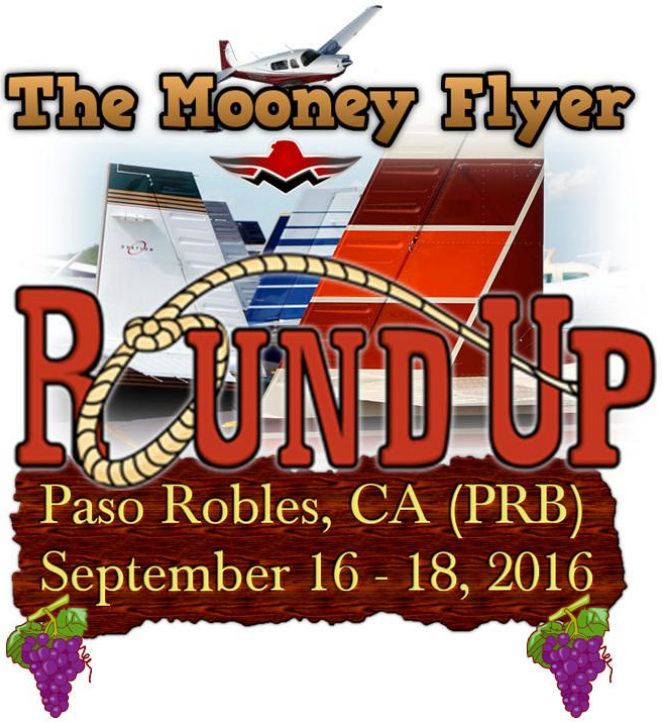
# The Mooney Flyer

The Official Online Magazine for the Mooney Community

www.TheMooneyFlyer.com

May 2016


**Friday, Sep 16th** Includes three fun tour options and an evening wine reception at the Museum.

**Saturday, Sep 17th** Seminars, both technical and non-technical (for the non-flyers), followed by a great dinner and awesome speaker

**Sunday, Sep 18th** Brunch for those interested, before departing for home


Estrella Warbirds Museum and Woodland Auto Display Paso Robles, California

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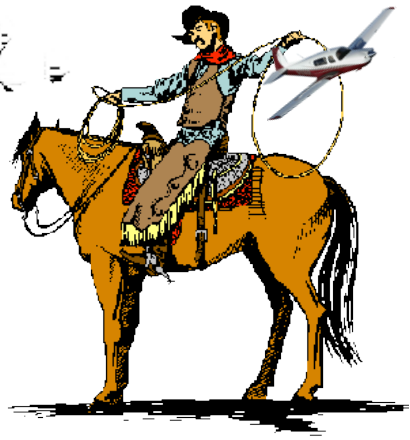

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## Features



## In Every Issue



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# From the Editor

**Phil Corman**


## The Mooney Flyer & The Mooney Flyer Round Up in September 16-18,2016

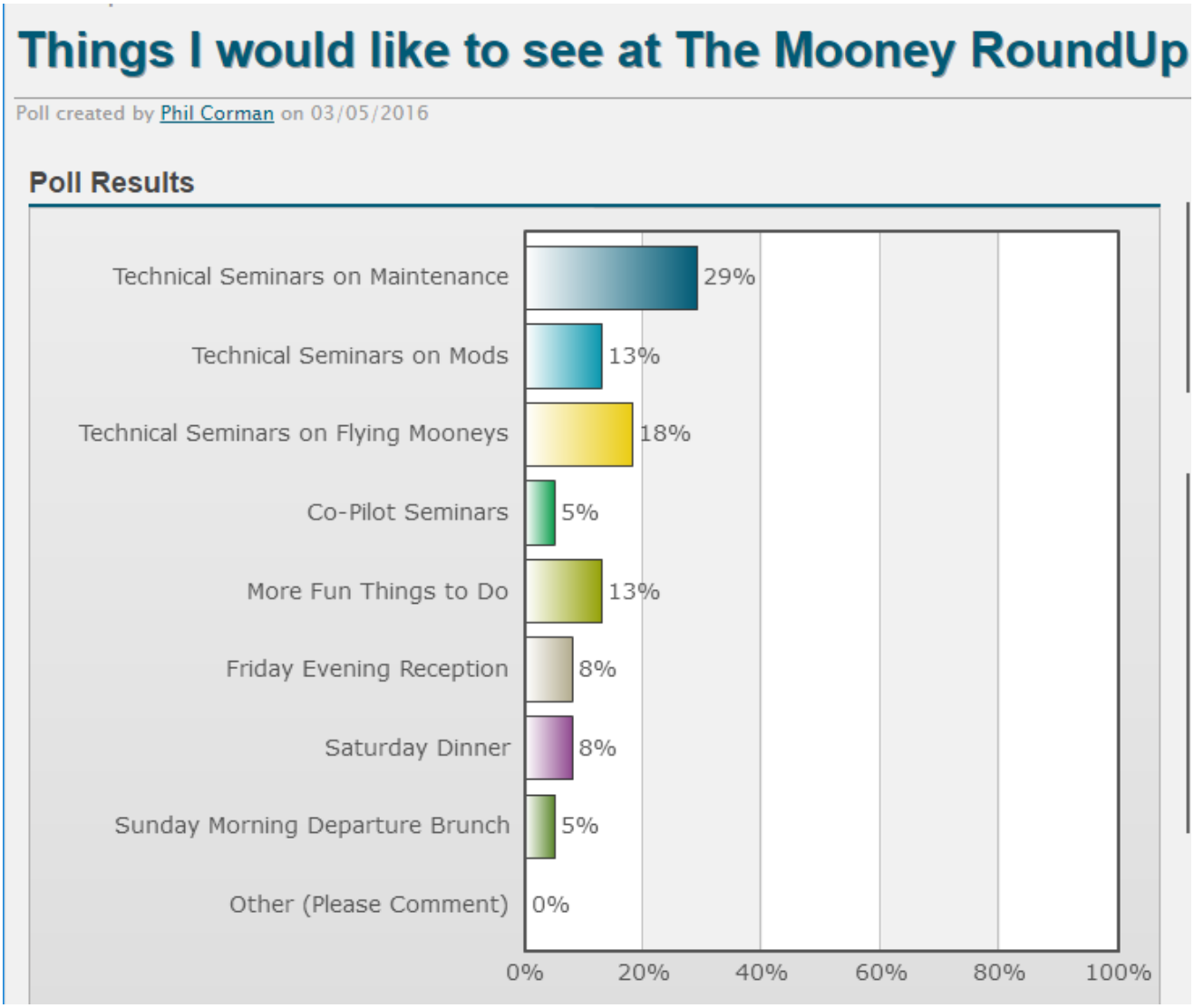
This is our 5th Anniversary of The Mooney Flyer! It's been a great run. We are in the middle of only our second ever "Donation Drive" So far, we've had a few wonderful donations, but not so much. We use this drive and Letters to the Editor to determine if people are loving our magazine. Please either make a donation and/or write us a Letter to the Editor to let us know. We are doing this for no subscription, so all we have to reward us is your sentiments and donations. Let us know.

Registration will open for our Second Mooney Flyer Round Up in June. The costs will be the same as last year; $100 for the Pilot and $50 for the passengers. Our Pinch Hitter course will include a simulator this year. Last year, we were packed for this Seminar, and with the addition of a simulator with our local FAA Designated Examiner, this will be fun and informative.

*Question for your readers: Some J models have a number of very small fuses under the instrument panel. Where are these fuses and what equipment do they protect*

*Mike Maksym*

We are also having dinner at Eberle Winery on Saturday evening in the Wine Caves… This will include a tour of the winery and free tasting. This should be amazing. Please consider attending. This takes a lot of work and the costs simply offset our expenses. We ain't doing this for money… we are doing it for our fellow Mooney Community.


**Next month's poll:** "The Feature I love most about my Mooney"

**CLICK HERE** to vote.


## Appraise Your Mooney's Value

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

M20C M20E M20F M20G M20J



*My wife and I were happy for twenty years; then we met*


**RE: Emergencies** -- Another excellent issue. Thanks for your efforts, and I will send a contribution your way.

I do disagree with your position that throttle and gear failures do not constitute an emergency. Remember, an emergency includes both urgency and distress conditions. How about if you were told to go around because of other traffic? I'll bet you would be wishing you had priority. It sounds like the controllers handled the situations as if you had declared an emergency (fire trucks, etc.). I think it is more important to emphasize that it is better to declare an emergency if there is any doubt.


To quote from the AIM:

*AIM 6.1.2 Emergency Condition – Request Assistance Immediately*

*An emergency can be either a distress or urgency condition as defined in the Pilot/Controller Glossary. Pilots do not hesitate to declare an emergency when they are faced with distress conditions such as fire, mechanical failure, or structural damage. However, some are reluctant to report an urgent condition when they encounter situations which may not be immediately perilous, but are potentially catastrophic. An aircraft is in at least an urgency condition the moment the pilot becomes doubtful about position, fuel endurance, weather, or any other condition that could adversely affect flight safety. This is the time to ask for help, not after the situation has developed into a distress condition.*

Thanks again…be sure to say hello next time you come to the Four Corners.

**Jon at KFMN**

THANK YOU – I have just discovered your Mooney Flyer magazine and I have got to tell you that I think it is not only the best Mooney-oriented publication, but possibly the best publication in General Aviation. I have been reading issues from the Archives and am learning something from each issue and thoroughly enjoy reading the articles.

**Ken M**

Month in and month out, I look for Geoff Lee's articles… His articles provide a wealth of information for any pilot. I wish I lived closer to him so I could get tune-ups from him. His best stuff are when he relates his personal experiences, but all his articles are informative and to the point. Thank you sir!

**Len D**

*I hate it when people use big words just to make themselves sound perspicacious.*

PHIL CORMAN

# The Top Things Every Mooney Pilot Can Do to Reduce Accidents

You can reduce the chance of having an accident in your Mooney by more than 90% and it has nothing to do with your Mooney. I was attending an Oregon Pilots Association (OPA) Seminar a few years ago in Sunriver, OR. We had scheduled a Mooney Fly-In for the weekend and it so happened that the OPA was also having a weekend event. The Sunriver (S21) ramp was bursting with General Aviation airplanes. The OPA President spoke with me and invited us Mooney drivers to their keynote speaker, Rod Machado. I love listening to Rod because he is informative, brings direct insight to his presentations, and is very entertaining. On this particular day, he focused on Airplane Accidents and their causes. Despite what you may read, he said that more than 90% of GA accidents have the same cause, "pilot error". Forget engine problems, gear problems, and other mechanical causes. The most significant thing you can do to reduce the probability of a GA accident is to look at yourself, the Pilot In Command.


He started off with a tale of a Mooney that landed gear up at a Class C airport in Southern California. I forget the details, but somehow the Mooney clipped something alongside the runway and flipped over. Nobody was hurt, but witnesses saw the landing gear extend, while in an inverted position, before the occupants left the aircraft. The cause? The PIC forgot to extend the gear. Oh my gosh! How can this happen, you ask? Well, the number one cause of gear ups is that the PIC is distracted from his/her landing checklist. These distractions can be passengers, something that's occurring in the pattern, or weather/winds, etc. Can gear ups be avoided? The answer is, most of the time. His advice was to check the Gear Down & Locked three times and verbalize it each time. First when you extend it, then when you are established on base, and finally over the numbers. Rod explained that If you have been distracted, having performed this check three times and verbalizing it, will remind you. It is the single most important procedure that any Mooney pilot can take to avoid a gear up.

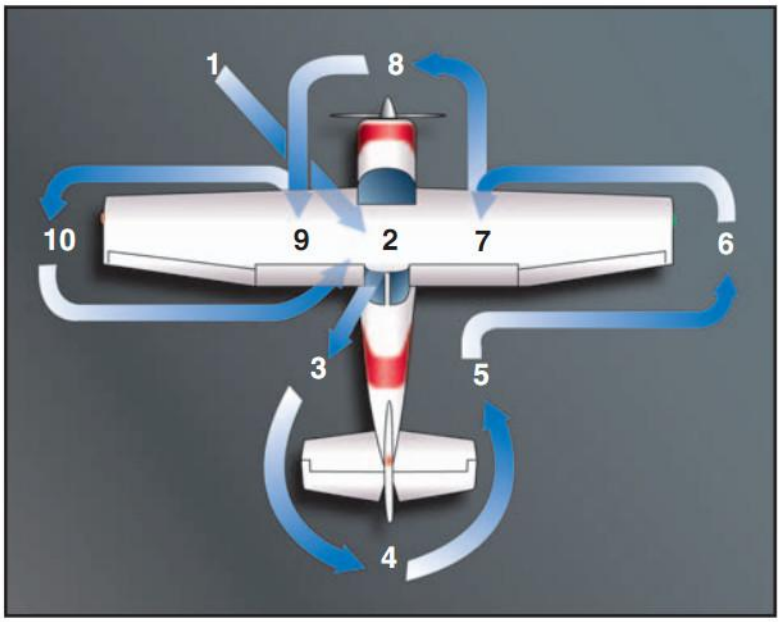
*You can reduce the chance of having an accident in your Mooney by more than 90%, and it has nothing to do with your Mooney.*

Surely, Mooneys crash due to non-pilot issues. An engine can fail at any time and without warning. Your gear can fail, perhaps because of a faulty Johnson bar lock or a failed backspring. Some of these things can happen without warning. Pilots can become incapacitated and so on, but these occur much less frequently than accidents that are induced by pilots.

**Information… Information… Information… A Plan… and an Alternative**

It starts on the ground, well before you even jump in the car to head to the airport. Weather accidents are unforgiving. For VFR pilots who inadvertently fly into Instrument Conditions, the time to an accident (usually fatal) is only a few minutes. There are a few key steps you can take to reduce or eliminate this. First, establish personal minimums and NEVER EXCEED THEM. Turn around or cancel your flight. As my wife says, "Live to fly another day". Second, do a thorough Weather Briefing. This is so easy now-a-days with Apps like Foreflight and WingX, or FAA services like DUATS, https://www.1800wxbrief.com/, or a good old fashioned telephone call to Lockheed-Martin FSS. If the weather looks beyond your Personal Minimums, seek alternatives to mitigate them. Flying into IMC or

inadvertently flying into a cloud during night VFR is likely to happen to you despite the above considerations if you fly that amazing Mooney of yours regularly. Weather is unpredictable, especially in the mountains, near the ocean, or pretty much everywhere. You should be ready for this at any moment and know exactly your response. In VFR, you should execute a standard rate turn of 180° and return to VFR conditions. Why push it? Ditto for entering Icing conditions. Have a plan and execute it. Continuing on in these adverse conditions without taking an affirmative action is the worst decision. It's like the old adage, "Insanity is doing the same thing over and over and expecting different results". Good information gathered on the ground, a good flight plan with alternatives, and a plan for what actions you will take if you still get caught in poor weather, can reduce weather accidents significantly. Good PIC judgement calls can reduce your exposure to an accident.




## Pre-Flights

It's rather obvious that you can and should detect aircraft issues during your pre-flight check. The trouble with pre-flight checks, is that most of the time you do NOT find any issues. This pushes us, psychologically, into a sense that we will rarely uncover an issue. This may, in turn, make us less vigilant. My wife was a cop for 30 years. She never discharged her weapon, except during recurrent training. The problem, she says, is that law enforcement can also get lulled into situations where there has NEVER been a problem for years, and all of a sudden, the officer must make life saving decisions. Pre-flight lethargy can be a killer. I recommend that you go into each pre-flight with a mindset that there is something wrong with your Mooney and you need to find it. Sterilize the area while doing a pre-flight. Let your passengers know you need to be 100% focused.

Secondly, don't ignore stuff. If you have a rough engine from a magneto, clear it or go back to the ramp. Another accident prevention method is one some pilots have adopted. I call it the "Rule of 2". If you find a small discrepancy during a pre-flight check, but feel it is not a risk to flight… ok. But once you find another issue, however small, go back to the hangar. Most accidents happen, not because of a single error, but because of a "chain of errors". Break the chain.

## Checklists

A good friend of mine once said, "Nobody has a good enough memory to be a good liar". We simply cannot remember all the tales we have spun that aren't true to reality. The same goes for pilots. Checklists ensure that our memories are perfect. As our flight hours go from hundreds of hours to thousands of hours, do our "checklists" become almost rote? Not in practice. Pilots get older and pilots get distracted. That's the problem. The solution is Checklists. It's cheap and a guarantee that you will not forget to check something. Forgetting something is another cause of accidents

that have nothing to do with the airplane. Do you have all your key checklists readily available? Certainly your pre-takeoff and takeoff checklists, landing checklists, etc. But do you have your various Emergency Checklists handy? You haven't needed them for years, but when you do need them, they should be at your fingertips… agree?

**Judgement and Skill – Tangible or Intangible**

In a battle of Judgement versus Skill, I vote for Judgement every time. You've heard the old expression, "Good judgment comes from experience and experience comes from bad judgment". Your excellent skills can get you out of a bad situation, but it's much more effective to have executed good judgement and never had to demonstrate your excellent skills.


First and foremost, good judgement includes getting all the information you can, regarding the safety of your flight. Knowledge is power and lack of it can lead to a disaster.


Second, have a plan. And with that plan, you should consider alternatives based on unforeseen or potential external factors.


Third, have Personal Minimums because they guide good judgement. Don't bend them, after all, you determined them. Included in this is dealing with Get-Home-Itus. What is your decision criteria for pushing the envelope to get home? What is the risk-reward of delaying the flight, if you are at or surpassing your personal minimums?


This disease can be terminal. Gird yourself to make the correct decision regardless of your job, your boss, or your friends. A 22,000 hour friend of mine with USAF and Airline experience was flying to Sedona with friends. When he was approaching the "USS Sedona" as pilots like to refer to KSEZ, since it sits atop a mesa, he determined the winds were beyond his personal minimums. Disappointing his friends was not a determinant in his decision. Safety was all that mattered.

Finally, practice and/or rehearse what you will do in different situations where your skills will be required. Sit on a kitchen chair and literally execute all the things you will be called upon to do if your engine fails on takeoff. You must, in a split second, aggressively lower the nose. If at your home drome, where will you land? Are you high enough to turn back? Should you land straight ahead?



*Television may insult your intelligence, but nothing rubs it in like a computer*

# Lessons from Wayne

***by Jim Price***

When I bought my M20K from my good friend, Wayne Fischer, he taught me many valuable lessons. Among them, was this gem:

When the engine heats up, steam is created and it becomes trapped inside the crankcase. If that steam is allowed to marinate there in the crankcase, it will eventually cause engine corrosion.

That is why, after flying, Wayne recommended that I remove the oil cap and loosely place a clean rag in the filler neck. This will let the steam that had built up during the flight, release into the atmosphere. Other pilots go so far as recommending that you remove the oil cap and leave it off for 30 to 60 minutes.

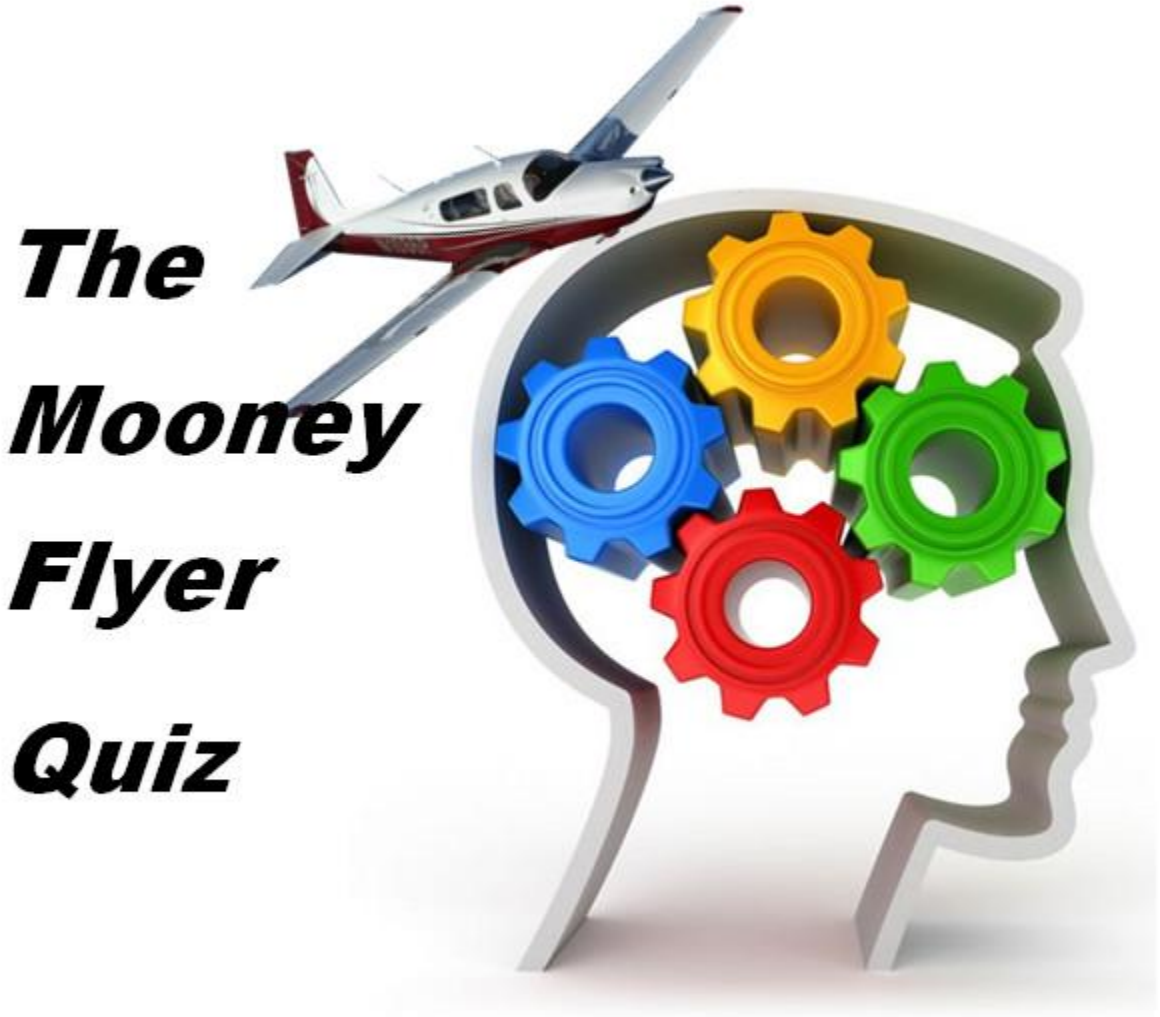
## Yes, You have 30 minutes!

As soon as you shut down, open your oil cap and leave it open for 30 minutes to an hour. This is one of the nicest things you can do for your engine. To help you remember to replace the oil cap, place a red shop rag on your cowl, near or on the oil inspection door.

While you're waiting for the steam to leave the oil tank, you can unload the airplane, refuel, and wipe the bugs from the wings, tail and fuselage. Before you know it, 30 minutes will have expired and the steam will no longer be a corrosive threat. Before you leave your aircraft, close the oil cap and you will have helped keep your engine free from corrosion.




*Every time someone comes up with a foolproof solution, along comes a more-talented fool*




**1.** **You are landing your Mooney in a crosswind and you fail to apply adequate crosswind correction for the drift. Luckily, your Mooney is a tricycle gear aircraft, which automatically corrects for this when the main wheels' tire treads resist the airplane's sideward motion, causing the airplane's sidewise motion to decrease, preventing an overturn or tip of your Mooney. Is this True or False?**

**The answer is False. Here's the quote from the FAA's Airplane Flying Handbook:**

**"If the pilot has not taken adequate corrective action to avoid drift during a crosswind landing, the main wheels' tire tread offers resistance to the airplane's sideward movement in respect to the ground. Consequently, any sidewise velocity of the airplane is abruptly decelerated, with the result that the inertia force (creates) a moment around the main wheel when it contacts the ground, tending to overturn or tip the airplane. If the windward wingtip is raised by the action of this moment, all the weight and shock of landing will be borne by one main wheel. This could cause structural damage." It could also strike a terrible blow to the pilot's ego.**

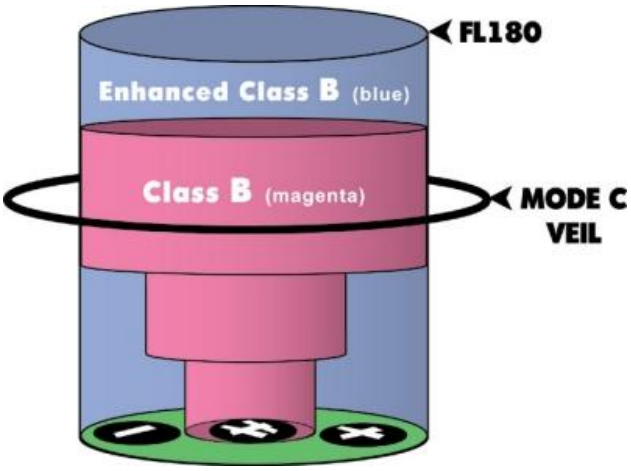
**2. What classes of airspace are included in Controlled Airspace? (Think United States.)**

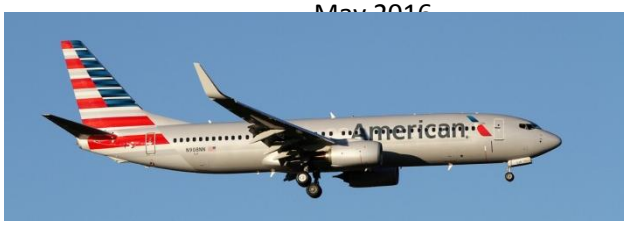
a. A, B, C, D, E, F, and G
b. A, B, C, D, and E
c. B, C, and D
d. A, B, C and D

**The answer is "b", Classes A, B, C, D, and E. Class F is not available in the U.S. Class G airspace allows for IFR and VFR flight, but ATC does not provide separation services within Class G airspace, because ATC does not control traffic there (uncontrolled airspace). Yes, you can pick up an IFR clearance while in Class G airspace, and ATC will limit IFR arrivals and departures to one-in-one-out at "uncontrolled" airports, but ATC separation service from other IFR aircraft doesn't begin until reaching controlled airspace. ATC may preface the clearance with, "Upon entering controlled airspace . . ." to emphasize this point. Whatever the airspace, pilots -- IFR or VFR -- are expected to watch for traffic. While Class E is controlled airspace, VFR aircraft not in contact with ATC will routinely utilize it. (AIM 3-3-1; ATC manual 7110.65, Chap. 4; Instrument Flying Handbook, Chap. 9)**


**3. True or False. ATC provides radar-separation services between all IFR and all VFR traffic within a Class B Airspace's associated Mode C Veil, but prior to the actual Class B Airspce.**

**The answer is False. When operating VFR within the Mode C veil -- and still outside the Class B airspace -- ATC does not provide separation service between the VFR aircraft or between VFR and IFR traffic. Once inside the Class B boundaries, everyone is separated.**






**4.** **ATC is giving radar vectors to a VFR Mooney for arrival. The controller tells the pilot to report sighting, and expect to follow, a Boeing 737, "... Ten o'clock, eight miles, southwest-bound, 4000, descending." The Mooney pilot reports sighting traffic, and then the Approach controller says, "Follow the 737, caution wake turbulence, contact Tower 118.3." The pilot accepts the clearance and switches to Tower frequency. Who is now responsible for wake-turbulence separation for the Mooney as it follows the Boeing?**

- **a. The Mooney Pilot**
- **b. The Tower Controller**
- **c. The Approach Controller**
- **d. The Captain of the Boeing 737**

**The answer is "a", The Mooney pilot. This applies to both VFR and to IFR arrivals on visual approaches. Once the pilot agrees to follow and is warned, "Caution wake turbulence," ATC expects the pilot to adjust speed or glide path (or both) as necessary to keep out of the wake turbulence. If the pilot doesn't like the sequence, then he or she should say something like, "Unable to follow the jet, request more spacing." A go-around is always an option. Do not make a 360-turn without advising ATC. (AIM, Chap. 7)**

**5.** **When flying your Mooney over any congested area of a city, town, or settlement you must remain at an altitude of (_____) feet above the highest obstacle within a horizontal radius of (_____) feet of the aircraft. (Excludes takeoffs and landings)**

- **a. 500, 1000**
- **b. 1000, 1500**
- **c. 1000, 2000**
- **d. 1500, 2000**

**The answer is "c", 1000, 2000. From FAR 91.119:**
**When operating "over any congested area of a city, town, or settlement, or over any open-air assembly of persons [and that can be a very small group, like a family picnic], an altitude of 1000 feet above the highest obstacle within a horizontal radius of 2000 feet of the aircraft."**

**6.** **Over other than congested areas, what minimum altitude must an airplane maintain above the surface? (Think land, not water and, again, exclude takeoffs or landings).**

a. 500
b. 1000
c. 1500
d. Any altitude that clears obstacles, persons or large animals.

**The answer is "a", 500. FAR 91.119 requires pilots to maintain: "An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure."**
**You might be able to argue the difference between "other than congested area" and "sparsely populated" with the FSDO. However, I don't think you'll win.**

*Fly Safe*

*Jim*



*Behind every great man is a woman rolling her eyes*

# Approach – Eyeball Alternatives

Geoff lee.

CFI

**VISUAL, CONTACT, or SPECIAL VFR** sounds almost like the same thing, but there are significant regulatory and operational differences to be aware of.

With all three of these approaches, be ready with either of these radio calls, *"Tower, 80 Mike has lost visual on the airport; need a vector",* or "*80 mike is unable to proceed visually".*

The **visual approach is not an instrument approach** and it must be conducted in VFR conditions. Issuance of the visual approach is **considered an IFR authorization by ATC.** It does have a couple of "gotchas".

If you are assigned "visual approach" by ATC, subsequent to an IFR arrival, you **must remain in VFR conditions,** even if you cannot visually complete the particular approach segment on which you are flying, having acknowledged the visual route. You **must request "further instructions"** from ATC. You will most likely be issued a "local" clearance to climb and turn with vectors back for a published instrument approach.

Be aware that at large airports with parallel IFR runways, there may be full instrument landings being conducted on the other runway**. A "missed approach" cannot be "legally" executed from a visual approach** without specific instructions from the controller. The approach can be made to almost any airport from an IFR flight plan, but you are still responsible for closing your plan at an airport without an ATC facility.

In order to **expedite approaches** at a busy airport, a controller may vector you for a visual approach if the reported ceiling is 500 feet above his minimum vectoring altitude, and or, if you report the airport in sight. It is usually the shortest path to the airport, so **if you can remain VFR or keep the preceding aircraft in sight** , as would be requested by the controller, you can initiate the request. This is a good plan if you are "stretching" fuel.

Bearing in mind the foregoing, it would be prudent to plan a VFR escape route, if possible, should the weather cause visual impairment in the final stages of your approach. Scrambling to acquire "further instructions" in the form of a clearance, could be frenetic. Especially if you are approaching a busy class B or C airport that may be conducting several, and even simultaneous parallel approaches.

VFR, by definition, places the onus for **obstacle clearance** on the pilot during a visual approach. Familiarity with the local terrain and or a decent GPS map with terrain, would be an important consideration when accepting or requesting a visual approach. In rapidly varying VFR, IFR conditions, like fast moving clouds or rain squalls, familiarity is especially important.

*Many moons ago, I was in this predicament on approach to the old MEIGS airport in downtown Chicago. There were no GPS maps then. In the rain, and four miles out, the airport and the illuminated city of*

*Chicago disappeared from view. It was also getting dark and I **was** stretching fuel. Luckily, there is a sizeable lake, (Michigan), adjacent to that old airport, so terrain on an Easterly turnout, was not an issue.*

*No forgiveness for Mayor Daly, for destroying that very useful and convenient airport under cover of night in 2003. it was then replaced by a housing development.*

***Chicago, Meigs airport, as it used to be.***

**On final to Meigs Airport on a good day in 1980……Memories; I digress.**

**After considerable and cautious deliberation, the contact approach** must be requested by the pilot. The controller cannot initiate this procedure.

It gives the pilot the option to conduct an approach visually instead of via the published procedure, when the weather is below VFR minimums. A clearance must be requested. It is an IFR procedure. The pilot must **maintain visual <u>contact with the ground</u> and remain clear of clouds, plus the airport of destination must have at least one statute mile of visibility.** A standard **missed approach procedure is not available.** The controller must issue "further instructions", should the pilot be unable to complete the approach. Therefore, prompt notification to ATC is imperative, should a completion difficulty arise. ( *i.e., the Airport visibility falls below one statute mile).* Traffic separation will be provided by ATC, but the **obstacle clearance task falls upon the pilot.**

In my opinion, this approach is fraught with hazard in an unfamiliar geographic situation. It could be useful to avoid threatening convective, but widely spaced weather on a full published approach, but it would seem to present comparable risks on unfamiliar ground. 'Tis akin to scud running with a clearance. You cannot blame the controller if things go awry because it is your choice.

**Special VFR needs a clearance from the tower or a flight service station** *(non tower airport)***.**

**The clearance must be requested; <u>it will not be offered.</u>**

You may get some indirect **verbal "prompting" to <u>make the request</u>** if ATC observes that the procedure is the safest/quickest path to extricate you from below VFR minimum weather in the vicinity of the airport. An inbound position report, when **you can see the field**, may be met with "*the field is IFR, what are your intentions?"*

**The procedure is not an instrument procedure.** It may be requested by VFR only pilots and even student pilots.

**Special VFR operations at night do require an instrument rating and an applicable aircraft.**

**It is the Pilot's responsibility to maintain one statute mile and <u>ground visibility</u> while remaining clear of clouds.** The tower operator is actually placing trust in the pilot to conform to the elements of the

procedure. R*ealistically*, *if the Tower Controller cannot see for one mile or better, you probably will not get the clearance.*

Many airports, particularly class B, busy C, and airports under the Class B umbrella, will not accept a Special VFR request. If the destination airport does not have a weather reporting capability, then "in flight" visibility may be used. This places much responsibility on the pilot. If there is a tower, they may or may not have useful "secondary radar" available, so upon loss of the one mile visibility, it could be difficult to safely extract oneself from the predicament, if one was not instrument rated and capable. Declaring an emergency may be the only option, and that certainly does not ensure your safety.

The best advice that I would offer, relative to this approach, is to diligently plan to avoid placing oneself in a situation that would require its use as a last resort. It is no place for the unsure and a potential trap for the overly aggressive.

Use it as an available option when completely confident in a successful outcome.

Stay safe.




*If you keep your feet firmly on the ground, you'll have trouble putting on your pants.*

May 2016

# Light Gun Signals

by Jim Price

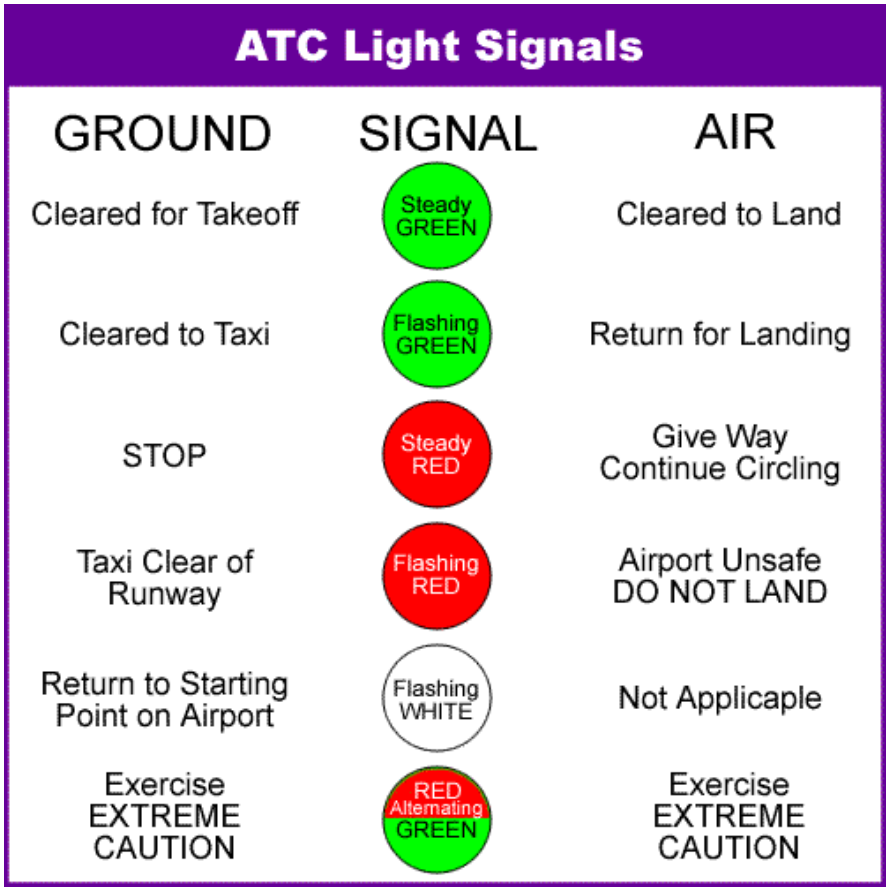
Last year, I was preparing to land at my home airport and while on downwind, the Tower controller cleared me to land behind a Piper Arrow on short final. I acknowledged or rather I thought I had acknowledged the clearance.

Then I heard the controller say, “Mooney 257KW, please acknowledge the clearance to land.”

I tried to reply, but I could tell that I was not transmitting.

I turned base and looked at the tower. There it was, that welcome steady green light. I had heard about it for over 46 years – but had never had the opportunity to be the “gun’s target”.

After landing, my Push to Talk button began to work again, and I was cleared to the ramp. For my next flight, the microphone that came with the airplane was plugged in and I flew it to the Avionics shop for repair.




Although most pilots know the meaning of light gun signals, very few of us know about the situations that would lead a controller to use one light gun signal rather than another.

Let’s look at some of the basics. What do you do if you find yourself unable to communicate with a tower?


**THE ALTERNATING RED AND GREEN SIGNAL** is issued as a general warning to advise pilots to exercise caution. Here is the written guidance the FAA has provided for controllers in using it.

The FAA gives the following guidance to controllers:

"Direct a general warning signal, alternating red and green, to aircraft or vehicle operators, as appropriate, when:

a. Aircraft are converging and a collision hazard exists.
b. Mechanical trouble exists of which the pilot might not be aware.
c. Other hazardous conditions are present, which calls for intensified pilot or operator alertness. These conditions may include obstructions, soft field, ice on the runway, etc.

The FAA adds the following note: "The warning signal is not a prohibitive signal and can be followed by any other light signal, as circumstances permit."

Controllers are going to assess each individual situation and use their own judgement to determine which signal is best. They may consider the conditions at the airport, the aircraft that is operating without a radio, etc.


## STEADY GREEN AND FLASHING GREEN

If you are airborne, a steady green light is a clearance to land. It tells you that when you arrive, the runway will be unoccupied and you have the tower controller's permission to land on it.


More confusing is the "flashing green" signal. This means to "return for landing. This signal will be followed by a steady green light at the proper time". Essentially, it's a signal to go-around.

For example, you have experienced a radio failure and the controller aims the gun at you and gives you the steady green light. However, you're too fast and in your opinion, you need to go around. The tower controller will observe you initiate the go around and ***could*** flash the green light to let you know you're permitted to remain in the pattern and come around again. The controller may even continue the flashing green signal while the aircraft is on the downwind leg until it turns base and it is obvious that you have decided to land. The controller would then begin to use the steady green light signal to advise you that you are again "cleared to land".



## STEADY RED AND FLASHING RED

In flight, **a flashing red signal** means that the airport is unsafe and you are not cleared to land! Why unsafe? Perhaps the runway is torn up, or someone is having a worse day than you, and they are disabled on the runway. Maybe it's a vehicle, animal or debris. Of course, as the pilot in command, you could choose to land anyway if you determined that the situation was so dire that it made ***more*** sense to land. But remember, the controller is telling you that bad things will happen to you and your airplane if you land there. It's time to go-around. You may decide to return for landing on a different runway, or you may choose to go to another airport. As pilot in command, you will decide what to do next.

**If you have just landed (radio out), you might be given a FLASHING RED SIGNAL** as you leisurely roll out. Why? The controller may have another airplane waiting to land and he or she wants you to clear the runway. Simply find the nearest taxiway and get on it. Then watch for further light signals from the tower. (Flashing green: Cleared to taxi, hopefully to the avionics shop.

**A STEADY RED LIGHT** means "Give way to other aircraft and continue circling". It indicates the involvement of another aircraft and the controller wants you to allow it to precede you to the runway. Why in the world? After all, an aircraft without a radio should be treated as an emergency. I'm sure there's a good reason for a steady red light, and it's probably the need to follow another aircraft.

Now, it becomes the pilot's responsibility to determine how to most safely continue to the runway. You could extend the downwind leg to fall in behind the other aircraft. You could choose to reduce speed and fly a normal pattern. You may even choose to line up with another runway at that same airport. Remember, it is the pilot in command's responsibility to always conduct the flight safely!

## ATC light gun signals are instructions issued by a controller, and pilots are required to comply with them.

## REMEMBER:

- As with any ATC instruction, ***never*** compromise the safe or legal operation of the flight for the sake of complying with a light gun signal.
- Pilots should respond to light gun signals, just like any other instruction.
- The AIM recommends that airplanes move their ailerons and rudders to acknowledge light gun signals.
- In flight, this will result in a rocking of the airplane's wings.
- On the ground, the signal will still be visible to the controller since he or she will see the control surfaces move!
- At night, If you're responding to light gun signals, flash your landing light in reply.
- The meaning of the light gun signals to aircraft on the ground is far less ambiguous. After a radio out landing, just face the aircraft toward the tower and await the instructions.
- You ***do not*** need permission from the tower via light gun signal to descend into the airspace or the pattern! If you have an in-flight radio failure, enter the airspace and the traffic pattern carefully. Determine the flow of traffic and fit into it while watching for light gun signals.



*A computer once beat me at chess, but it was no match for me at kick boxing*


## Lake Aero Styling & Repair "LASAR"

**"Serving your Mooney needs since 1975" in Lakeport, CA**

**www.lasar.com**

**Office or Service: (707) 263-0412 accounts@lasar.com**

**Parts: 707 263-0581, (800) 954-5619 Parts-Mods@lasar.com**


Send your questions for Tom to TheMooneyFlyer@gmail.com

**Question 1: I have a pretty healthy oil leak on my nose tire. Initial indications are a bad prop governor in need of a rebuild. Anyone have any gauge on how to best tackle that on a 1969 M20E?**

First, we must assume that the oil leak is the prop governor. We would wash the engine down with solvent to pinpoint the exact leak. Removing a governor on that engine is a big job, so you want to be sure it is the leak. It could be a mounting gasket or the seal under the adjusting screw. That is why it is necessary to determine the source of the leak. If the governor has to go to the shop (prop shop usually), expect a big bill; $1000 and up. It is very hard to get a governor repaired without an overhaul.
To make matters worse, your governor is probably obsolete and not repairable.
I would suggest your mechanic determine make and model installed and do some research on overhaul costs versus new, and try to determine possible repairs before you remove it. If not repairable, a lot of down time could be saved just installing new, versus sending it in for possible repair. Several hours just to R & R.

**Question 2: Can you run LOP without GAMI injectors safely? (I don't have GAMI's on my aircraft now, but would consider putting them on if that is the best way).**

The question is somewhat incomplete. I'd need to know the model and the engine to give you a good answer. However, I can give you some generalizations.
Those of you that know me, understand that I am not a big fan of LOP, unless the POH specifically has procedures for that operation. Those with the LOP procedures are the first Malibu aircraft, with the 520 engine, and several versions of the Cirrus or the Ovation. If you really want to know, try to get Don Kaye to answer. He has extensive experience trying to run his TLS LOP and is well educated with the Gami's.



*Ever stop to think and forget to start again?*


USED AIRPLANES: WHAT'S HOT AND WHAT'S NOT
FLYING
JUNE 1986 $1.95
WORLD'S MOST WIDELY READ AVIATION MAGAZINE
DUELING TURBOS: NEW 252 RIVALS T210R
CLUES FOR GOOD CREWS
N252JS




**May 14**: Winter Haven (KFIN)
**June 11**: Williston (X60)
**July 9:** Sebring, (SEF)

## Henry Hochberg's "Wild Wings to Walla Walla" Fly-In

**June 24-26:** This fly-in takes place whenever Henry gets the urge to host it. It's located in SE Washington state at KALW. Walla Walla is located in a beautiful wine area and Henry usually suggests wineries to visit and schedules 1 or 2 lunch and/or dinner get-togethers. Stay tuned for more details as Henry figures them out. Room reservations can be made at the **Whitman** Hotel via 866-826-9422. If you are really in need of additional information you can ping Henry at : aeroncadoc@comcast.net


**June 10-12:** Denver, CO
**September 9-11**: Manchester, NH
**October 7-9**: Mansfield, OH

## Mooney Summit IV

An educational event and social gathering, will once again be held at Panama City Beach Fl. on September 29th thru October 2nd 2016. CLICK HERE for the details.



*When I married Mrs. Right, I had no idea her first name was Always*


## *Flush mount iPad Pro, Mini, and iPhone 6 on your panel*

Guardian Avionics has released the new iFDR Panel Mount series. The mounts, designed for Apple's iPhone 6, iPad Mini and iPad Pro (12.9-inch), hold the instrument flush with the panel.

The iFDR Panel Mounts are constructed of ABS plastic for long-term durability and resistance to temperature fluctuations. Once installed, each mount features a spring-loaded receiver for the iPad or iPhone that allow it to hold securely in the mount and absorb the vibrations in flight.

All three models have port positions for the Apple MFi Certified Lightning cable and 3.5mm audio cable (cables sold separately) to allow inflight power as well as connectivity to external GPS, engine management, and audio products installed in the aircraft.

Guardian Avionics' iFDR Panel Mount for iPhone 6 is available for $99.00; the iFDR Panel Mount for iPad Mini is available for $149.00; and the iFDR Panel Mount for iPad Pro (12.9-inch) is available for $249.00 at the event.

# *Appareo cuts price of Stratus ESG transponder*


Appareo Systems has lowered the manufacturer's suggested retail price of its Stratus ESG, an Automatic Dependent Surveillance-Broadcast Out transponder with a built-in WAAS GPS receiver, from $3,490 to $2,995. The new price includes an antenna for the integral WAAS GPS receiver.

Appareo said its nearly 250 authorized dealers have been actively selling the Stratus ESG and scheduling installations to begin this summer.

The price reduction will be reflected in all existing purchase agreements.


Sporty's has launched its new Breakdown Assistance Program for aircraft owners who need mechanical help away from home.

In cooperation with Mike Busch's Savvy Aircraft Maintenance Management, Sporty's Breakdown Assistance Program is a 24/7 partner for aircraft owners. With just one phone call to a toll-free hotline, an aircraft owner gains immediate access to Savvy's team of A&P/IA mechanics.

"Traveling by GA airplane can be one of the most exciting and valuable benefits of your pilot certificate. But an unexpected mechanical can quickly ruin a trip — especially if you're far from home and it's late at night or over the weekend," says Sporty's Vice President John Zimmerman.

When an aircraft owner calls the Breakdown Assistance phone number, the on-duty mechanic will respond anytime, day or night, typically within 15 minutes. The A&P will assist in troubleshooting the problem and help determine whether the aircraft is safe to fly home. If it isn't, the aircraft owner will receive recommendations of nearby shops and mechanics, based on Savvy's extensive database and experience.

Sporty's Breakdown Assistance Program is intended for owner-flown aircraft, and does not include routine preventive maintenance such as oil changes. For Sporty's Breakdown Assistance to be in effect, the pilot and aircraft must be more than 50 statute miles of the airplane's home base.

Sporty's Breakdown Assistance Program for single-engine piston aircraft is available for one year for $149.

Sporty's Breakdown Assistance Program for multi-engine piston aircraft is available for one year for $199.

Sporty's Breakdown Assistance Program for single-engine turbine aircraft is available for $249.

The program launches April 18 and coverage will go into effect 48 hours after the order is placed at Sportys.com or by calling 1-800-SPORTYS.



*My wife got 8 out 10 on her driver's test--the other two guys managed to jump out of her way.*


# Garmin GTN 750 Software Release

## GTN Software Version 6.11

11 APRIL 2016 / SERVICE DOCUMENT NOTIFICATIONS /

**CERTIFICATION AUTHORIZATION:**

Part 27 AML STC SR02120SE

**COMPLIANCE:**

Optional

**PURPOSE:**

This STC amendment updates the GTN software from version 4.00 to version 6.11 and GMA 35 from v3.05 to v4.10A.

GTN Software Version 6.11 includes the following functions:

- User Defined Holds - Holds can be created by the pilot over an existing fix in the navigation database or over a user defined waypoint.
- Search and Rescue Patterns
- Animation of precipitation on weather pages for FIS-B, Sirius XM, and Connext weather
- Metric and Imperial Unit display options
- Ability to load a second approach while in the missed approach hold for another approach
- Display of previous flight plan waypoint and legs on the moving map
- Provide advisory vertical guidance on LP approaches (LP+V)
- Fuel range ring depiction on map page
- CDI guidance along curved paths between flight plan legs
- Scheduled Messages Support
- Predictive Waypoint Entry
- User Configurable Checklists
- Reverse Frequency Lookup
- Power Line Display and Alerting

New interface and other approvals include the following:

# 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. CFII, 11,000+, Mooney Rocket owner. 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: 10,265; Mooney: 8454; Instruction: 5641

**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) 560-8980, 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


### Maryland

**George "Brain" Perry**, Maryland area (Frederick). Commander, USN, Retired.
Interim Executive Director, AOPA Foundation, Senior Vice President, AOPA Air Safety Institute. 5000+ hours TT in lots of different aircraft including F-14 and F-18's. 1000 Hours in Mooneys of all flavors. 1000 hours of dual given. CFII / MEI / ATP / 525S. I currently own a 99 Eagle M20S and fly about 200 hours a year. Cell (240) 344-1777. George.perry@aopa.org


### 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, jacknapoli12@gmail.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


### Ohio

**Mike Stretanski**, Delaware Municipal Airport (KDLZ), Delaware, Ohio, AGI, CFI, Mooney Owner/Flyer, Flight Physicals, Senior AME, Test prep/Written review prep, Transition Training, G1000, HP/complex endorsements. 614-975-1003.MFSTRETANSKI@gmail.com


### Tennessee

**Shawn Cuff**, Hohenwald, TN (0M3) ATP/CFI-II-MEI. Flying an M20K with Garmin 530W for local company. Relaxed and pleasant flight instruction, flight reviews and instrument competency checks. Contact: **Shawn.M.Cuff@icloud.com** or 931-230-5400. Thank you for reading and safe flying! :-)


### 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. Commercial, SEL/MEL CFII, Glider, Typed in C-500's. Member MAPA Safety Foundation.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. Mooney Staff CFI, Mooney Safety Foundation. Retired American Airlines Check Airman. Owns a M20J 201. Total time: Over 20,000.


**For Sale -- Mooney M20J, IO-360-A3B6D, Exhaust System**. Removed recently to install a Power Flow Exhaust System. In good, serviceable, condition, according to the Mooney mechanic who inspected it at pre-buy (7 months ago) and the mechanic who removed it (2 months ago). Asking $450 plus shipping. Shipping calculated upon sale. Located in Perry, Oklahoma (F22). Call 405-338-8992.

## *Parts for Sale*

I have several Mooney parts for sale from a 1969 G model. Brand new voltage regulator, never used. Instrument light rheostat controller, cowling plugs and like new fuselage/cockpit and tail feather covers. G model POH. Contact me at Wilson Brown, located in Georgia, 678-469-6182

## *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

## 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

## 1978 Mooney 201VL
## $ 92,500
## MODEL 201 J - 200HP

mbmaksymdc10@aol.com

AIRCRAFT SERIAL# 24-0398
Lycoming IO-360-A3B6D

TIMES
AIRFRAME TOTAL: 5256

ENGINE TSMO: 878

Engine overhauled BY LYCOMING FACTORY INSTALLED 01/16/2004

Propeller governor INSTALLED 01/16/2004
OVERHAULED PRO - PROP
HOSE ASSEMBLIES FUEL OIL REWORKED 01/09/2004

GANN AVIATION

New propeller 04/01/91 MC CAULEY

Power flow exhaust system 2015
DYNAMICALLY BALANCER 5/23/95
VACUUM PUMP REPLACE 07/15/2015
NEW SKYTEC HIGH TORQUE STARTER and upgraded start relay
Electrical New zcftronics voltage regulator
INSTALLED M-20 AIR/ OIL SEPARATOR
NEW ENGINE TACK CABLE AND OVERHAULED TACH 2007

**AIRFRAME**
Alternate air door kit
Complete brake overhaul
PILOTS MASTER BRAKES CYLINDERS REPLACED 03/2008
ALL NEW TIRES AND TUBES
RIGHT and left FUEL TANK completely resealed 2015
12V CONCORDE RECOMBINANT GAS BATTERY

**INSTRUMENTS**
Altimeter, static, integrated system, transponder IFR

ANNUAL 09/01/2015

CORROSION TREATMENT each annual

**RADIO**
INSTALLED GARMIN GPS 430
INSTALLED GPS ANTENNA GA-56GPS
INSTALLED GARMIN 340 AUDIO PANEL

FOUR PLACE AUDIO I/C
ASPEN 1000 PRO
AVIDYNE TAS-600 traffic
STAND BY VACUUM GYRO
STORM SCOPE WX1000 PLUS
ENGINE EDM 700 4C A6 WITH FUEL FLOW
KFC 200 AUTOPILOT with altitude hold AND CONNECT TO ASPEN
1 COLLINS VHF 251ACOMM
1 COLLINS VIR351 WITH TO /FROM AIRTEX 345 406 February 2016
COLLINS TRANSPONDER TDR-950 UP DATED 03/2011
DAVTRON MODEL 811BDIGITAL CLOCK
NEW ENGINE TACK CABLE AND OVERHAULED TACH

**GENERAL INFORMATION**
ELECTRIC LANDING GEAR
ELECTRIC TRIM
ELECTRIC FLAPS
Control wheel steerting
Navigation annunciation
System annuncator
ROSEN SUN VISORS
Mooney shoulder harness installed
Wing tip strobes
External power receptacle
Copilots brakes