "When I told them that I was cleared to land by the controller, it took me, a U.S. senator, four months to get the voice recording to prove I was right". Also, the FAA must provide timely notice to a pilot who is the subject of an investigation, and that any response by the pilot can be used as evidence against him.
- **OBTAINING THE EVIDENCE:** Airmen under investigation by the FAA have the right to request air traffic data, such control towers and flight service stations as recordings from. The FAA has posted information and links online to help pilots in that process. Since air traffic data are stored for only short periods -- usually about 5 to 45 days, it's important for airmen to submit their request in a timely manner. The **FAA website**, http://www.faa.gov/pilots/rights/ , provides details and an email address that airmen can use to make the request.
- **REMOVES NTSB RUBBER STAMPING OF AN FAA DECISION:** In the past, rubber stamping made the appeals process meaningless. This returns NTSB's deference to the FAA to general administrative law principles, just like every other government agency.
- **FEDERAL COURT WILL REVIEW APPEALS FROM THE NTSB:** Pilots can introduce evidence and get a new review of the facts. In addition, the pilot gets a new trial, introducing new evidence and a having a new review of the facts.

Nice to Know Stuff about the 396 & 496

by Jim Price, ATP, CFII, MEI

Alerts

When an alert pops up, press the **NRST** key for details.

Finding Elevation on the Map

Press the **ENTER** key, and then move the map pointer to the area you want to check. The elevation is displayed on the top bar.

NRST Contents

- AIRPORTS— nearest 15
- Wx — Nearest 15 airport weather sources including AWOS, ASOS, ATIS, and current METARs
- VORs, NDBs, INTs (Intersections), User (waypoints), and Cities —Nearest 15.
- ARTCCs, FSS — nearest 5
- Airspace — Up to 15 of them, including name, time before entry, if applicable, and status.

Highlight “Set up Page Layout”, and press **ENTER**.

Map Ranges

The Map Page has 28 range scales, from 20 feet to 800 nm.

De-cluttering the Map

When pressing the **ENTER** key, the display cycles through 3 levels of reduced information and then back to the full display. The display indicates the de-clutter level in the bottom left corner: “Clear-1”, “Clear-2”, or “Clear-3”.

Changing the Page Layout

YOU CAN ADJUST HOW THE LAYOUT APPEARS ON THESE PAGES:

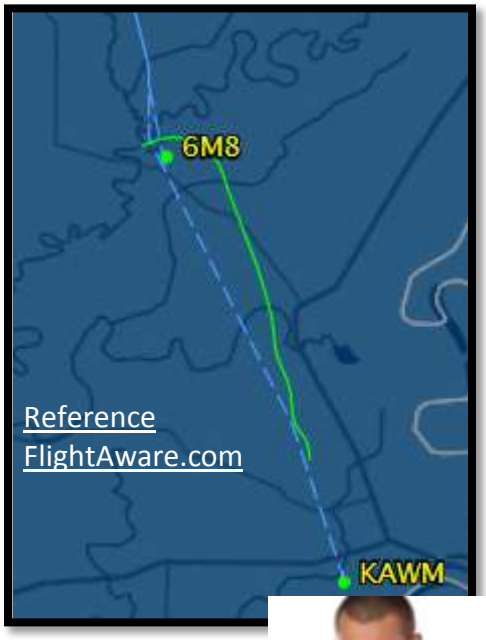
- Map
- Terrain
- Panel
- Compass
- Highway
- Location Data
- Trip Computer

Press **PAGE** until the page you want to change is displayed.
Press **MENU**

MOONEY ACCIDENTS 2012 What can we learn?

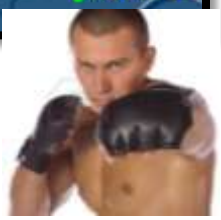
By Jim Price, CFI-I, MEI, ATP

The morning of July 21, 2012, a Mooney **M20E**, N1310W, took off from West Memphis (KAWM) Arkansas for Sullivan Regional (KUUV) Missouri. The pilot filed IFR, and the flight conditions were VMC. About 5 minutes after reaching a cruise altitude of 6,000 MSL, the engine started to run rough. The engine exhaust temperature (EGT) had dropped from about 1,350° F to below 1,000° F. The remaining engine indications appeared normal. Attempts to resolve the issue were not successful and the pilot elected to divert to *Marked Tree Municipal Airport* (6M8) Arkansas, field elevation, 219 feet MSL.



The engine continued to lose power as the flight approached *Marked Tree Muni and t*he pilot was unable to maintain a proper glide path to the runway. He was concerned about an inadvertent aerodynamic stall, so he landed in the bean field short of the runway at about 8:32 am, CDT. The airplane remained upright and came to rest about 325 feet from runway 36. The landing gear separated from the airframe and the right wing was substantially damaged. The pilot sustained minor injuries and the passenger was uninjured.

If this happens to you, how can give yourself a "fightin' chance"?



- **Altitude is your friend!** Glide range from 6,000' is 12 miles, but from 8,000' you'll give yourself three more miles. **10,000'** gives you more options with a **20 mile** gliding range. (All mileage is worst case, with the prop windmilling).
- **If you are faced with the slightest possibility of losing full engine power**, you need to focus on getting the aircraft on the ground NOW! Start multi-tasking, and immediately initiate a diversion to the closest suitable airfield, while you find a solution to the problem.
- **Reduced power or complete power loss?** Trim for best glide speed.
- **Leave the landing gear up** until you are sure that you can land on the intended runway/hard surface.
- **A stall will kill you.** Remember the words of Bob Hoover: *"If you're faced with a forced landing, fly the thing as far into the crash as possible."*
- **Consider the dirt below.** If it's soft, consider leaving the gear in the up position.

Product Review Foreflight Mobile

by Phil Corman

In our opinion, Foreflight Mobile is the premier application for pilots, running on both iPhone and iPads. It is an application that is for pilots, and written by pilots. The iPhone and iPad were really never targeted for use by pilots. But this may be the most powerful and cost effective application in the industry. And yes, Martha, that includes Garmin with their Pilot app. Here's the best part. The application is FREE to install on both iPhone and iPad. And the database for the entire year and entire USA is $74.99. Listen to this. For $74.99, you get all of the following: 1) The entire VFR sectionals and TAC (Terminal Area Charts) for the entire USA, 2) Low and High IFR enroute for the USA (seamless), 3) All IFR Approach/Departure plates, 4) AOPA's Airport Database, 5) FAA A/FD for all USA airports, 6) NexRad/Satellite/METAR/TAF/Winds Aloft/Prog Charts/Turbulence/PIREPs/TFRs/etc.

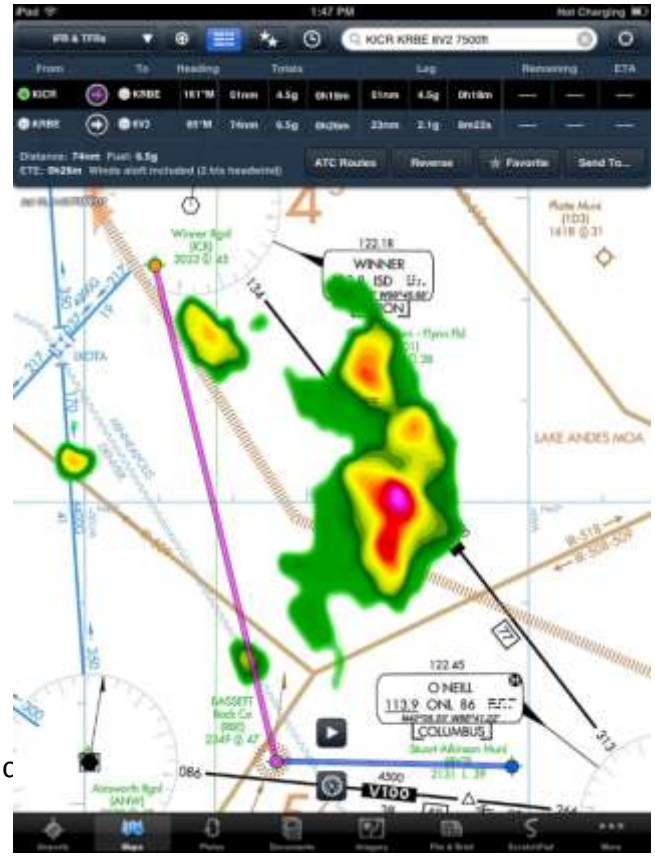
Setting up Pilot and Aircraft

It's valuable to setup your defaults. In this example, I used my airplane, my home airport, default cruising speed, default altitude, fuel burn, etc. This saves time when entering flight plans later.

Planning

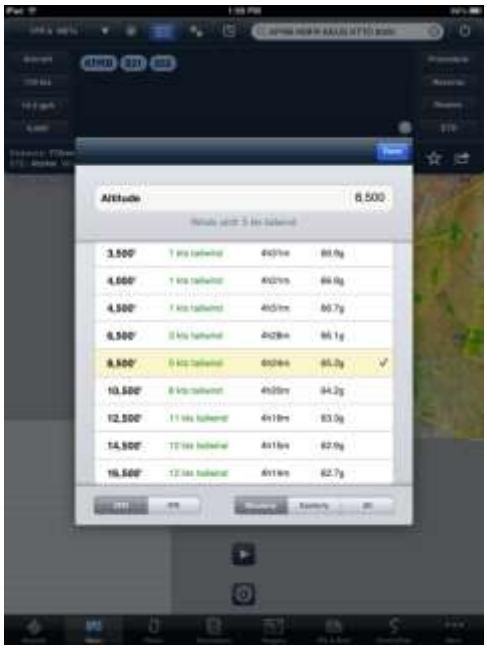
Let's begin by planning a flight from KICR (Winners Regional) to 8V2 (Stuart-Atkinson) at 7500 MSL. We do this by simply typing KICR 8V2 7500. In referring to the map with a NexRad overlay, you can see that there is some heavy precipitation, so we've added a detour/waypoint (KRBE) which will get us around the precip. Since I am also overlaying AIRMET & SIGMETs, I touch the screen and see that there is a Convective report.

There are several additional overlays that you can peruse. These 2 screenshots show VFR (left) and IFR (right) with a quick click.

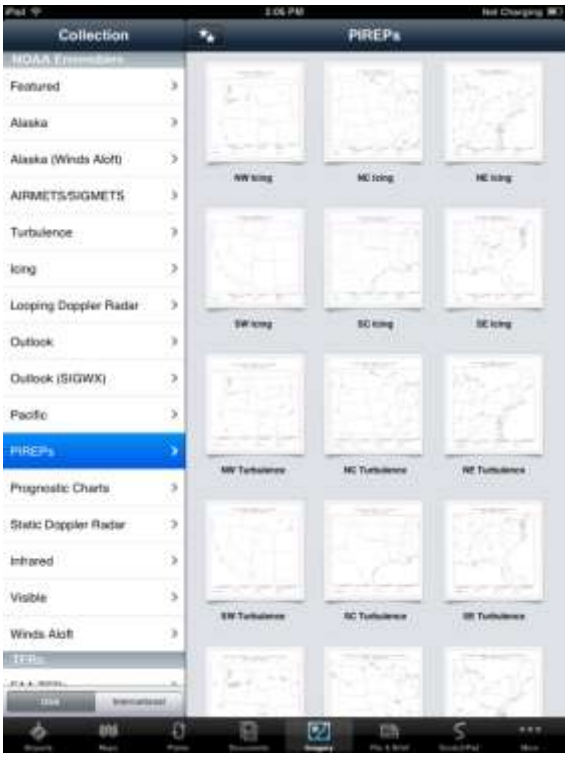


Bac

This flight plan would default to a wheel's up of immediately. If I want to set the time in the future, I have several options. I could enter KICR KRBE 8V2 +45 (meaning departure in 45 mins) or KICR KRBE 8V2 +2h (meaning departure in 2 hours), or KICR KRBE 8V2 1345z (zulu time) or even KICR KRBE 8V2 8:45a which is 8:45am local time.



In the latest version of Foreflight, there are some cool new features (shown in the 3 illustrations above). In the top left, the pilot can select any waypoint and get a drop down menu where "Direct To", "Insert Before", "Insert After", or "delete" can be selected on that waypoint. In the middle illustration above, the pilot can get the winds aloft at different altitudes and easily select one that is most favorable. Finally, in the upper right, the pilot can select "Routes" and see a list of the most recent routes cleared by ATC. This can save time in the cockpit by selecting routes that ATC is granting.



Additional Images

So you want more weather or TFR information, simply touch the **Imagery** button at the bottom of the screen. Here you can see everything from AIRMET/SIGMETs to Turbulence, Icing, Doppler Radar, Outlook, PIREPs, Prog Charts, and more. As with everything in Foreflight, you can declare any of these images to be **Favorites** for quick and easy access later.

File & Brief

If you setup your DUATS account, you are ready to file your VFR or IFR plan. Just touch **File & Brief**, and your flight plan will be filed with FSS. It's really scarily easy.

<u>So now you have departed</u>

Back to Table of Contents

What happens if you are assigned an airway, though, in your IFR clearance at Lunken before departure? Here's an example:

"…cleared to Charleston via CALIF, Victor 128 and then Charleston VOR…"

On many panel-mount GPS units you would need to enter nine separate waypoints to define the airway (and you'll probably still want to do this if you're using it for primary navigation). With ForeFlight though, you only need to enter the fix to join the airway (CALIF), the airway name (V128), and the exit point on the airway (HVQ).

After pressing "Search"on the keyboard, you'll see all the intermediate intersections and VORs are automatically entered in your flight plan. This detailed nav log also makes it very easy to enter all the fixes into your primary GPS if it does not support airways, and can help avoid entry mistakes from just referring to the chart.

It's very important to enter both an entry and exit fix for the airway as prescribed in your clearance – if you only enter the airway number, the app will either load the entire airway, or give you an error message.

Entering SIDs/STARs into a Flight Plan

ForeFlight also includes the capability to add Instrument Departure and Arrival procedures directly into the waypoint search field as part of a flight plan. Let's say you're going from the St. Louis Downtown airport (KCPS) to Lexington's Blue Grass Airport (KLEX), and you receive this clearance:

"…cleared to Lexington via the Turbo Six Departure, Pocket City transition…"

To add this routing to ForeFlight, first open the Turbo Six Departure chart (you'll want the second page with the descriptions). Here you'll see the procedure spelled out in English, along with codes for each of the transitions. Next to the title of "Pocket City Transition ", you'll see "TURBO6.PXV" – this is how you'll enter the procedure into ForeFlight.

Just like the airway entry, the flight plan list will display all the waypoints required for the procedure, including the initial or final transition fix. It's important here to enter the code exactly as it's spelled out on the chart, with the period between the SID/STAR name and the transition fix, or it will not load properly. If the procedure lists multiple routing options based on the expected runway, you'll have to enter that in as well: e.g. LFK.MARCS9.30L (an alert message will appear if you forget to enter the runway).

Entering a VOR/DME Fix into a Flight Plan

Often when departing from busy airspace you'll receive a clearance that begins with a VOR/DME fix. For example: "…cleared to Atlanta via the CVG VOR 169° radial, 35 DME fix, then as filed…"

Here's how you would enter this fix into ForeFlight: CVG169035. You'll want to always enter 9 characters here, starting with the VOR identifier, the 3-digit radial and the 3-digit distance (start with a 0 if it's less than 100 miles).

Enroute, if you have a GPS in your iPhone or iPad, Foreflight will operate just like a Garmin GNS or GTN GPS. If you are IFR and want to pull up Arrival Procedures or IFR Plates, just touch the **Plates** button. For $74.99 per year, the Approach Plates are not geo-referenced, but for $149.99, the Plates are geo-referenced. This seems amazing when you compare this pricing to either Garmin or Jeppesen.

In the interest of space, I will not show all of the information you can view on each airport, but here's a sample of what's available. There are airport diagrams, complete Airport/Facility Directory, Taxiways, FBOs, Services, Rental Cars, Airport frequencies, FSS, ATC, Fuel prices. If Foreflight were a knife, it would be a Swiss Army knife. We cannot think of anything that's missing of any importance.

It's also good to know that Foreflight is incredibly tuned into its users. You can submit wish list items for future releases and they actually pay attention to your requests. They are very responsive to bugs or problems with the application as well.

Click Here to checkout Foreflight's website.

TRULY SUPERIOR PILOTS ARE THOSE WHO USE THEIR SUPERIOR JUDGMENT TO AVOID THOSE SITUATIONS WHERE THEY MIGHT HAVE TO USE THEIR SUPERIOR SKILLS.

Hot Starting a Fuel Injected Continental Just the Facts Ma'am

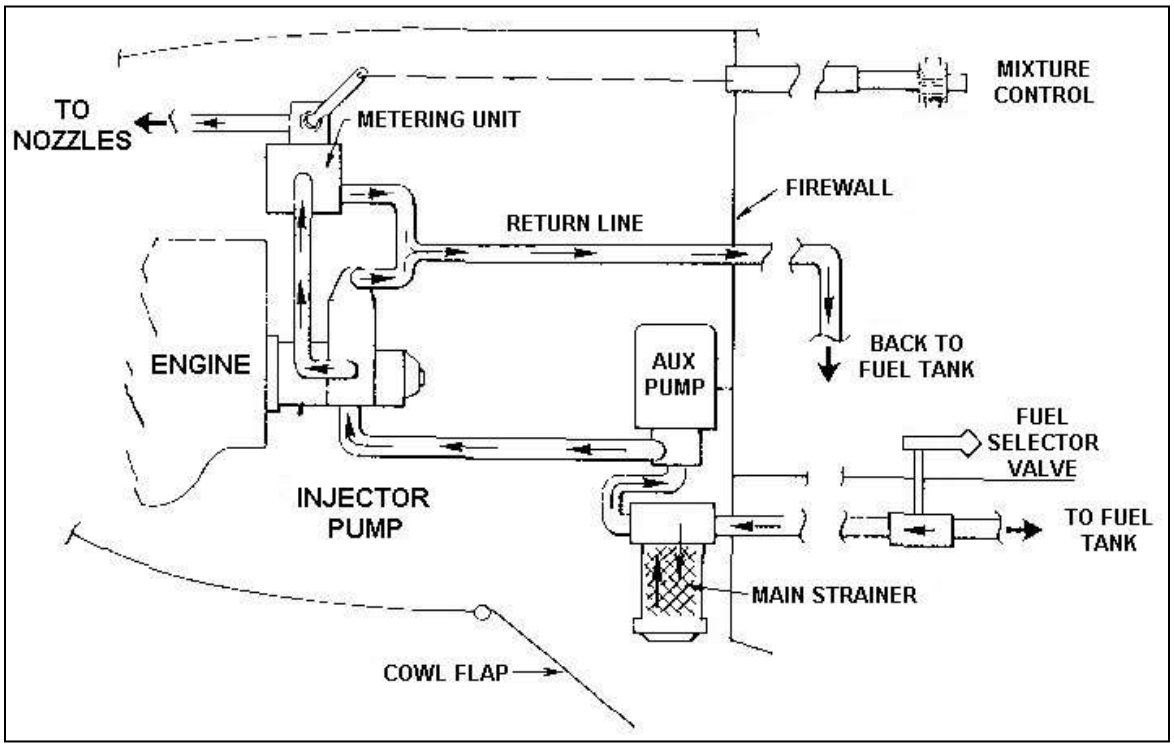
There has to be a better way – and here it is, in three easy steps:

1. Mixture control – Full Lean or Cut-off.
2. Throttle – Full open
3. Electric auxiliary fuel pump – On high.

Relax for approximately twenty seconds and while you are waiting, here is how the solution is working for you. The electric fuel pump is taking liquid fuel from the tank selected and pumping it through the heat-soaked lines under the cowling. In its cut-off position, the mixture control prevents this fuel from reaching the cylinders. This is exactly what is needed at this moment: Now the fuel takes the alternate path and returns to the tank or header from which it came.

Fuel Flow Purges Lines

During this process, the continual flow of fuel will purge the lines forward of the firewall of all vapors. Also this continued flow will reduce the wall temperature of the lines through which it passes. After approximately twenty seconds the fuel lines will have cooled sufficiently to retain the fuel in a liquid state after the pump is turned off. The figure illustrates the purging process.



The electric pump is operating and you can begin to see the results. The supply line from the electric pump to the injector pump is almost free of vapors. Notice the vapors being returned through the return line system and that no fuel is passing the mixture control to the nozzles.

After twenty seconds, turn off the electric pump and make a normal start as follows:

1. Mixture control – Full rich.
2. Throttle – Cracked or partially open.
3. Starter – Engage.

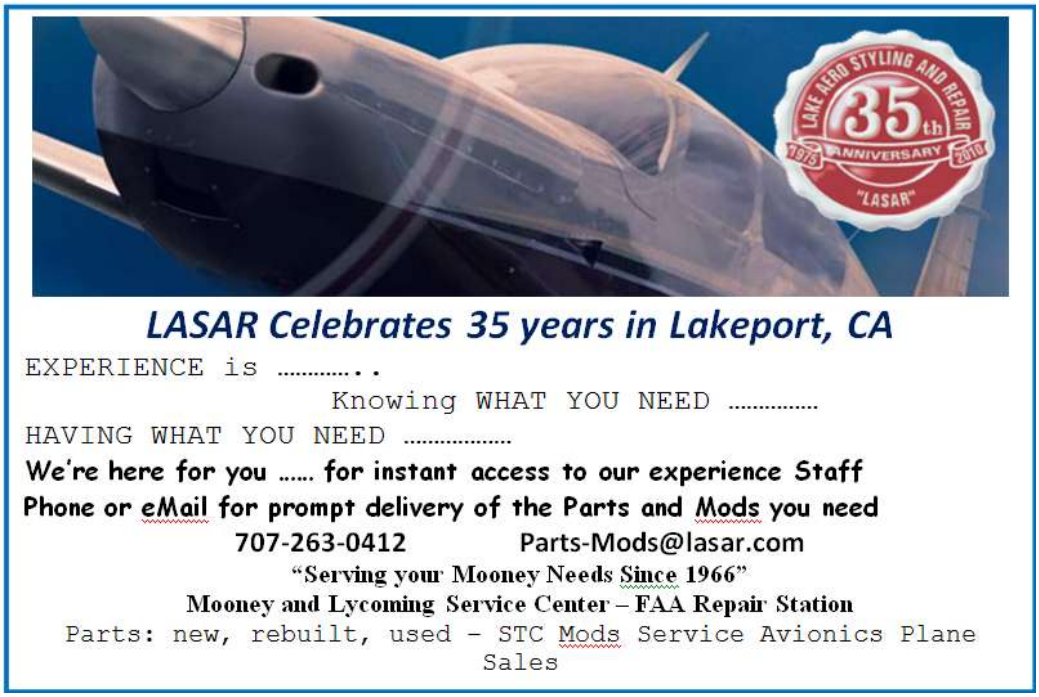
No priming will be necessary because a small amount of fuel will make its way past the closed mixture control and into the nozzles during the purging operations. If this "three step" purging operation is conducted exactly as outlined, the engine will respond to a normal warm start procedure every time, and with no difficulty. Just remember:

1. The *mixture control must be full lean* – to prevent flooding and to force the circulating fuel to flow back through the return system.
2. The *throttle must be full open* – because some single engine fuel injected aircraft incorporate switches in their throttle linkage to prevent the auxiliary pump from operating in the high position when the throttle is retarded.
3. The *auxiliary pump must operate in the high position for approximately twenty seconds* – to provide sufficient time to adequately cool the fuel lines and components inside the cowling.

Three to Remember

Finally, let's summarize the three important facts that you should remember about "hot start" difficulties:

1. The cause of this possible difficulty is simply heat soaking of the fuel lines inside the engine cowling or nacelle after engine shutdown in hot weather.
2. The actual condition is temporary fuel starvation due to vaporization of fuel in the lines inside the engine cowling.
3. The solution for preventing the difficulty is the auxiliary fuel pump which simply purges the vapors and hot fuel from the lines prior to starting.



LASAR Celebrates 35 years in Lakeport, CA
EXPERIENCE is ……..
Knowing WHAT YOU NEED ……
HAVING WHAT YOU NEED ……
We're here for you …… for instant access to our experience Staff
Phone or eMail for prompt delivery of the Parts and Mods you need
707-263-0412 Parts-Mods@lasar.com
"Serving your Mooney Needs Since 1966"
Mooney and Lycoming Service Center – FAA Repair Station
Parts: new, rebuilt, used – STC Mods Service Avionics Plane Sales

What Can we Learn from Crashes It's up to You and Me!

ONE-A-DAY – In the 50s, 60s and 70s, commercial aviation didn't have a very good safety record. Airline accidents frightened my mother and rightly so. However, in June, 1971, I was graduating from USAF pilot training, and my mother wanted to pin pilot wings on her boy's chest. So, with my father holding her hand, she took a deep breath and boarded a Frontier Airlines Prop Jet, and flew from Salt Lake City to Denver and then on to Enid, Oklahoma. Today, things are quite different. The last fatal airline crash was Colgan Air flight 3407 in 2009, killing 50 people near Buffalo, New York. In sharp contrast, private-plane crashes have killed over 1,500 people since 2009 – 30 times as many as the Colgan Air Crash. That's a rate of a little over one death per day!

WHAT CHANGED? – Advances in technology created the Angle of Attack indicator, GPWS (Ground Proximity Warning System), the onboard Wind Shear Alerting System, TCAS (Traffic Collision Avoidance System), advanced color weather radar, and a myriad of other gee whiz devices to improve safety. The airlines, following FAA *mandates*, installed all of 'em and greatly enhanced their recurrent training programs. Today, commercial airline crashes due to icing, inadvertently hitting the ground, mid-air collisions, wind shear and other causes have been almost wiped out. The Commercial Jetliner accident rate has dropped 85% since 2000. Conversely, the **private-pilot crash rate** has increased 20%. (Reference: U.S. National Transportation Safety Board). Accidents involving private pilots in their own or rented planes, mostly small, single-engine aircraft, averaged about 12 per 100,000 flight hours from 2007 through 2010. Private-flight crashes were 12 times higher than the average rate for other types of general-aviation flying. More disturbing is the rate of deadly wrecks in the world of private flying. It's growing faster than the accident rate and deaths are up 25 percent since 2000.

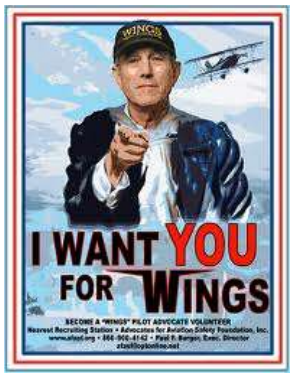
THE MISTAKES JUST KEEP COMIN' – Pilots have overloaded planes, failed to check weather reports, and made flying mistakes that caused planes to lose lift (stall) or go out of control. Pilots can't seem to stop flying into rising terrain or weather when on a VFR flight. In an average week, three GA aircraft crash due to fuel starvation (Reference AOPA's Safety Institute). Pilots seem to be oblivious to the lessons that could be could be learned previous accidents.

MISTAKES LIKE: VFR to IMC – In 2005, the NTSB issued a study focusing on the role of weather as a common cause of small-plane accidents. In May 20, 2011, a Beechcraft Bonanza crashed in Taos, NM, after the pilot chose to fly into a cloud and slammed into a mountainside. Investigators found that the pilot, who died, hadn't checked weather reports for the route he flew.

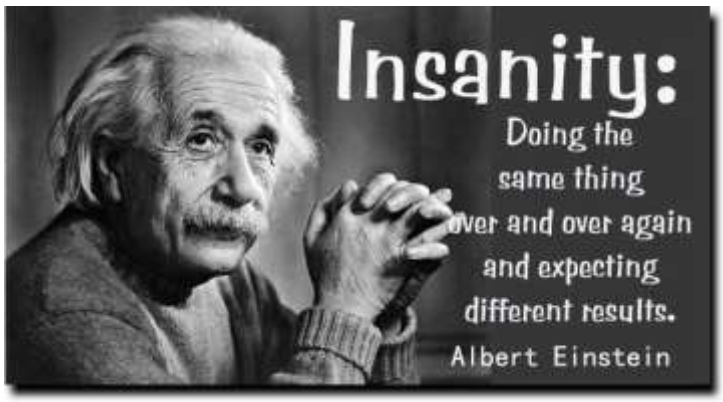
LOSS OF CONTROL AND THE "AFFORDABLE" BUT NOT MANDATED, AOA – The largest category of accidents are those in which pilots lose control during flight, said Bruce Landsberg, President of the AOPA Foundation. An NTSB safety panel, which met in June 2012, has endorsed working with the FAA to make it cheaper for small planes to install an Angle of Attack Indicator or AOA which will warn pilots when wings are in danger of losing lift. AOPA installed an AOA in the Air Safety Institute's Archer. However, pilots are not interested in using the Archer's AOA because they are more comfortable with the "old, unreliable airspeed [indicator] because that's what they had lived with since they began flying." (AOPA Pilot, August 2012, page 20). Landsberg lamented that, "AOAs will only be of value to a generation of pilots who are exposed to it at the beginning of training."

IF YOU'RE YELLING "YAHOO!", IT'S PROBABLY NOT GOING TO END WELL – I confess, I've been caught up in a juvenile stunt or two; even yelled "Yahoo!" Yes, the number one cause of accidents is still **PILOT ERROR**. Pilots can be trained ad nauseum, ("until the cows come home"), but they are still human and sometimes make bad choices. The following accident is particularly tragic. On Feb. 15, 2010, a Cessna T337G twin-engine plane crashed near Monmouth County Executive Airport in Farmingdale, New Jersey, as family members of those on board watched. The three adults and two children on the plane died. The NTSB found that after buzzing the airfield at high speed, the plane pulled into a climb and a section of the right wing separated from the aircraft. The plane was overloaded and flying too fast for such a maneuver.

THE WINGS PROGRAM – Strapping yourself and friends/family into your Mooney is serious stuff. It's not a hobby. Flying radio controlled airplanes is a hobby with, I might add, a better safety record than GA. The FAA's Wings Program was developed to increase a pilot's exposure to aviation safety courses and enhance flight proficiency. After signing up for "Wings" at http://FAASafety.gov/ , pilots complete three Safety Courses a year and fly with a CFI three times year. That's six flights in 24 months versus one in the BFR program. However, fuel and instructors aren't free and "Wings" takes more time. So, the "Wings" participation level is very low. At the end of 2009, there were **234** recreational pilots, **3,248** sport pilots, **211,619** private pilots, **125,738** commercial pilots and **144,600** airline transport pilots. Yet, this year, only **14,745** pilots have earned at least one phase in the WINGS - Pilot Proficiency Program. (Reference http://faasafety.gov/). That's just **4%** of the Private, Recreational, Sport and Commercial pilots in the US. Is it ignorance or apathy? Apparently, many pilots don't seem to know, or care.



IT'S UP TO US! – The accident rate is not going to get better until something changes. Mandatory continuation training would rejuvenate flight schools and invigorate Pilot Proficiency Programs and companies like Flight Safety, Inc. But, for now, it's up to each pilot to be as professional as possible! At least take the AOPA and FAASafety.gov courses. Friends and family who fly with you believe that you are outstanding, professional and proficient pilot; otherwise, they wouldn't get in your airplane. I contend that pilots should be as proficient and competent as their family and passengers think that they are. Until something changes, we can count on one thing: Somewhere in America – **TODAY** – at least one life will be lost in a GA accident.



The Mooney Community's Safety Statistics

Year	Mooney Accidents	Deaths
2010	13	6
2011	30	12
So far, 2012	13	4

To read more, see Bloomberg Newsweek, Deadly Private-Plane Crashes Prompt U.S. Call for Basics, by Alan Levin on June 19, 2012

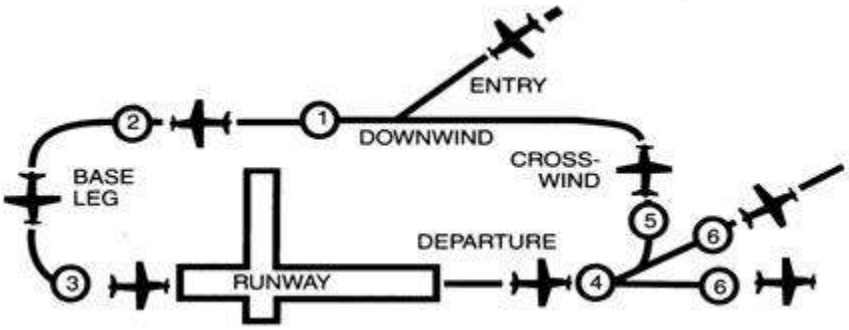
How does one enter the traffic pattern when a 45 to downwind is not convenient?

Fly directly over the runway, heading toward the downwind at least 1000ft above the traffic pattern altitude. This way, you'll have a great view of the airport and approaching aircraft. Once clear of the downwind leg, you can start a descending turn and set up for a 45 degree entry to a midfield downwind.

Ensure that you're at pattern altitude before you enter the downwind. This will help ensure that you don't descend on aircraft in the pattern. Always be aware of any arriving aircraft.

Just because you don't hear anyone in the pattern, that doesn't mean that a pilot in a J-3 Cub – without a radio – isn't trying to land, too. Always fly the standard traffic pattern. Don't rationalize some other method. That only adds to pattern confusion. Be a solution and not a problem.

Flying the standard pattern published in the Aeronautical Information Manual (AIM) may standardize pilot expectations! Of course, at towered airports, comply with the controllers instructions!



Counterpoints

from Phil Corman, co-editor

Jim's points are exactly correct, but I think it's important to realize that there are additional ways to enter a pattern that are also legal. When arriving at an uncontrolled field from the wrong side, Jim's method of overflying is the most accepted method. But making a **Mid-Field Entry** and turning downwind is equally valid. You have a perfect site picture and can easily blend into any traffic. Additionally, you'll spend less time in the pattern.

As much as many pilots seem to disagree, a **Straight-in** approach to final is also a legal and valid approach. Again, you will spend less time in the pattern and have another great site picture of planes on downwind and base. It's easy to merge, and if it isn't then slow down or circle until it is.

Lastly, be prepared to see planes make an **Overhead Break** in which the plane comes down the runway at pattern and performs a left/right turn to downwind. I see this frequently with tankers landing after fighting a fire. It is one of the quickest ways to get on the runway.

It's important to realize that these are all legal pattern methods and the best response you can have is to ensure that your head is on a swivel and looking for planes in all of these directions. The radio/comm. Is only a backup, due to NORDO planes. Given our Mooneys tend to be faster than other singles in the pattern, another good practice is to slow down in the pattern. It'll make it easier for you and other planes to blend.

A Pilot's Story

This came from a gent who runs a 2000 acre corn farm up around Barron, WI, about 230 miles NW of Oshkosh, WI. He used to fly F-4Es and F-16s for the Guard and participated in the first Gulf War.

His story:

I went out to plant corn for a bit to finish a field before tomorrow morning and witnessed The Great Battle. A golden eagle - big, with about a six foot wingspan - flew right in front of the tractor. It was being chased by three crows that were continually dive bombing it and pecking at it. The crows do this because the eagles rob their nests when they find them.

At any rate, the eagle banked hard right in one evasive maneuver, and then landed in the field about 100 feet from the tractor. This eagle stood about 3 feet tall. The crows all landed too, and took up positions around the eagle at 120 degrees apart, but kept their distance at about 20 feet from the big bird. The eagle would take a couple steps towards one of the crows and they'd hop backwards and forward to keep their distance. Then the reinforcement showed up.

I happened to spot the eagle's mate hurtling down out of the sky at what appeared to be approximately Mach 1.5. Just before impact the eagle on the ground took flight, (obviously a coordinated tactic; probably pre-briefed) and the three crows which were watching the grounded eagle, also took flight thinking they were going to get in some more pecking on the big bird.

The first crow being targeted by the diving eagle never stood a snowball's chance in hell. There was a mid-air explosion of black feathers and that crow was done. The diving eagle then banked hard left in what had to be a 9G climbing turn, using the energy it had accumulated in the dive, and hit crow #2 less than two seconds later. Another crow dead…

The grounded eagle, which was now airborne and had an altitude advantage on the remaining crow, which was streaking eastward in full burner, made a short dive then banked hard right when the escaping crow tried to evade the hit. It didn't work - crow #3 bit the dust at about 20 feet AGL.
This aerial battle was better than any air show I've been to, including the war birds show at Oshkosh.
The two eagles ripped the crows apart and ate them on the ground, and as I got closer and closer working my way across the field, I passed within 20 feet of one of them as it ate its catch. It stopped and looked at me as I went by and you could see in the look of that bird that it knew who's Boss of the Sky. What a beautiful bird!

I loved it. Not only did they kill their enemy, they ate them. One of the best Fighter Pilot stories I've seen in a long time... There are no noble wars -- Only noble warriors

Get yours at

www.JDPriceCFI.com or

www.Amazon.com