The Mooney Flyer

The Official Online Magazine for the Mooney Community

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Features

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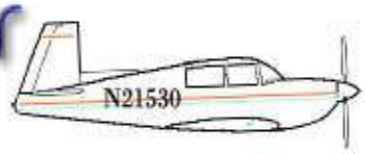
From the Editor

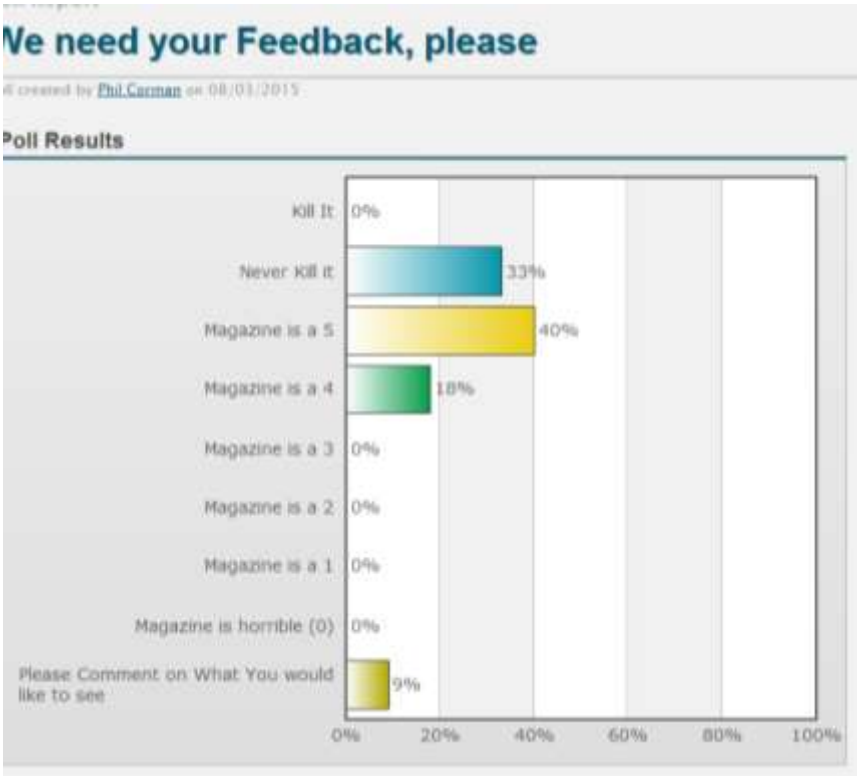
Phil Corman



Harrison Ford found star and Mooney Owner Henry Punt on the ramp in Camarillo (KCMA). Henry was nice enough to let Harrison take a picture with him.

Mooney Fly-Ins

There seems to be a resurgence of Mooney Fly-Ins around the country. As we publish this, there is the 3rd Annual Mooney Summit in Panama City, FL. There is a weekend fly-in to beautiful Lake Powell in one week, and LASAR had an amazing BBQ fly-in for Mooneys last weekend. Fall is a great time to fly your Mooney with generally clear and dry weather. Enjoy!



Last month's poll asked, **"We Need Your Feedback"** on the quality of The Mooney Flyer. Thank you very much for your strong support for our humble efforts. It means a lot to us.

Next month's poll:
"What is Your Engine Lubrication Approach?"

CLICK HERE to vote.

Appraise Your Mooney's Value

Don't forget about our cool new **Appraise your Mooney's Value** calculator using Jimmy Garrision'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.

M20C M20E M20G M20F M20J

Around 1963 Mitsubishi gave Mooney the right to make & sell the Mu2. "Mu" is pronounced Moo and "2" in Japanese is "Ni", pronounced "nee"… Is it a coincidence that when pronounced together, it says "Mooney"? You be the judge!

RE: Multitasking -- I thought your article about the base to final turn was excellent. I was taught to square the base to final turn and quickly go to full flaps on final. Over the years, I decided the gentle descending turn to final was much better. One gray area for me and perhaps one you could address in a future article, is the use of flaps. On an instrument approach, I use half flaps and delay going to full flaps until I have the runway in sight. This simplifies a missed approach, especially at high density altitude in a normally aspirated plane. With high crosswinds or gusts, would you use less than full flaps to improve control? If so, how high would the winds or gusts have to be for you to use less than full flaps in something like an M20J?

Boyd W

Geoff Lee's Response --

Regarding the use of flaps:

It seems to me that each Mooney pilot that I fly with employs a different routine for using flaps. The style of use is certainly optional. Aircraft flaps are designed to allow for a slower and steeper approach. I have always found that while the Mooney flaps do lower the stall speed a small amount, they are minimally effective for speed control especially when compared to certain other high wing aircraft. In all models of Mooney, the flaps are most useful with regard to attaining a more commanding, pitch down visual picture of the runway during any approach. In a Mooney, trim depends on flap application.

For those not blessed with electric trim, incremental flap extension interspersed with trim application works best.

In the pattern I tend to ***suggest*** fully extending the flaps either on down wind or base. Vertical speed control via the throttle is enhanced somewhat in this configuration. The choice of when to use flaps will vary with wind direction and velocity. My personal technique is to extend full flaps on the downwind in wind velocities less than 15kts. This gives me the best view of the touch down target and less to do later. During the instrument landing process, I recommend a "take off" flap position be set at Glide slope intercept in conjunction with lowering the gear. On a "non precision" approach, aside from the prop full, fuel on best tank, etc.., I recommend that the landing gear be down the flaps lowered to half at the initial fix (IF). In other words, ***ready to land prior to any descent.*** This reduces pilot workload throughout the approach, allowing maximum focus on track alignment and fixes. It also tends to keep the speed under control.

In the pattern with students, with any significant x winds above 10-12kts, I suggest no flaps during departure or approach and certainly suggest that you omit flaps when the crosswind is 15 kts and above. The dictates of Pilot skill/experience will modify any of these wind speeds.

The question remaining is what is a significant x wind? I teach students to momentarily remove their feet from the pedals on both downwind and final, then compare the aircraft heading to the runway heading. The nose will swing into the wind and if the difference is more than 5 degrees, the x wind is becoming significant, so minimize or completely omit flap application. When there's a 10 degree difference or greater, be on your game, wing down into the wind and the downwind foot ready to align the nose with the runway just prior to touchdown. The degree of wing down should be sufficient to arrest the drift.

A slightly controversial flap technique that I personally use on touch down is to release the flaps immediately upon touchdown, particularly in strong/gusty winds. After closing the throttle, move the hand immediately to the flap lever and release the flaps. Flap retraction allows all the compressed air trapped

between the flaps and the runway surface to escape, thus allowing the full weight of the aircraft to settle rearward onto the mains rather than the Mooneys' flap down tendency to pitch forward onto the nose wheel. This provides maximum braking efficiency and minimizes "ballooning". It also helps relieve the yoke back pressure needed to keep the nose wheel clear of the runway. The Chief Pilot at Mooney taught me that procedure at the factory in 1968. The age old argument that one should leave the flaps alone until clear of the runway was generated during WW2 when the flap lever was adjacent to the gear handle and the throttle on many military aircraft. Because of this, the gear could be easily inadvertently retracted. There is a good distance between the gear lever and the flap lever/switch on the Mooney. These is also an airspeed actuated safety switch to minimize the possibility of inadvertent retraction on the runway.

RE: If They Had Only Waited – It just drives me crazy when I read about accidents like this. These are avoidable, and should be avoided. Live to fly another day is my credo. Jim and Phil have written about dozens of accidents and there seem to be two recurring themes. One is that most accidents happen because of a chain of events, such as weather, mechanical, judgement, etc. One mistake may often be salvageable, but a chain usually results in a tragedy. The second is "judgement"! Be flexible and when the situation is screaming at you to make an alternative decision, then make it.
Bob G

RE: Mooney Tales – Linda Corman's articles on her Mooney flying trips are just purely inspirational. She and her husband seem to jump into their Mooney and go darn near everywhere. It was heartwarming to see that they also got to see their grandkids. Aren't Mooneys just wonderful! I had no idea that Bryce Canyon was so beautiful. I am an east coast flatlander, so an airport at almost 7600' MSL is higher than some of my cruise altitudes. Love Mooneys, love the Flyer, and love Linda's travelogues.
Tim H

RE: Ask The Top Gun – I can't believe that Tom Rouch answers questions every single month. And I loved his answer this month regarding what % should we run our engines at cruise. I got my Mooney to go FAST. I don't understand throttling back or LOP. Thoroughly enjoy his candor.
Tom M

Yogi Berra said: Sandy Koufax won 25 games. What I don't understand is how he lost 5. If he was a pilot: That Mooney pilot made 25 great landings. What I don't understand is how he botched 5.

What Your Mom (ie, POH) Never Told You


PILOT'S OPERATING HANDBOOK
and
FAA APPROVED
AIRPLANE FLIGHT MANUAL
Mooney M20J
1978

NOTE:
THIS HANDBOOK INCLUDES THE MATERIAL REQUIRED TO BE FURNISHED TO THE PILOT BY CAR PART 3 AND MUST BE KEPT IN THE AIRPLANE AT ALL TIMES.

MOONEY AIRCRAFT CORPORATION
P. O. BOX 72, KERRVILLE, TEXAS 78028

SERIAL NUMBER _____
REGISTRATION NUMBER _____
FAA Approved: Don P. Watson

Don P. Watson, Manager
Aircraft Certification Division
FEDERAL AVIATION ADMINISTRATION
Department of Transportation
Southwest Region
Fort Worth, Texas

FAA APPROVED in Normal Category based on CAR 3, effective Model M20J,S/N 24-0084, 24-0378 - 24-0763.

REV D 3-7-84
ISSUED 11-15-77
MANUAL NUMBER 1221

How many times has someone told you, or you told them, to get the correct guidance on how to operate your Mooney from the Pilot Operating Handbook (POH)? Sometimes, strictly following the POH or the FARs, isn't always the correct thing to do. Before you begin to think that I'm a rogue cowboy, let me explain. I'm not advocating that you violate the FARs, but sometimes, for your experience or proficiency level, the FARs may be too lenient. For instance, your personal weather minimums might be more restrictive than the FARs. 1000 and 3 VFR weather might be unacceptable to you. Likewise, a ½ mile visibility requirement for an ILS Approach might be something that you would not want to try. The PIC is always responsible for making the correct call and knowing "everything about the flight". So, does the POH have minimums that you're not comfortable with? Can it fail to provide adequate guidance to the Mooney Owner/Pilot?

Some POHs will have the information we talk about in this article. But many do not.

On Startup

Cold Starts and Hot Starts are a good example. Whether you have a Lycoming or Continental engine, the POH provides step by step guidance for starting. If the POH guidance doesn't work for you, try different techniques from other owners with the same engine. For instance, my COLD start procedure for my M20S is to prime, using the HI BOOST Pump, for 6-8 secs, and it starts on the "first turn". For HOT starts, I simply give it 5-6 seconds, or more, using the LO BOOST pump, to clear out vapor in the fuel injection lines, and it usually starts in

the first 2 turns.

Another important recommendation is to NOT let the engine rev up during the first 15-25 seconds. Remember, when first starting, there isn't enough oil to protect the upper engine. The most wear you will usually have on your engine is during start, especially in colder weather. At The Mooney Flyer, we are big fans of CamGuard because it keeps the lubrication in the upper engine for a long time.

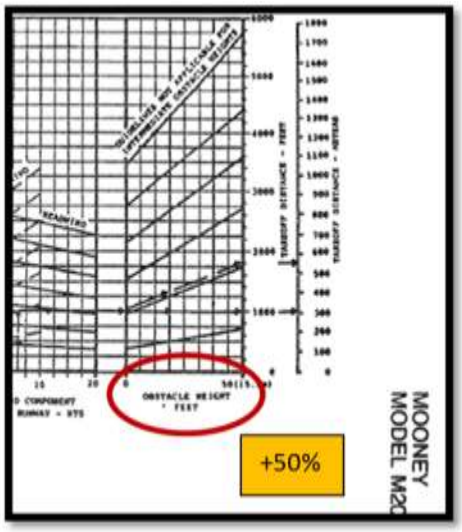
Engine Leaning

Once again, there is little guidance on leaning your engine. For example, on climbout, it is good practice to maintain the same EGTs as you normally expect on a climb out at Sea Level. As you climb, continue to lean your engine to maintain that EGT.

After you reach cruising altitude, most POHs will encourage you to lean to 50° Rich of Peak (ROP). Whether you like to run ROP or Lean of Peak (LOP), 50° ROP produces excessively high Internal Cylinder Pressures. Typically, engines running at 65% power, or greater, should be run richer of peak to reduce internal cylinder pressure. The same goes for LOP operation. CLICK HERE for a good article on this topic.

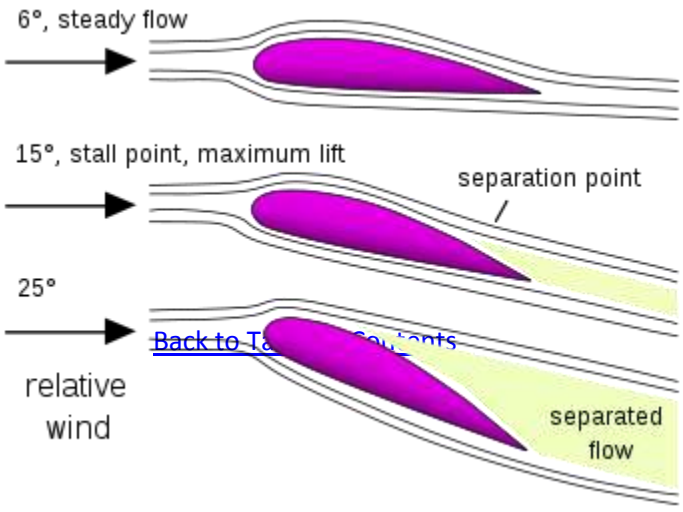
Runway Needed

Your POH is probably the worst place to obtain your takeoff and landing distances. However, it's a good starting point, but that is all. The only way to determine your actual required takeoff/landing distances is to measure it yourself. You do NOT need to determine every single altitude, weight, temperature and altimeter setting, but you should measure several distinct scenarios, especially those that you encounter the most. You can easily interpolate between different temperature, weight, and density altitude extremes. What you are looking for is how much your Mooney's distances vary in relation to the POH distances. If you determine that your Mooney requires n% more than the POH, that is useful. But, if you don't want to be a Mooney test pilot, consider using 20-25% more than the POH indicates until you have sufficiently proven otherwise. AOPA's Safety Institute has the most conservative recommendation, proposing that you add 50% to the POH takeoff distance over a 50-ft obstacle.



Stall Speeds

Your stall speeds will vary from the POH. Go out with an instructor and perform departure/approach stalls at different weights and configurations. It might be useful to have the instructor perform the stalls while you record the precise



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airspeeds. (The variation, if any, should be slight).

Approach Configurations

Most IFR rated Mooney pilots know the exact power/propeller settings to provide a given airspeed and descent rate on an approach. If you are a VFR pilot, you should know the same power settings. Master CFIIs Don Kaye and Bruce Jaegar have stated over and over, the need for a precise and stabilized approach. Usually, that means descending on a 3° slope at 500 fpm. Do you know your Airspeed/Manifold Pressure/Prop RPM/Flap settings to do this? You should. Recently, on final, I lost my Airspeed Indicator due to a blockage. I had little time to mentally prepare, but I had ingrained in my brain, power settings and "the sight picture" on final. I landed perfectly, pumping a little more adrenaline than normal.

CHTs

Exhaust Gas Temperatures (EGTs) are less important to your engine than Cylinder Heat Temperatures (CHTs). As a rule of thumb, you shouldn't exceed 380° CHT on a Lycoming, and 400° CHT on a Continental. The critical time for your engine is typically on initial climbout. The best way to manage CHTs is to either lower the nose, thereby increasing airspeed, and/or enrichening the mixture. Both work. The message, not usually found in your POH, is to watch your CHTs and manage them.

Oil Changes

Does the POH specify when to change your old oil and filter? Not really. Here's what you need to know: Change your oil after 25-35 hours of operation, or after 3 months, whichever occurs first. Don't be *tighter than bark on a tree* and leave the filter unchanged! Change the filter at every oil change. It costs about $20 and a new filter is the best thing you can do for your engine. Over time and over usage, combustion junk finds its way into the oil. It also becomes acidic and that's not good for your airplane. Remember also, that to eliminate the moisture and water from your engine, you'll need to fly your Mooney for at least one hour at cruise settings. This one hour at cruise rule, is just an estimate, but starting it and running it on the ground won't cut it. After removing the filter, cut it open and look for pieces of metal. Another recommendation you won't find in the POH: Open your wallet and spend $25 for regular oil analysis. This will find problems before you would ever see big chunks in your filter. Click Here for more information on oil changing strategies.

Oil

If your oil sump takes 8 quarts of oil, how much oil is best to keep your oil level? If you said 8, you are just polluting the environment and sending unnecessary dollars to OPEC. Generally, any oil more than 6 quarts, or so, just blows out of your Mooney. Did you know that your Lycoming and your Continental will run safely on approximately 3 quarts, or a tad less? That's not a wise choice since it gives you little or no margin. If you know your oil consumption and it is steady, consider maintaining it around 6 quarts. You'll spend less on oil and have to clean your belly less often.

Use of Speed Brakes

Your POH says little or nothing of value about the use of your speed brakes, if so equipped. In a recent workshop given by Master CFII Don Kaye, he says they are best used in 1) Slam dunks by ATC, 2) When asked by ATC to keep your speed up, 3) For a steep approach to a runway, 4) To make a quick correction to an approach that has become unstable, 5) To slow down for gear speed, 6) On dive & drive approaches, and 7) Immediately after touchdown on normal landing if switch is on the yoke.

But there are also times NOT to use the speed brakes, such as early in the approach and then being forced to add power to maintain the proper vertical descent. Don't use them in gusty crosswind landings as they can create additional drag if vertical descent is too high, and do NOT use them to save a landing within 100' AGL of a landing. Think a lot before deploying your speed brakes in icing conditions… They have been known to freeze in the up position.

Summary

For us at The Mooney Flyer, we recommend using the POH. It's a strong guideline for effective Mooney operation, but we have highlighted some omissions and some optimistic expectations of runway lengths required for different operations and more. Remember, all our Mooneys are hand built and have slightly different characteristics. Some flight characteristics of similar M20 models can be slightly different. Learn the numbers for your M20. If you don't know them, then put in a safety factor for key characteristics. You'll be a safer pilot because you will know more about your Mooney.

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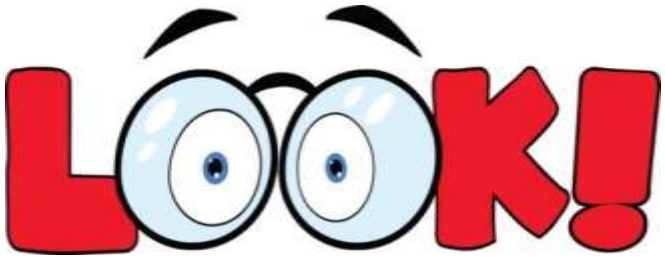
Yogi Berra said: When you come to a fork in the road, take it.

If he were a Mooney pilot: When confronted with a decision while flying, make one!

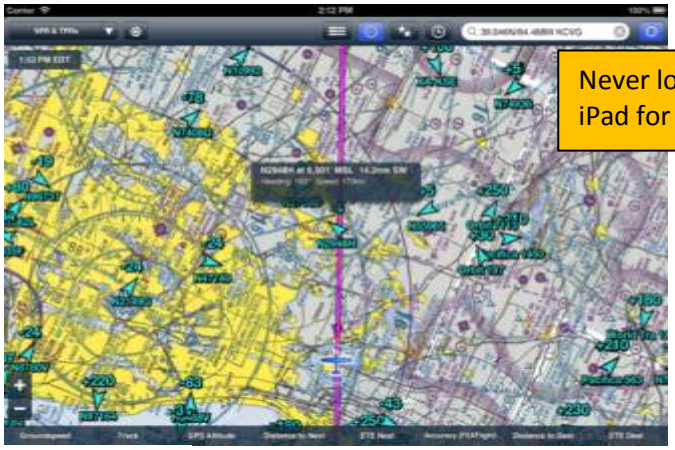
Avoiding a Mid-Air Collision

1 **See and avoid.** There's really no substitute for situational awareness and good old fashioned eyeballs.



2 **Clean your windshield before every flight.** First, give it a proper bath with water and then wipe it, using a clean microfiber cloth, wiping straight up and down. Don't use a circular wiping motion – you may end up with a permanent halo in front of you. If water is not available, there are several products on the market specifically designed for aircraft windshields, that you should use liberally, such as Plexus. The Mooney Flyer recommends *Star Brite Aircraft Polish*. It contains silicon and it will remove some of the existing scratches.

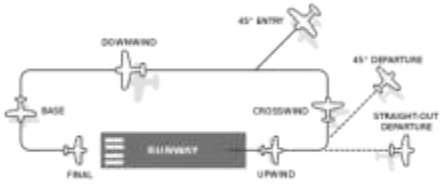
3 Use an iPad app (like ForeFlight) with an ADS-B TIS-B receiver (like Stratus) to see traffic around you.



Never look for traffic on your iPad for more than **2 seconds**

4 Use the controllers on every flight. Flight Following is your friendly "eye in the sky".

5 Always enter non-towered airports the right way. Hint: A straight-in is not the right way. Enter on a 45 degree angle to the downwind. Remember that other people flying at that airport may not have a radio.



6 Fly with all your lights on below 10,000 feet, 24 hours a day.

This will reduce your chance of experiencing a mid-air collision by up to

400%

Yogi Berra said: In baseball you don't know nothing

If he were a Mooney pilot: In flying you don't know nothing!

Round Trip in a Mooney from Phoenix to Oshkosh (by way of Weep-No-More)

by Franz Forman

For me, the Mooney experience started in the late Seventies. I was three years old, riding around the Midwest in the back seat of my father's M20E Chaparral. Dad was pretty frugal, but never liked to waste time going slow. For him, a Mooney was the natural choice. Speed on a budget, so to speak. (Or at least as close as you can get to using the words "airplane" and "budget" in the same sentence).

Fast-forward 36 years. I've owned my M20K 231 for about a year and a half. Like my father, I love getting somewhere quickly, while keeping the fuel burn to a minimum. The TSIO-360 burns more AvGas than its counterpart, the four-cylinder M20J, but the turbocharged power-plant is great when flying over the Western US terrain. My airplane is primarily used for business travel, but I occasionally take my kids back and forth to a soccer tournament in Flagstaff, AZ or just for sightseeing around Sedona, AZ.

Shortly after I purchased my bird, if I tried to fuel to max capacity, I would notice a very light fuel odor in the cabin. This was especially noticeable in the right wing. Last Summer, the shop that performed my annual thought they could temporarily patch the problem and buy me a couple of years until a complete reseal was needed. I went that route and can definitely tell you not to waste the $1,500 you will spend to do a patch job. Like everyone else who owns a Mooney, I started researching my options to get the job done right and settled on a couple of places. I ultimately chose Weep-No-More because their process made the most sense, and all their reviews were good.

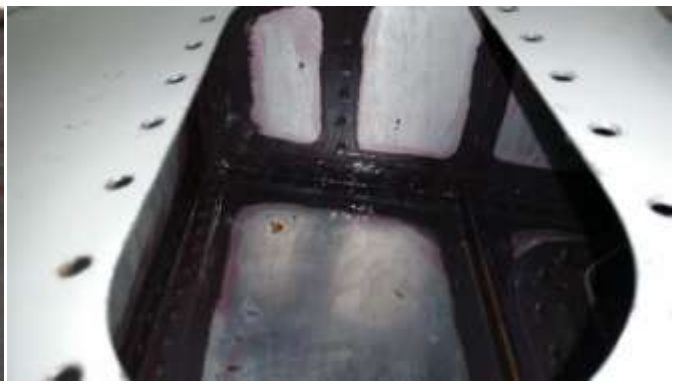
Paul said that he needed about two weeks to complete the reseal, so I scheduled it over the Summer, since I was already flying to the upper Midwest with a friend for Oshkosh. Paul was nice enough to hangar my plane for three weeks after Oshkosh, until he could get started on the job in mid-August. I asked him to send me some pictures so I could have the process documented for my own records, and to share the experience with other Mooney owners.

The "Before" pictures of my tanks (during Paul's Inspection)

The "During" pictures while the tanks were stripped

The "During" pictures after cleaning

The "After" pictures – My "new" tanks



In late August, following the "on time" reseal, I picked up my Mooney from Weep-No-More. I immediately flew from Minnesota to Illinois to pick up my Dad for a business trip to southern Virginia. Following two days in Virginia, we flew back to Phoenix. There were no leaks, no more fuel odor, and I no longer had to avoid filling my tanks to the max. Problem solved. I've since been to northern Arizona twice, and now have more than 20 hours on the freshly sealed tanks. I'm very impressed with the job that Paul completed, as well as the service that I received "after-the-sale." I've made a couple of phone calls to Weep-No-More since returning to Arizona. These were made to inquire about other maintenance questions. I have always been dealt with courteously and professionally. If I lived in the Midwest I would, no-doubt, be bringing the plane back to Willmar for its annual.

Thanks again, Paul, for a job well done. My five-year-old son now rides around in the back seat of the Mooney with me. One day, I hope that he too will make the transition to the left-front seat. If my hunch is correct, your reseal job will still be perfect when my son is the pilot!

Life Changing Moments

by Bruce Jaegar

Over the forty-five years and 18,000 flight hours as a pilot, I have had my share of experiences. Failed magnetos, vacuum pumps, alternators, gyros, autopilots, radios, and gear actuators are all on the "experience" list. Let's add oil, induction and fuel leaks and a bit of carburetor ice, because I know they happened. No one ever said flying was without risk. It is how you manage the risk that makes a difference. I have never had an off airport landing because the loss of power was always manageable. Swapping tanks, adjusting the mixture, moving the throttle and selecting the nearest airport have worked for me.

I know my list of uncomfortable in-flight situations is plenty long. The reality is, that I can hardly remember any of these experiences. What I remember, are those times when my decisions put others at risk. I vividly recall flying a 201 over the mountains west of Great Falls while heading to Spokane to teach at a safety seminar. Having to get there was my priority. I can personally attest that with wingtip ice, the best angle and best rate of climb airspeeds become the same at an altitude not far above the Montana terrain. My rate of climb fell to zero with the tops insight. Knowing that I was totally responsible for the safety of my wife and our son, who were in this predicament because of my decision, was unbearable. Luck is not in a pilot's vocabulary, but this day, no matter how foolish, I was fortunate because we were able to struggle to the top.

One would think that I learned my lesson. Then came an approach into Springfield and another into Dayton. The effects of icing do not change with frequency. There is no excuse. Even though I survived these experiences, I am not proud of making these horrible decisions.

So what is the greatest emergency? I have always felt it was one that you created. You have made a mistake If your co-pilot asks, "Do we belong here?". Do not make another. The conservative decision may not always be right, but I can assure you, it is not wrong.

Face the upcoming icing season with caution. You, your family and friends are worth it.

Fly Safe, Bruce Jaeger

At the Flyer, we have determined that most accidents are not caused by a single error, but rather a chain of 2 or more errors. These can sometimes be errors in decision making, and other times when exceeding skill levels.

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Mooney's rise to the top seller ° in retractables is causing many plane buyers to take a closer look at Mooney for '62. Here is what they see . . . a new standard of quality craftsmanship inside and out. The beautifully styled interior is designed for long lasting comfort and utility. A new pilot-planned instrument panel affords extra safety and efficiency for all-weather flying. The Mark 21 hefts a bigger payload, has a new flap system, and a new exhaust for quieter cabin.

For price, performance, comfort, safety, and utility . . . take a closer look at Mooney for '62. — Fly it and see!

Since June, Mooney sales have averaged over 33% of total sales in 4 place retractables.

Mooney has accomplished this outstanding sales record with more than 50% of the available sales territory open. Are you overlooking an opportunity? Write for additional information.

*Official Aircraft Sales (A.I.A.) Quarter Ending Oct. 31, 1961

Aircraft Model and Price*	Mooney Mark 21 $16,450	Comanche 180 $17,350	Comanche 250 $21,990	Beech Debonair $21,975	Cessna 210 $23,450	Beech Bonanza $26,500
Total Sales Aug.-Sept.-Oct. 1961	100	41	51	35	19	36
Percent of Total Sales	.35%	.15%	.18%	.12%	.07%	.13%

*Latest Advertised Price

MOONEY
aircraft, inc. kerrville, texas

FLYING—January 1962

Send your questions for Tom to TheMooneyFlyer@gmail.com

Question 1: What are the borderline compression readings for Lycomings and Continentals?

First, I must explain how different the procedure is for the two major manufacturers. Both manufacturers do not allow for any valve leakage, or any leakage except by the rings. You might ask where any other leakage might be found? We have found cracked cylinders during a compression test.

Lycoming test procedures are what I call "old school"; just 60 over 80 with a differential compression tester. Anything less than that is considered unairworthy.

Continental systems are quite different. First, you need to have a Continental tool called a calibrated orifice. What we do is use the tool to measure the actual shop air pressure to get the allowable minimum for the compression test. In my shop this is usually around 45 psi. We use a standard compression tester with the calibrated orifice to do the test. For example, a cylinder that reads 49 over 80 is acceptable. Readings like that are not unusual in large Continentals like the 520 or 550. According to Continental, they have made extensive studies to prove that their engines will produce the required horsepower with these lower compressions, if everything else is satisfactory. I believe that Continentals system is the best system and it allows for extended cylinder life.

There are some other things you have to consider besides compression. Oil consumption is probably the most important, and generally a quart an hour is about the limit for most engines. Time since TBO or overhaul should be considered, but it's not a major item. It is not unusual for us to see a 20 year old engine still running within limits. I am not as concerned about an engine that's years past the recommended overhaul as I am about the time past TBO. Hours on the engine equal wear and I get nervous when it reaches 10% over the time. There's nothing in writing to back this up, but I've seen engine failures on higher time engines.

Now, to answer the "BORDERLINE" question. If we find a compression that's a little low, we usually will do another extensive ground run and retest. Then we'll recommend that the owner fly the aircraft for 5-10 hours and come back for a retest. Planes that have not been flying much tend to have lower compressions. Lycoming and Continental have both issued compression test Service Bulletins which detail the procedures. One other thing we will do is Borescope the cylinder. We now have tools that allow us to not only look in the cylinder, but display it on a screen. We can then tell if there is scoring, carbon build up, discoloration, etc.

Question 2: Should I use Camguard or AvBlend?

At the owner's request, we have put one or the other in engines. I have never found that either does any harm, nor have I any experience to show that they improve performance. I have read many articles that state otherwise and I am sure there are many Mooney owners that swear by one or the other. Now before I get accused of saying the additives do no good, what I am saying is, I don't know one way or the other. I do believe that regular oil and filter changes are the best thing that you can do for your engine.

Yogi Berra said: A nickel ain't worth a dime anymore.

If he were a Mooney pilot: A $100 hamburger ain't worth that anymore.

You are on a VFR flight and as you approach the Class D airspace at an airport with an operating control tower, you suddenly experience a radio receiver failure. What should you do? (Pick the most complete option.)

A. Exit the area and don't come back

B. Remain clear of the airspace until the tower gives you a light signal to proceed and then make a straight-in approach to the nearest runway and watch for a cleared-to-land light signal from the tower.

C. Remain clear of the airspace until you've determined the active runway, advise the tower of your type aircraft, position, altitude, and ask for a light signal.

D. Circle above the airspace until tower gives you a light signal.

The answer is **C**. You should remain clear of the airspace until you've determined the active runway and advise the tower of your type aircraft, position, altitude and ask for a light signal. Reference the AIM (4-2-13). (In this scenario, you still have a transmitter).
You could make a call in the blind, such as, "Chandler Tower, Mooney 12345, five west, 2200, transmit only, will enter right downwind Runway 22 Right, request light signal."
You could also circle above the airspace, conditions permitting, and make a similar announcement. If your transmitter is inop or you've lost all communications, you should remain outside the airspace until you determine the flow, and then enter the pattern and watch for light signals. The folks in the Tower will wonder "who is that guy" and flash you a light.
Note: A radio failure could be the first hint of a general electrical failure. This situation could lead to a real emergency, in which case, do whatever is necessary to save you and your airplane (FAR 91.3). You can explain to ATC later.

2. You still have an inoperative receiver. You're on base leg and about to turn final when you see a steady red light signal from the control tower. This means:

A. Stop in midair
B. You are cleared to land
C. Give way to other aircraft and continue circling
D. The airport is unsafe. Do not land.

The answer is C, give way to other aircraft and continue circling. (AIM 4-3-13)

Color and Type of Signal	Movement of Vehicles, Equipment and Personnel	Aircraft on the Ground	Aircraft in Flight
Steady green	Cleared to cross, proceed or go	Cleared for takeoff	Cleared to land
Flashing green	Not applicable	Cleared for taxi	Return for landing (to be followed by steady green at the proper time)
Steady red	Stop	Stop	Give way to other aircraft and continue circling
Flashing red	Clear the taxiway/runway	Taxi clear of the runway in use	Airport unsafe, do not land
Flashing white	Return to starting point on airport	Return to starting point on airport	Not applicable
Alternating red and green	Exercise extreme caution!!!!	Exercise extreme caution!!!!	Exercise extreme caution!!!!

3. The phonetic alphabet is designed to keep numbers and letters from being misunderstood -- somewhat. According to the AIM, how should pilots and controllers pronounce "Oscar" when they want to refer to the letter "O"?

A. OSS-CAR
B. OSS-CUR
C. OSS-COR
D. OSS-CAH

The answer is **D**, OSS-CAH. For some unknown reason, the AIM wants you to drop the "R" as if you're from Boston*. Victor is also pronounced Boston-like; dropping the "r" and pronouncing it VIK-TAH. Quebec is not at all pronounced like the French Canadian Providence. Instead, you would say "KAY-BECK".

A few numbers are also pronounced funny. With the number four, the AIM does an about face and now wants you to accentuate the "r", pronouncing it "FOW-ER". That's right, just like a three year old. Three is actually pronounced "TREE" and the number five is pronounced "FIFE". That's right, as in Mayberry's Barney Fife). NIN-ER for the number nine because "nine" can sound a lot like "five". It also helps distinguish it from "nein", meaning "no" in the German language. (AIM 4-2-7)

*According to John Stewart, the Massachusetts Legislature ratified everything in John Adams' 1780 Massachusetts Constitution "except the letter 'R'".

4. Non-instrument-rated pilots dread hearing this from FSS early in a briefing: "VFR not recommended." Briefers are required to use this phrase whenever _____ (Finish the sentence with the most accurate answer)

A. The current weather conditions are at or below VFR minimums.
B. The forecast weather conditions are at or below VFR minimums.
C. The current or forecast weather conditions (or both) are at or below MVFR minimums.
D. The current or forecast weather conditions (or both) are at or below VFR minimums.
E. They don't want you to have any fun.

The answer is **D**, the current or forecast weather conditions (or both) are at or below VFR minimums. This includes surface or conditions aloft. The briefer should then include the reason for the bad news. FSS gives recommendations, but the PIC decides how to act on the advice. (FSS Manual 7110.10 and P/C Glossary)

Yogi Berra said: How can you think and hit at the same time?

If he were a Mooney pilot: How can you not make judgements, make decisions, use your skills and talk simultaneously while flying?

Park City & Sundance, UT

by Linda Corman

These are two of the nicest and most interesting areas we have visited in the United States. That is saying a lot, as we have been almost everywhere, well almost. A brief history of Park City will demonstrate some of the town's unusual features. As long ago as the 1920s, miners were still using the underground trains and shafts to gain access to the mountain for skiing. Aerial trams, once used for hauling ore, were converted into chairlifts. To this day, there are still over 1000 miles of old silver-mine workings and tunnels beneath the slopes at Park City Mountain Resort and neighboring Deer Valley. After the value of Silver declined, the town was almost deserted. However, in the 1980s, the town started a huge comeback as a world renowned ski resort. Park City is also known for the Sundance Film Festival. Each year over 50,000 people flock to the area for the largest Indie Cinema festival in the United States. This influx of tourists helps keep Park City vibrant and exciting. The town is always remodeling and upgrading the infrastructure, and in 2008, it was named one of the 20 "Prettiest Towns" of America by Forbes Travel Magazine. I have to agree with Forbes.

Now, for the shopper in the family: Park City is home to many boutiques and upscale retailers. Many of these shops are along Main Street, but just outside of town is a large factory outlet center called Tanger Outlets and it is worth a short drive to get there. Main Street is also the prime area for restaurants. After we arrived and settled in at our hotel, we were off to check out what Park City had to offer. Our first choice for a restaurant was Bistro 412 on Main Street. We chose this restaurant because it was outside on a sidewalk patio and had a European vibe. We were not disappointed. The food was great and the service outstanding. We tried their French onion soup and shared a Moroccan meat stew. I loved them both. From the minute we sat down, our waiter Luke was helpful and attentive. I can also recommend their wine and cocktail selections. I have to be fair. It was hard to decide which restaurant to try, as the whole street seemed to be

packed with good looking places to eat. There is one thing negative about Park City: Main Street is on a grade. If there are persons in your group with walking concerns, this could be an issue.

Even though they have modernized the town and surrounding area, they have left some of the historic buildings untouched. Main Street has over 64 Victorian buildings that are listed in the National Register of historic places. They have also left many remaining mine buildings and shafts, including the weathered remains of the California-Comstock and Silver King mines.

Park City is best known for skiing and winter sports, but there are plenty of summer things to do as well. The city has 6 parks that are great for hiking, biking, fishing and golfing. As many of you probably know, Park City was also one of the hosts for the 2002 Winter Olympics. Many of the snowboarding and skiing events took place at Deer Valley and Park City Mountain Resort. The area is also home to the U.S. Ski Team training centers. In 2011, the town's mountain bike trails were awarded a gold-level designation from the International Bicycling Association.

We decided to stay close to Park City and had booked a room at a boutique hotel called Park Plaza Boutique Resort and it was handy to be nearer Park City, but not in the downtown area. I liked the room and the staff was nice and helpful. The only downside to our experience was we didn't realize our room was situated in the center of the building, where the swimming pool was also located. At 11:00 at night, the guest children were screaming and playing at the top of their lungs and had to be kicked out by staff. The next morning I asked for a change in rooms to an area that was furthest from the pool area. The staff was great and accommodated us without hesitation. The next night was great. The following morning we asked the staff for breakfast recommendations and we were directed to *Squatters*. They have great, good old American fare with Navajo scones and berry syrup.

Sundance Mountain Resort

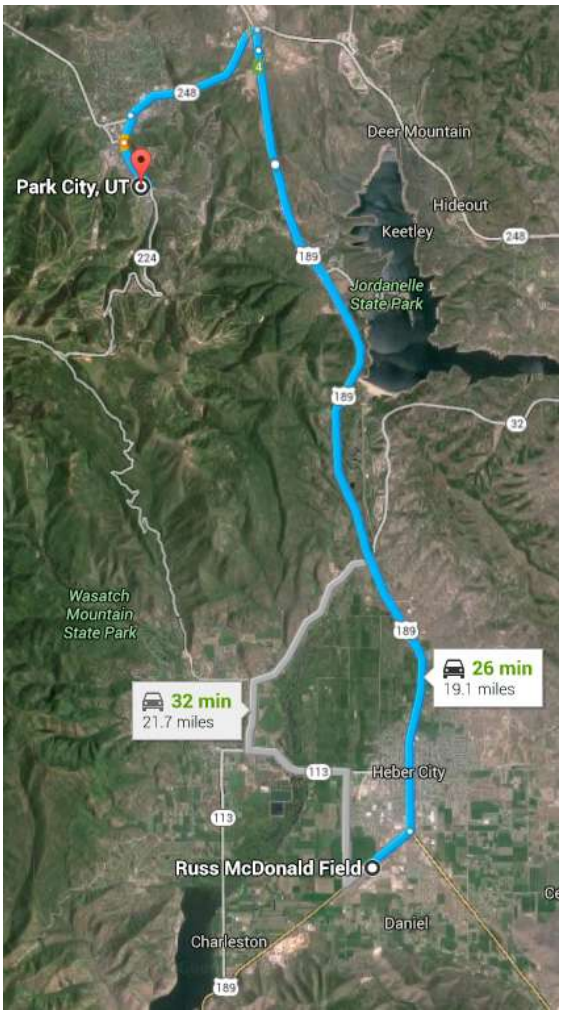
One thing you need to do while in the Park City area is you must visit the Sundance Resort. It is about a 30 minute drive, and it's a lot of fun. We ate at the Foundry Grill restaurant right there at the resort. They also have a clothing store in the same building. I was excited because I receive their catalogue

in the mail. This gave me a chance to do some on-site shopping. For lunch we had fish tacos and they were wonderful.

After lunch we decided to do a short 4 mile hike up to a large waterfall on the property called Stewart Falls. I highly recommend the hike as the scenery is beautiful and it is a fairly easy walk. The only drawback is the trail to the falls is not marked and we wandered a bit before we finally found the trailhead. Of course, before we left, we did have to look into the main dining room to see the tree that was left to grow in the middle of the restaurant. This is where Robert Redford sits when he is in town. The dining room only opens for dinner, so we just peeked in and left. All in all, it was a very fun day and worth the drive.

The next morning we hit the road, or the sky, continuing on our zig-zag trip to Oshkosh. Of course, without our Mooney, we probably would never have gone to this beautiful and exciting part of the United States.

GETTING THERE



Heber City is known as the Switzerland of Utah. The Heber City Municipal Airport (36U), serves Deer Valley and Park City, Utah. 36U is about a half hour drive from the Park City area. OK3 Air has everything you'll need.

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Static in the Headsets . . . The Cure for the Bad Write-up

by: Robert Takacs
President: Flight Enhancements Corp.
Avionics Systems Engineer
A&P/IA, CFII

So, your Mooney has developed a case of "static in the headsets". It's hard to recall exactly when it started or even if it was always there. Your typical flight is in search of the hundred dollar hamburger. However, this time you have the opportunity to do a real cross country, and you notice that ATC is hard to hear. You may even miss a call or two. So, you drop the plane off at the shop and tell them you have "static". Here is where the trouble can really begin.

Depending on the shop, they may ask you all the right questions and do all the right work, but labor is expensive and doing all the right things can take many hours. Even then, they may not find the problem and you may not know if they fixed it until the next long cross country. What can you do to improve the odds that the problem will be fixed?

The first mistake was dropping the plane off with only a simple write-up, "static in the headset". You were either in a rush, your ride was waiting or the technician was busy. Why not limit your exposure to high labor bills and do some of the work yourself, for free, while you fly?

Troubleshooting

Let's do some troubleshooting so that we can give the shop a detailed squawk. The first thing to determine is if you have a transmit or receive problem. Does air traffic control have any complaints or is it just static when you're receiving? Does the intercom have the same problem, or is it clear? Document even the things that work! Is the problem only on particular frequencies and is it only in certain geographic locations or directions. Write these things down as they occur in flight. Once you have narrowed it down to a specific problem, let's say "10 nm reception with static", narrow it down further by switching radios. Do both radios behave the same way? Most radios have a squelch switch. The switch is often incorporated into the volume knob, usually by pulling it. If you have weak reception, you can select the squelch off and see if you get better range. "Off" is counterintuitive, but the squelch is technically there to minimize noise. With squelch off, the receiver is essentially more sensitive. Unfortunately, you will also hear lots of white noise. In a pinch, it is helpful to extend the range of your receiver, but the white noise will eventually drive you crazy. Some radios, like the popular Garmin GNS-430, have an adjustment for squelch level in the maintenance menu. This is typically left at the factory default or adjusted during installation. If your radio requires this adjustment after years or many hours of flying, it may indicate that something is degrading. If the shop makes this adjustment to correct a range problem, in many cases you will be back for more extensive root cause determination. The point here is to document what you learned by comparing radios and squelch positions.

Other things you can document. Does the problem change with RPM? Is it better if you pull the alternator field circuit breaker? On occasions the magneto can cause problems too. IF you are in a position for safe landing, you can do an in flight magneto check. Again, write down the results! You can say, "static goes away when the key is switched to "R". You are troubleshooting and not paying someone else to do it.

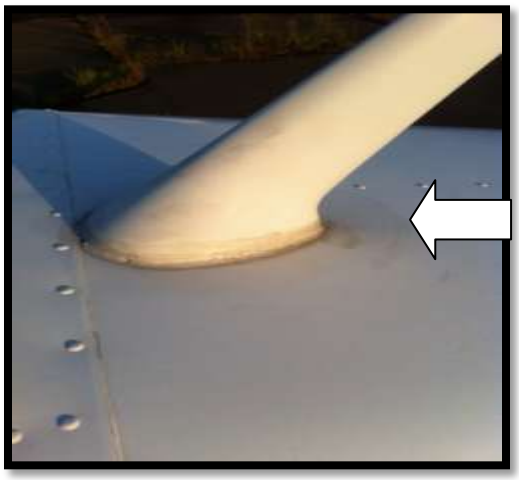
Many simple problems are misdiagnosed because of a lack of information. Imagine buying a new radio, only

to find out that you have corrosion under the antenna? It happens, and guess what, the new radio will likely have problems too. Many, if not most radio problems, are caused by a simple degradation in ground circuits. This includes antennas and sensitive audio circuits.

Weather can also be an important part of troubleshooting. Static heard in the headsets in wet cumulus clouds may be caused by static electricity that is not being appropriately discharged. Static in clear air is usually not related to static discharge.

This one is easy. You can see that there's lots of obvious corrosion, there's no sealant plus a breached gasket.

The antenna installation and condition can be the number one cause of range problems. The antenna relies on the "ground plane" to complete its circuit. See "What's a Ground Plane?" at the end of this article Typically, the antenna mounting pad is bare or Alodine Aluminum. The installer typically removes all paint. The metal to metal between the antenna, along with the mounting screws, ensures a good path to ground. Some antennas have a conductive gasket, which is highly desirable. In many GA aircraft, there is a simple, non-conductive cork gasket. In these installations, the antenna relies on the mounting screws for conductivity. Over time and with moisture, the ground path can become corroded and deteriorate, resulting in decreased range. Even with a conductive gasket, the antenna base should be sealed as well.



This one is not so obvious. Was the sealant added after moisture made its way under the antennae? Did some stripper make its way into the gap?

Many radio range problems occur to aircraft with nice, new paint jobs! Has your aircraft been painted in the last 2 or 3 years? Have your shop look under the antenna. If the antenna was not removed or properly masked during the stripping process, the caustic paint remover wicks under the antenna and deteriorates the "antenna ground plane". The telltale sign, when the antenna is removed, is the white powder combination of aluminum oxide and paint thinner. Often, cleaning the ground plane and antenna corrects the problem, but at times, the antenna may also have degraded. Look around the edges for possible cracks or gaps where paint remover or moisture may have gotten into the antenna.

This antenna is not terrible. However, if you look close, you can see a layer of rubber sealant only partially sealing the antenna. Looking closer, you can see oil, dirt, and oxidation on the surface. This leaves only the screws and washers for grounding. However, these are rusty, so they would be poor conductors.

Good troubleshooting is only as good as communicating the results. Let's write up a squawk for a representative problem:

"#1 Garmin GNS-430 can not pick up ATIS at KOXC on 132.975 until within 10nm of the airport; even at 3,000 AGL. Slightly better range on tower frequency 118.475. Occasionally, can be heard at 15nm, with static. Turning squelch off extends the range out to 20nm at 5,000 AGL. #2 radio can pick up the same ATIS at over 30nm at 5,000 AGL. Weather in all cases was clear, with low humidity and cockpit temperature was about 70F. Intercom functions fine. Tried three different headsets with no difference."

This written statement gives the technician something to work with. It certainly beats "radio has static" or "radio has poor range" or a technician favorite, "Inop".

The investment of 5 minutes to write down what you know, could save you hundreds of dollars. More importantly, it will save you the frustration of bringing your aircraft back to the shop for more work when it happens again. Most technicians take pride in their work and are not out to drain your wallet. They will thank you for a detailed write up. While the above information focuses on Comm radio problems, good write ups will save you time, money and frustration on any system or power-plant related problem.

What's a Ground Plane?

Ground planes are simply the 'grounded' side of the antenna. A signal is radiated by the antenna by generating a difference in potential between the antenna and an 'earth'. Take a battery for example. If you connect a wire from one side of the battery to a bulb, you get nothing. But if you connect wires from both sides of the battery to the bulb you get – that's right – light. Why ? Because the bulb is converting the potential difference between the positive (+) and negative (-) terminals into light. Antennas work in a similar way – you must have a positive and negative terminal. The negative terminal is called the earth, ground or ground plane. All antennas require a ground plane of one sort or another. Some use the aircraft skin (on metal aircraft), some use a foil or aluminium sheet inside the aircraft, some use a coil of wire built into the base of the antenna and others use wires radiating from the base of the antenna.

Yogi Berra said: You have to be careful if you don't know where you are going, because you might not get there.

If he were a Mooney pilot: Ditto

Mooney Flyer Fly-Ins

October 9-11: Here We go Again
PAGE/LAKE POWELL FLY IN

Come for a weekend of fun and information

The Plan- Lunch as usual at the airport on **Saturday Oct. 10th at 12 noon** sharp! Be there or be square. Last one to the trough gets the leftovers. A donation for lunch would be appreciated.

The Information- This time we will have a hands-on maintenance session. We'll have one Mooney on jacks to show you how to jack the airplane and how the gear pre-loads are taken. We'll show you how to find wear on your nose gear steering, how to check your tail section for wear, what we mean by "zero bungee force" elevator setting on vintage Mooneys, and how to "level" the airplane. We'll also show you how to change, clean and inspect a spark plug, how to use a torque wrench the correct way and maybe have time to change a tire the correct and safe way. Try your hand at safety wiring if you've never done it before. You will look at the Type Certificate Data Sheets (TCDS) for Mooneys so you will know what they contain. We'll go over just what YOU can do as a licensed pilot AND owner of your airplane for Preventive Maintenance. You can do a lot of your own work AND sign it off in the log books. We'll go over the sign offs also. It will be a busy afternoon for about 2–3 hours.

Other Interesting Stuff- For those who arrive on Friday, we'll get together for dinner at a local restaurant (TBD). For those staying Saturday night, we'll have dinner somewhere, but beforehand, we may be able to tour a new large houseboat and "walk the docks" among million dollar houseboats. Sunday is on your own.

There are always other tours and things to see in Page if you don't need the hands on experience:

- You can do an air tour of Lake Powell from your airplane (better than Monument Valley @ 30 mins away by Mooney). The lake tour directions are on the VMG website.
- A dinosaur museum is about 15 miles away with a new, previously unknown Velociraptor discovered nearby, by a local amateur paleontologist.
- A guided tour of Antelope Canyon (a 15 min drive from the airport).
- A short drive (10 mins) and then a walk out (1/2 mile) to view Horseshoe Bend on the Colorado River from atop a 900' canyon wall. This is right where John Wayne stood at the beginning of the movie "Red River" in 1948.
- A morning float trip down the Colorado River from the Glen Canyon Dam to Lees Ferry. There is NO WHITEWATER and it takes about 3 hours. If you take this trip, ask Cliff where to see the dinosaur footprints on the trip. No one will tell you except him.
- A guided fishing trip on Lake Powell
- A tour boat ride on the Lake
- You can rent jet skis and boats on the lake
- Off Road 4 wheelers are available in town for excursions.
- Of course, we'll have an FBO fuel discount and group parking.
- Sign up early so we can have something to plan on, Thanks!

CLICK HERE to Register for the Fly-In

Florida Mooney Lunch Group

September 12 Lakeland (LAL)
October 10 Flagler (XFL)
November 14 Vero Beach (VRB)
December 12 Punta Gorda (PGD)
January 9 Leesburg (LEE) Lunch will be at the EAA hanger, after lunch we will go to our house and run the garden railroad, transportation provided by locals both ways.

MOONEY SAFETY.COM

Fort Worth, TX **October 23-25, 2015**

Yogi Berra said: It ain't over til it's over.

If he were a Mooney pilot: The flight's not over til it's over (ie, in the hangar)

Garmin Launches Weather Radar Course

Garmin's course is designed to help pilots interpret onboard weather **radar data**.
The Weather Radar Operations eLearning Course is now available as a 180-day subscription through the **flyGarmin website** for $149.

Jeppesen offers new service to update data on Windows devices

Jeppesen now offers Jeppesen Distribution Manager (JDM) for Windows for customers to update their avionics data.
The former Jeppesen Services Update Manager (JSUM) is being released as JDM for Windows in a phased approach. Customers will receive the new service through the software update process during a specific timeframe, to ensure a smooth transition, company officials said. JDM for Windows features a redesigned interface based on the latest user design principles and direct pilot interaction, according to company officials. The new Web-based user includes a drag-and-drop feature that allows for simplified movement of information on-screen, while enhanced filtering by aircraft and custom folders will enhance efficiency for pilots, officials add.

BendixKing Display goes Touchy Feely

BendixKing offers pilots a chance to point and touch to control almost every feature of the WAAS-enabled KSN 770/765 GPS navigation and communication display, whether it's planning a

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route, changing it in flight, loading an approach, or entering an identifier. The fact that functions are configurable by the pilot, with buttonology hints always at the ready, makes this one of the most pilot-friendly units on the market.
Pacific Coast Avionics in Oregon is offering the unit for $11,495. Installation in a single-engine airplane is $5,200, while a twin-engine airplane installation costs $6,000. Prices for the unit vary by dealer. There is also a 765 model without internal navigation and communications radios priced at $400 less. READ MORE

ForeFlight Mobile 7.3 Delivers Two-Way Flight Plan Transfer with Garmin Avionics

The second phase of ForeFlight's ForeFlight Connect integration with Garmin avionics is complete and you can now seamlessly transfer your flight plan between ForeFlight Mobile and Garmin GTN and GNS navigators when connected via the **Garmin Flight Stream 210**, Garmin's Bluetooth wireless gateway, making everything from pre-flight planning to inflight re-routing easier and faster. READ MORE
See the video

Personalize your headset with Airlobes

One day, Chris Day of Fort Mill, S.C., caught a glimpse of his wife's headset and it gave him an idea.
It was a color described by another pilot as "puke green" with no personalization or design whatsoever. What if he could come up with something that would give GA pilots and their headsets a little bit of pizzazz?
Day came up with a prototype for a decal, similar to a skin used on smartphones. The first, featuring Rosie the Riveter, was done just in time for a checkride for his wife, Angie, an Embry-Riddle graduate who works at Charlotte-Douglas International Airport (CLT) in North Carolina as an air traffic controller.
That gave him the confidence to create a website and begin selling Airlobes online. He's come up with a variety of designs, including a patriotic one, one with green camo, and one with the well-known shark mouth seen on so many warbirds.

He also notes that if a pilot has a particular design they'd like, he's willing to work with them to design it. He'll also work with companies and schools that might want to put their logos on an Airlobe.

Sporty's Introduces the TOCSIN 3 Cockpit Monitor

The TOCSIN 3 Cockpit Monitor is a carbon monoxide detector specifically designed for the cockpit. Advanced micro-processing capability allows for quick unit configuration adjustments, and the back-lit display shows ambient air CO levels in parts-per-million (ppm) and can detect CO from 0 to 500 ppm, according to Sporty's officials.

This compact CO detector alerts the pilot to dangerous levels of carbon monoxide in the cabin with a choice of three alarm modes:

- Flashing lights
- Vibration
- A 90 dB Piezo horn

The Carbon Monoxide Cockpit Monitor comes with a 3M Dual Lock attachment tape suitable for high-temperature cockpits. The sensor will last for approximately two years and is replaceable by the factory, (OTIS Instruments). The unit uses a CR2 camera battery, which is included. $169.95 at Sporty's CLICK HERE for the Operation manual

FAA Makes It Easier To Replace Vacuum Attitude Indicators

A September 14 FAA policy statement permits the replacement of a vacuum-driven attitude indicator with electronically AI with backup battery that can include a secondary function, such as a turn-and-slip indicator. This becomes just a "minor alteration" under most circumstances for Part 23 airplane weighing less than 6,000 pounds.

The only caveats are that new unit must be positioned to allow for partial panel operations in the event of instrument failure and that it must include a dedicated circuit breaker.

Update: Pilot's Bill of Rights and 3rd Class Medical Reform

On Thursday, September 24, Sen. Jim Inhofe, R-Oklahoma, said the Pilot's Bill of Rights, as it stands now, would require pilots to do three things:

- Take an online aeromedical course every two years,
- Make logbook entries certifying they've seen their personal doctors at least once every four years (and received any needed treatment for medical conditions), and
- New pilots will require "A comprehensive medical review by the FAA"
    - Pilots without medicals for more than 10 years would also need the one-time certification.
    - Pilots with current medicals or those lapsed within 10 years would be exempt.

The proposal also would provide relief for pilots who have special-issuance medicals, as repeated visits to an aviation medical examiner would no longer be required, Inhofe said. READ MORE

McFarlane Aviation

This article is not about a single aviation product, but rather a review of a company that provides FAA-PMA Replacement Parts and Owner Produced Parts. You read that correctly. A few years ago, I was up in the Olympic Peninsula on a Mooney Flycation. My throttle cable broke while trying to land at Friday Harbor (KFHR). I landed deadstick. After calling more than a dozen places including LASAR and Mooney, I finally ended up at McFarlane. Mooney had some cables, but they were rejected by their QA.

McFarlane offered to build a replacement cable for me that would be an Owner Produced Part. All I needed to do was either send them a CAD drawing of the cable, or send the actual cable. It could legitimately be installed as an FAA Owner Produced Part. I was ready to go forward, when Dan, at LASAR, located a replacement and overnighted it. But McFarlane was an amazing source for such emergencies, and maybe other needs.

CLICK HERE for all the info regarding McFarlane Aviation.

Mooney Instructors Around the Country

Arizona

Jim Price (CFII, MEI, ATP). Chandler, AZ (KCHD). 480-772-1527. JasPriceAZ@gmail.com Proficiency training and IPCs. Website: www.JDPriceCFI.com.

Boris Vasilev (CFI, CFII, MEI, AGI), Phoenix Area. 602-791-9637, boris@atjeuhosting.com.Time in M20C through M20R models. Private commercial and instrument training, BFR's, IPC's, and FAA Wings.

California

Geoff Lee, San Martin, CA. 69050@comcast.net. 9,000+. Teaching since 1969.

Don Kaye (Master CFI) Santa Clara, CA. (408) 249-7626, Website: www.DonKaye.com. Master CFI. PPP Instructor, MAPA, 8 years; Owner: M20M. Total: 9831; Mooney: 8020; Instruction: 5430

Chuck McGill (Master CFI) San Diego. CA 858-451-2742, Master CFI, MAPA PPP Instructor, M20M, M20R, M20TN, Website: Click Here. Mooney: 6000; Total: 13,000
Instruction: 9800

Rodrigo Von Contra, Oakland. CA. (510) 541-7283, Rodrigo@vonconta.com. Sets record in a Mooney. 7,000 hrs. CFII & Gold Seal; Garmin (including G1000) training; Ferry flights (experience in Central & South Amer) transition training & Aircraft Mgmt; Owner: M20J/Turbo Bullet

George Woods, Woodland, CA (O41). (530) 414-1679, georgemichaelwoods@yahoo.com.
Fixed wing CFII, Multi-Engine, Helicopter, Glider & Gyroplane CFI. Owns Mooney Rocket.

Paul Kortopates, San Diego Area. (619) 368-5768, Kortopates@hotmail.com. PPP Instructor, MAPA; Owner: M20K/252. Total: 2500; Mooney: 2000

Mike Jesch, Fullerton, CA. (714) 588-9346 (e-mail is best), mcjesch@pacbell.net. Total: 20,000 Instruction: 1500, FAASTeam Lead Representative, Specialites: Airspace, Garmin 430/530, Proficiency flying; Wings Program, VP Pilot's Asso. Master CFI for ASME, IA.

Colorado

Ben Kaufman, Fort Collins. (KFNL). (CFI/CFII) – (801)-319-3218 - bkaufman.mba@gmail.com.

Connecticut

Robert McGuire, Durham. Cell: 203-645-2222, rmcguire007@hotmail.com. MAPA Safety Foundation Instructor; founding partner, Aero Advocates Aviation Consultant. Total: 6500; Mooney: 5000

Winslow Bud Johnson, smgemail@aol.com, 203-348-2356. Bud specializes in teaching in the M20K and has logged more than 1,500 hours in that aircraft.

Florida

Mike Elliott Tarpon Springs. (CFII) Master CFI. 317-371-4161, mike@aviating.com. Quality instrument & commercial instruction, transition training, ownership assistance, plane ferrying. Mooney: 1600; Instruction: 600

Ronald Jarmon, *Panama City. (850) 251-4181. IAELLC@gmail.com. Total: over 7000. WILL TRAVEL! Will accompany customer out of Country, ferry flights, mountain flying, avionics training, Garmin Products. Total: over 7000. Web Site: IslandAirExpress.com.*

Robert McGuire, Hawthorne. (203) 645-2222, (Dec – Feb), rmcguire007@hotmail.com. MAPA Safety Foundation Instructor; founding partner, Aero Advocates Aviation Consultant. Total: 6500; Mooney: 5000

Ted Corsones, Naples. tedc@corsones.com, 239-263-1738. Total: 7500, Mooney: 4500, Instruction: 2000+. ATP & MCFI for MEL, MES, SEL, SES, Instrument Airplane & Glider. **Master Instructor Emeritus. He serves with the MAPA Safety Foundation as an instructor, treasurer, and chief financial officer.**

Georgia

Jim Stevens, Atlanta. USAF, Col, (ret), CFII. 404-277-4123. Instrument, commercial, IPC, BFR, transition training, ferry flights. 20 year owner of 1968 M20F. Total: over 6000; Instruction:1500

Kansas

John R. Schmidt, Fort Leavenworth and the Kansas City area. (COL, USAF, Retired). Instrument and commercial instruction, transition training, BFR. (913) 221-4937. jspropilot@att.net

Massachusetts

Ralph Semb, ralph@bowling4fun.com, 413-221-7535.

New Jersey

Parvez Dara, daraparvez@gmail.com, 732-240-4004. ATP, MCFI SEL/MEL with an advanced ground Instructor rating. Parvez has owned a Mooney M20J and a Mooney M20M (Bravo).

New York

Jack Napoli, Long Island. TT 6,000 hrs & Mooney time 3,000, kj4kqvh1@yahoo.com, 631-806-4436. He has been flying since 1965 (before he owned a car) and has over 6,000 hours of total flying time including 3,000+ hours in Mooneys. He currently owns a M20K-231.

North and South Dakota

Doug Bodine, Commercial Pilot/Flight Instructor, Cell 605 393-7112, mei.cfii@gmail.com I am a retired USAF pilot, now working as a commercial contract pilot, so various model experience from WWII Warbirds through heavies. I have been flying Mooneys for 12 yrs and have a 201. I have been instructing since 1994 and am at about 10,000hrs. I actively instruct in tail wheel and turbine as well. I have flown all the common Mooney modifications –

missile, rocket, screaming eagle, trophy, etc. Even have time in the M22 Mustang. (See also, Texas). Total: 9800; Mooney, 1300; IP: 5600/21 years

Texas

Austin T. Walden, Lubbock & Abilene. 432-788-0216, AustinWalden@gmail.com. PhD, Specializing in Models C thru J, www.WaldenAviation.com.

Doug Bodine, Commercial Pilot/Flight Instructor, Cell 605 393-7112, mei.cfii@gmail.com Retired USAF pilot, now working as a commercial contract pilot, so various model experience from WWII Warbirds through heavies. I have been flying Mooneys for 12 yrs and have a 201. I have been instructing since 1994 and am at about 10,000hrs. I actively instruct in tail wheel and turbine as well. I have flown all the common Mooney modifications – missile, rocket, screaming eagle, trophy, etc. Even have time in the M22 Mustang. (See also, North and South Dakota). Total: 9800; Mooney, 1300; IP: 5600/21 years

***Bob Cabe**, San Antonio. Cell: (210) 289-5375, Home: (210) 493-7223, bob_cabe@hotmail.com. Total: 5000; Instruction: 2000+. Pilot since 1965. Served as an instructor providing transition training for people purchasing new Ovations & Acclaims. Total: 5000; Instruction: 2000+*

Brian Lloyd, Kestrel Airpark (1T7). 210-802-8FLY, Brian@Lloyd.aero. WILL TRAVEL! Owner: M20K/231; Non-Mooney :-) specialist in spin training, upset recovery training, basic aerobatics formation training, tail wheel transition. Total: 8500; Mooney: 500

Mark Johnson, Houston area. mjohnsonf16@hotmail.com. 832-773-4409. CFII, SEL. Citation 501 and a King Air 350, F-16s and F-117s; currently a T-38 Flight Instructor at Sheppard AFB as a Reservist in the USAFR. Owns an '81 M20J 201. 5800 total hours, 2200 military and 1500 hours of it in Mooney aircraft.

Jerry Johnson, Southwest Texas. mooney9281V@hotmail.com. 817-454-2426. Member MAPA Safety Founda- tion. Owned Mooneys for over 30 years. Total: 11,000 +; Mooney: 6000.

Vermont

Ted Corsones, Rutland. 813-435-8464, tedc@corsones.com. Total: 7500, Mooney: 4500, Instruction: 2000+. ATP & MCFI for MEL, MES, SEL, SES, Instrument Airplane & Glider. **Master Instructor Emeritus. He serves with the MAPA Safety Foundation as an instructor, treasurer, and chief financial officer.**

Virginia

William Wobbe, Leesburg. william.wobbe@gmail.com , (713) 249-7351. ATP, SES, SEL, MEL, MES, CFI, CFII, MEI, AGI, IGI, ADX. Time in M20B through M20TN models and very familiar with Garmin G-1000, GTN750/650, and G530/430 avionics. 1600+ dual given in Private through ATP training. MAPA PPP instructor and lots of experience in cross country all weather flying including TKS Known Icing Systems. Flight Service Station Specialist and familiar with iPad weather planning apps such as ForeFlight. I can answer questions on the Washington, DC SFRA and ICAO Flight Plans.

Joseph Bailey, Winchester. (540) 539-7394. b747aviator@yahoo.com. ATP MEL, Commercial, SEL, SES, Glider. CFI, CFII, MEI, CFIG. EXP in Mooneys A-J. Providing initial & transition training. Total: 7800; Mooney: 500; Instruction: 3000

Lee Fox, Fredericksburg. 540-226-4312, LCFox767@gmail.com. Total time: Over 20,000. Mooney Staff CFI, Mooney Safety Foundation. Retired American Airlines Check Airman. Owns a M20J 201. Total time: Over 20,000.

CruzTOOLS

NEWS RELEASE

FOR IMMEDIATE RELEASE

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PILOT TOOL KIT BIG ON ABILITY, SMALL IN SIZE

Designed for General Aviation Aircraft

Sonora, California — September 22, 2015 — CruzTOOLS® today announced the SPEEDKIT Aero, a compact yet highly capable tool kit for General Aviation aircraft.

CruzTOOLS previously launched the PTK1 Tool Kit for pilots and aircraft owners who want the most comprehensive selection of tools and other items. It's particularly useful for those who assist in their aircraft's annual inspection. However, it may be too large or heavy for some applications.

The SPEEDKIT Aero is therefore a logical follow-on by providing significant capability in a compact pouch. Included are three combination wrenches (3/8", 7/16", 1/2"), three hex wrenches (5/64", 3/32", 7/64"), a 5-in-1 screwdriver, 11/32" nut driver bit, tire pressure gauge, and CruzTOOLS' very competent diagonal cutters that were developed to cut hardened steel guitar and bass strings. Everything is housed in a tough zippered textile pouch measuring only 7" x 2" x 2", with extra room for additional items as needed. The kit weighs less than one pound, and tools are professional-grade with a lifetime guarantee.

Enhancing appeal of the SPEEDKIT Aero is its modest retail price of $32.95.

"Our flagship PTK1 Pilot's Tool Kit has received favorable acceptance." stated Dan Parks, President of CruzTOOLS. "And as we've learned from our other markets, one tool kit does not address everyone's needs. The new SPEEDKIT Aero provides an alternate feature set and price point to help us meet overall requirements of the General Aviation marketplace."

CruzTOOLS provides highly functional tools and tool kits to the motorcycle, music product, and general aviation markets that are sold through retailers and wholesale distributors worldwide. For more information, please contact CruzTOOLS at PO Box 250, Standard, CA 95373 U.S.A.; toll-free 888-909-8665; fax 209-536-0463; or visit their web site at www.cruztools.com.

For Sale

King KX155 Navcom and KI 209 Glideslope Receiver. Removed from my Mooney 201 due to an upgrade to my panel. Guaranteed to work perfectly. Asking $2,995 for both units.
Contact Henry Punt at henrypunt@gmail.com, 562-881 9018

For Sale -- Complete M20C O-360 A1D 180 HP Mooney exhaust system. Removed several years ago to install a new Power Flow system. Was working fine at the time. Always stored indoors. May need to be inspected to obtain a yellow tag. Make offer. Shipping extra. Located at Cobb County McCollum Field (KRYY). Call Ron at 678-848-9899

For Sale – 1978 Mooney M20J 201. Aspen with extended warranty, Avidyne traffic, storm scope, very good paint (8), interior (7). King 200 autopilot coupled to the Garmin GNS 430 and Aspen. Factory engine with 850 hours. $ 88,000 - mbmaksymdc10@aol.com

Mooney M20J/201, N9269N, S/N 24-0751

TTSM 961/TTSN 3189
Engine time 961 SMOH by Triad
Propeller HC-C3YR-1RF 3-Blade 961 TTSN
Annual due 3/31/2016
Useful Load 1024

Avionics: GNS 430 w/ GI-106SCDI (cable wired for WAAS)
KX-155 Nav/Com w/KI-208
KMA-28 Audio Panel
KR-85ADF w/KR-225 Indicator
KT-76A Transponder Mode C
JPI-700 Engine Monitor w/Fuel Flow (monitored to GPS)
Century 11B Autopilot w/ Heading Bug

Other: Yoke Mounted Electric Trim and Map Light
Vertical Card Compass
Davtron Digital Timer
Sigtronics 4-Place Intercom
Electric Gear, Trim and Flaps
True Airspeed Indicator
Overhauled Magneto w/New harness
New Landing Gear Donuts, New Muffler, New Engine Lord Mounts
New Concord Sealed Battery

New Engine Vacuum Pump
LASAR Mod Enclosed Strobe Wing Tips
Wing Root Fairings
Clam Shell Nose Gear Door, Panel Overlay
New Leather Interior Seats

Contact Eddie Smith @ 803 684-3425 or easeddie@aol.com. More views at http://www.heraldonline.com/news/business/biz-columns-blogs/don-worthington/article12303545.html. Appraised at $85,750.00, asking $78,500.00 or best reasonable offer. I have owned for fourteen years; selling for medical reason.

Mooney Cover

This cover will fit a newer, longer body Mooney. Asking $600 (When new, these covers cost $1,149)
Contact Jason Herritz at Chandler Aviation, Inc. 480-732-9118 parts@chandleraviation.com

1959 M20A

My brother was a Mooney enthusiast, who died nearly 12 years ago. My parents inherited his Mooney M20A (SN 1276). It's been sitting in a hangar at Hicks Airfield near Fort Worth since that time. It was flying until maybe November, 1989, when the prop was tagged.
Total time: 2608. Tach time: 187.
This is a definite fixer-upper. My brother loved his plane and maintained it very well. We have all the documentation and log books dating back to its original purchase in 1959.

Please make an offer. The buyer would have to transport it.
Contact Deborah Evans, Home: 972-985-8471; Cell: 214-213-0865;
email: Deborah.parker@verizon.net

See more photos, next page

Back to Table of Contents

LASAR'S Free Site

Check out Lake Aero Styling & Repair's " LASAR" Web Site: www.lasar.com New, under "Mooneys for Sale", you can List your Mooney for FREE!

Also check out Parts, Mods, and Services. LASAR, est. 1975 **(707) 263-0412** e-mail: parts-mods@lasar.com and service@lasar.com