The Mooney Flyer

The Official Online Magazine for the Mooney Community

www.TheMooneyFlyer.com

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Mooney Elegance

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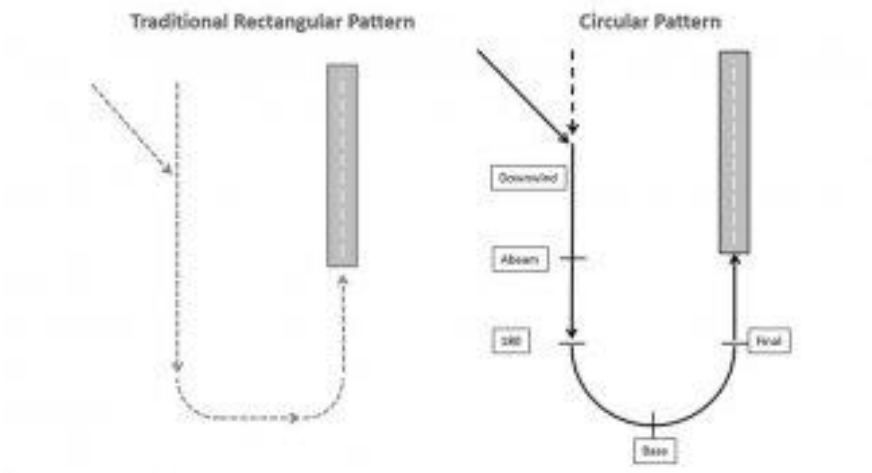
Train or Patch the Problem

Here, at The Mooney Flyer, we believe in learning how to do things correctly as opposed to changing a procedure because people are doing it wrong. You are probably asking, "What the heck are you talking about"? Of course we agree.

But there are two investigations underway, attempting to reduce the number of stall/spin accidents on Base-to-Final. Investigation #1 is to replace the "square pattern" of downwind-base-final with a 180° downwind to final turn. Investigation #2 is to replace the default "left pattern" with a default "right pattern".

Both are trying to reduce final turn stall/spin accidents. In our minds, both are patches.

#1: 180° Downwind-to-Final



Hey, if you are uncoordinated in a base-to-final turn, why wouldn't you also be uncoordinated in a 180° turn. In addition, you also don't see all the traffic on a straight-in final without a squared off base turn. We think this is a bad patch to a problem. And if you have not accounted properly for a tail wind on base, you will still overshoot final and possibly make the same mistake of tightening your turn while low and slow and perhaps uncoordinated.

#2: Right Patterns Rule

Stalling From an Uncoordinated Left Turn Onto Final Approach

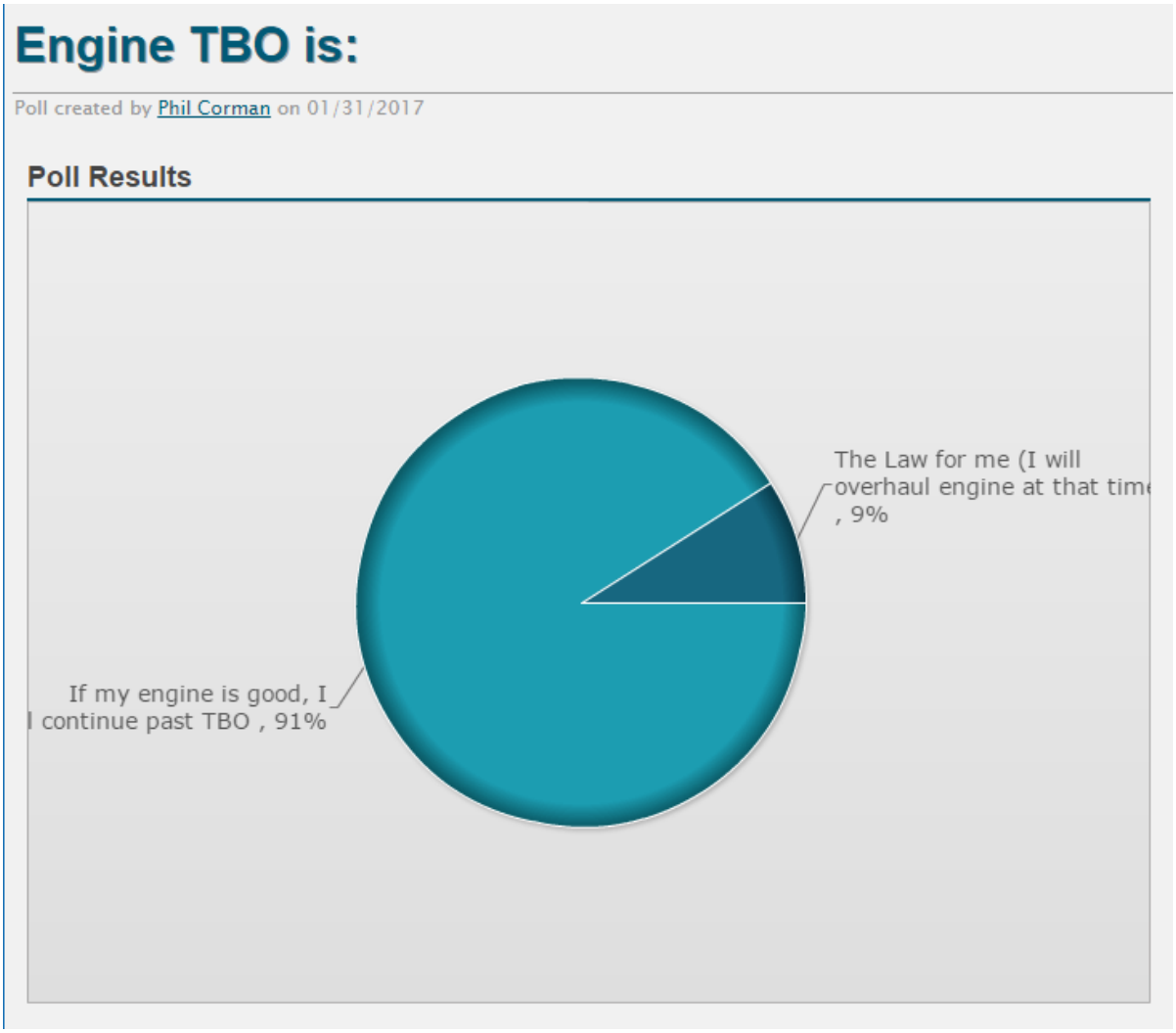
When pilots turn onto final approach from a left base leg, because of improper control use, they tend to skid the airplane's nose toward the inside of the turn. How so? Rolling out to the right without the proper use of right rudder yaws the airplane's nose to the left, toward the inside of the

turn. This is called a skid. If the pilot overshoots the turn and pulls aft on the elevator control to compensate for the overshoot, he'll have to hold right aileron to prevent the bank from increasing. Using right aileron in either situation results in adverse yaw, pulling the airplane's nose toward the inside of the turn. Should the wings approach their critical angle of attack, the left wing (the wing inside the turn) will likely stall first. After all, a left yaw pulls the left wing aft and slows it down slightly, compared to the right wing. Therefore, its angle of attack is slightly larger than the right wing angle of attack. If the left wing stalls first, the airplane will roll to the left, in the same direction the airplane was turning. The left yaw, in this instance, is exacerbated when power is used for the approach (which it is most of the time). When the left wing stalls first in a left turn, both the turn and the stalled left wing are acting in the same direction and often produce a quick spin entry to the left. While you might be able to run a Rosary through your hand as quick as the ammo belt on a machine gun, it's unlikely you'll get through even one bead before you and your airplane become landmarks. On the other hand, stalling and spinning from a right turn onto final approach is much less likely to result in a spin. Let me explain.

Stalling From an Uncoordinated Right Turn Onto Final Approach

Turning right onto final approach from a right base leg results in the exact same amount of adverse yaw produced by the ailerons as compared to a left turn onto final approach. Failure to use rudder while rolling level from a right turn or holding left aileron to prevent a bank increase during a turn, results in the nose yawing toward the inside of the turn to the right. This is the same skid that we just discussed in the previous paragraph, except that it occurs to the right, not the left. The big difference here is how power affects the airplane. The use of power yaws the airplane to the left, especially at high power settings and high angles of attack. Therefore, in a right turn to final approach where the pilot fails to use rudder properly, power pulls the nose to the left, toward the outside of the turn (known as a slipping turn). In this instance, should the airplane stall, it might stall in a right slipping turn (i.e., the left [outside] wing stalls first and the airplane wants to roll opposite the direction the airplane is turning). Then again, if the power-induced left yaw and the adverse yaw (to the right) counteract each other, the airplane might stall in a more coordinated flight condition. Either way, an airplane stalling in either condition is less likely to spin and more likely to simply pitch in a forward/downward direction as it would in a typical stall, without the extreme rolling and yawing motion of a spin entry. Ultimately, flying a right-hand turn to final (as opposed to a left-hand turn) is likely to be less lethal for pilots who've lost (or never had) any significant degree of proficiency with their rudder pedals. Just to be clear here, I'm not saying that pilots can't spin out of a right, powered turn to final approach. I am saying that a spin out of a left, powered turn to final approach is more likely if pilots fail to use their flight controls properly.

All of this is true, but it is covering up the problem, which is that many base-to-final turns are a result of uncoordinated turns that cause a stall/spin at low altitude. We feel strongly that the problem should be addressed by training pilots more aggressively on coordinated turns in the pattern. Because we are doing more powered approaches, we need a refresher. Most P and C drivers can get away with less rudder involvement in coordinated turns, but not our Mooneys. So forget the patch. Go out with a CFI and ensure that you are coordinated on base-to-final from both the left and right patterns.



Next month's poll:"My favorite altitude for longer trips is"**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

RE: 10 Things all Mooney Pilots Should Know -- We all know there are 4 forces that act upon our airplanes during flight. Lift, Drag, Gravity, and Thrust. Assuming all of these forces remain constant, equilibrium must be achieved, which results in the aircraft velocity in terms of IAS. Getting on the step keeps the airplane in a longer climb. The potential energy of the extra altitude is converted into kinetic energy during the decent. Any speed gains will be lost as the 4 forces act upon the airframe and it reaches equilibrium, as it must. The alternative is level off at the target altitude and accelerate until equilibrium is achieved. The IAS when equilibrium is achieve must be the same. We know that air resistance (drag) increases as a function of velocity squared. Therefore any time spent above the equilibrium velocity has a higher energy cost than at or below equilibrium for the distance traveled. So I have to believe that any attempt to get on the step will actually have at least a slightly negative impact. Pilots that are in a hurry to accelerate, can maintain the climb power setting longer. Those interested in range or fuel conservation can immediately reduce to their cruise power setting and have a slower more economical acceleration.

Lets add to your 10 tips, with my #11 and since you touched on it #12.

My Bravo has speed brakes, but I try to fly such that I don't need to use them. I find that reducing MP all along the descent a few inches at a time, while keeping an eye on the engines rate of cooling with the cowl flaps closed. Doing so saves fuel, and prevents shock cooling. I don't find a need to let the engine spool down after landing as I have carefully cooled it during the decent. When ATC slam dunks, then speed brakes can become a necessity, but always pay attention to rate of cooling when reducing power.

#12 LOP hrs ROP

LOP can be achieved with any fuel injected engine, and having a top notch engine analyzer is important for gathering the vital data for tuning the injectors, and making sure to not accidentally damage the engine due to improper leaning. LOP creates less power for a given RPM/MP setting than ROP for sure. However the plugs stay clean, the oil remains cleaner, all (or more) of the fuel is all burned up which must be better for the environment. I am big fan of LOP operation for cruise and descent phases of flight.

I really enjoy the Mooney Flyer, as it has the relevant information for me as a Mooney owner, Thanks to you and the team!
Eric T

Derek B wrote "What magic fairy dust does the guy on the left use to keep his CHTs below 180 on Lycoming and below 200 on Contenentals??? Is that degrees C or something???" Regarding our typo on CHTs. Duh, we wrote 180° for Lycoming & 200° for Continental. Our answer to Derek was to get those lower CHTs, he should super cool his 100LL and get towed by another plane.

The Middle English name for small boats was *cogges* and somehow, *cogges* evolved into *cockpit*. Go figure! The nautical term *Cockpit*, later evolved into the name of the coxswain's station on a Royal Navy ship, and later, it was the location of the ship's rudder controls. In 1914, *cockpit* transferred to airplanes and to high speed racing cars in the 1930s. In an airliner, the *cockpit* is usually referred to as the *flight deck*, the term used by the Royal Air Force to designate the separate, upper platform in large flying boats where the pilot and co-pilot were seated. In the US and many other countries, however, the term *cockpit* is also used for airliners.

IFR Quiz

1) You're planning an IFR flight to Montgomery Field (KMYF) in San Diego. You have three passengers and weight is a problem. But, it's not a problem if you plan your flight with the minimum fuel required. That is, the fuel burn required to fly to KMYF, 45 plus minutes of fuel reserve. What's the minimum weather you need to NOT file an alternate for your flight?

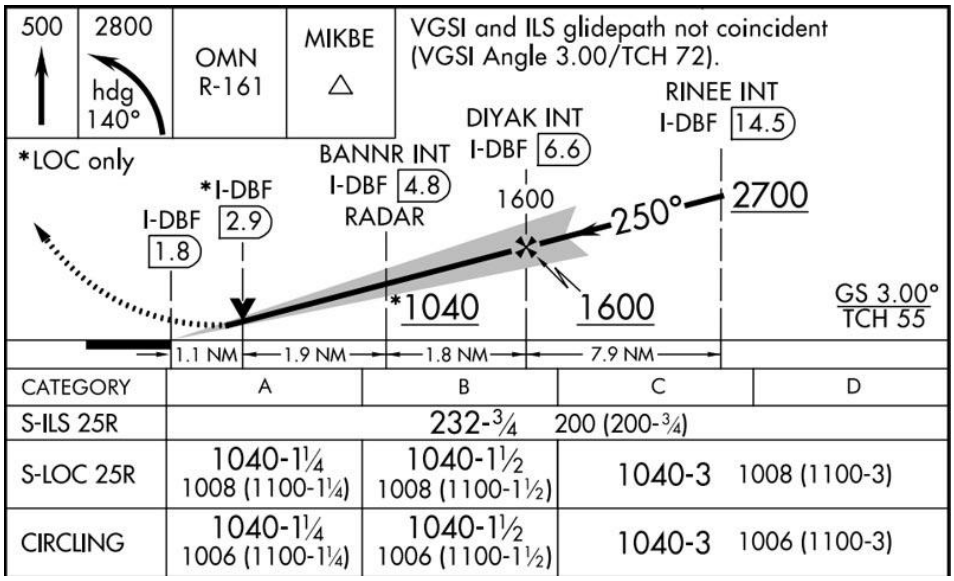
Ans - According to 91.167, you need, within plus or minus 1 hour of your arrival, at least 2,000 foot ceilings with 3SM or more visibility. This the 1, 2, 3 rule. If the forecast calls for less than 2,000 and 3, you'll need to file an alternate airport. But, if the weather is "close", you should probably think about filing an alternate anyway, to make sure you have enough fuel if the weather drops. Now, with the need for more fuel, you're probably looking at some creative weight and balance.

2) What's the minimum weather required for an alternate airport if it doesn't have a published instrument approach procedure, and no special instrument approach procedure has been issued by the Administrator to you, the operator?

Ans - According to 91.169, if there's no instrument approach procedure (or special approach procedure) published for an airport, the ceiling and visibility minimums are those that will allow a descent from the MEA and an approach and landing under basic VFR.

Some People See Monument Valley. I see an Emergency Runway

3) Consider the ILS approach shown below. If you cannot see the approach lights or runway environment, what is the lowest altitude to which you can descend (MSL)?



CATEGORY	A	B	C	D
S-ILS 25R	232-¾	200 (200-¾)		
S-LOC 25R	1040-1¼ 1008 (1100-1¼)	1040-1½ 1008 (1100-1½)	1040-3	1008 (1100-3)
CIRCLING	1040-1¼ 1006 (1100-1¼)	1040-1½ 1006 (1100-1½)	1040-3	1006 (1100-3)

A – 232 MSL, the Decision Altitude

4) For Category 1 approaches, at least one of several visual references for the intended runway must be visible and identifiable to go below a DA or MDA. What are they?

Ans – According to 91.175, if you see the THRESHOLD, THRESHOLD MARKINGS, TOUCHDOWN ZONE LIGHTS, VASI / PAPI, RUNWAY, RUNWAY MARKINGS, you can, assuming of course, you have the required flight visibility and you're in a continuous position to land, descend below the DA or MDA and land.

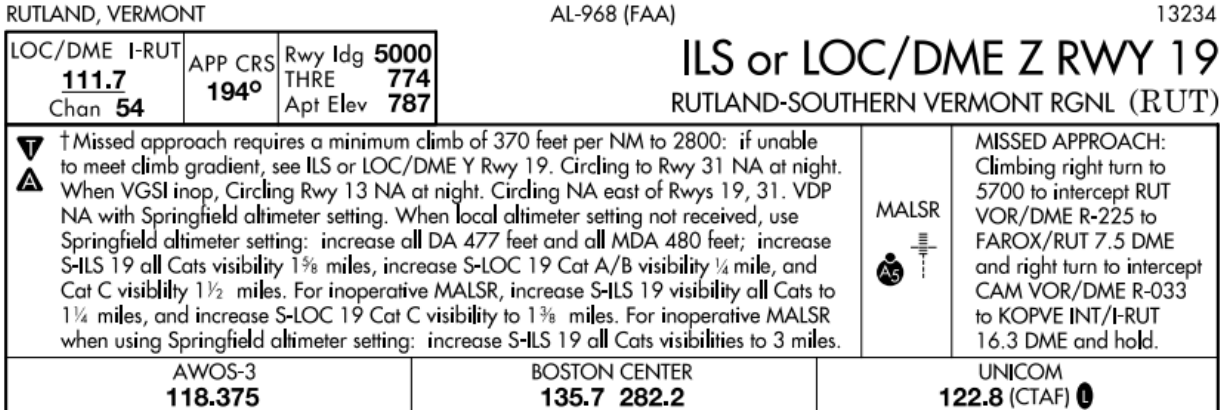
5) If takeoff weather minimums are not prescribed for a particular airport, what are the IFR takeoff minimums for a part 91 flight?

Ans – If you have not been assigned a SID, then you can legally depart in zero-zero conditions – but legal does not mean that such operations are smart!
HOWEVER, IF YOU HAVE BEEN ASSIGNED A SID, YOU CAN FORGET ABOUT THE ZERO ZERO. Look at the TAKEOFF MINIMUMS for the Salem Three SID, (McNary Field, Salem, OR (KSLE)). (On the next page). If you accept a SID, you accept the associated Takeoff Minimums.

6) You're flying over a designated mountainous area that has no published minimum altitude. You must stay at an altitude of ____ feet above the highest obstacle within a horizontal distance of ____ nautical miles from the course to be flown.

Ans – 2000 – 4. According to 91.177, "If no applicable minimum altitude is prescribed in parts 95 and 97 of this chapter, then (i) In the case of operations over an area designated as a mountainous area in part 95 of this chapter, an altitude of 2,000 feet above the highest obstacle within a horizontal distance of 4 nautical miles from the course to be flown..."

7) The ILS or LOC/DME Z RWY 19 at Rutland, VT has a missed approach procedure that requires a certain climb gradient (370 feet per NM to 2,800 MSL). If your aircraft climbs at 120 knots, what RATE OF CLIMB would you need to meet or exceed?



RUTLAND, VERMONT — AL-968 (FAA) — 13234

ILS or LOC/DME Z RWY 19

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

LOC/DME I-RUT	APP CRS	Rwy Idg / THRE / Apt Elev
111.7 Chan 54	194°	5000 / 774 / 787

†Missed approach requires a minimum climb of 370 feet per NM to 2800: if unable to meet climb gradient, see ILS or LOC/DME Y Rwy 19. Circling to Rwy 31 NA at night. When VGSI inop, Circling Rwy 13 NA at night. Circling NA east of Rwys 19, 31. VDP NA with Springfield altimeter setting. When local altimeter setting not received, use Springfield altimeter setting: increase all DA 477 feet and all MDA 480 feet; increase S-ILS 19 all Cats visibility 1⅝ miles, increase S-LOC 19 Cat A/B visibility ¼ mile, and Cat C visiblilty 1½ miles. For inoperative MALSR, increase S-ILS 19 visibility all Cats to 1¼ miles, and increase S-LOC 19 Cat C visibility to 1⅜ miles. For inoperative MALSR when using Springfield altimeter setting: increase S-ILS 19 all Cats visibilities to 3 miles.

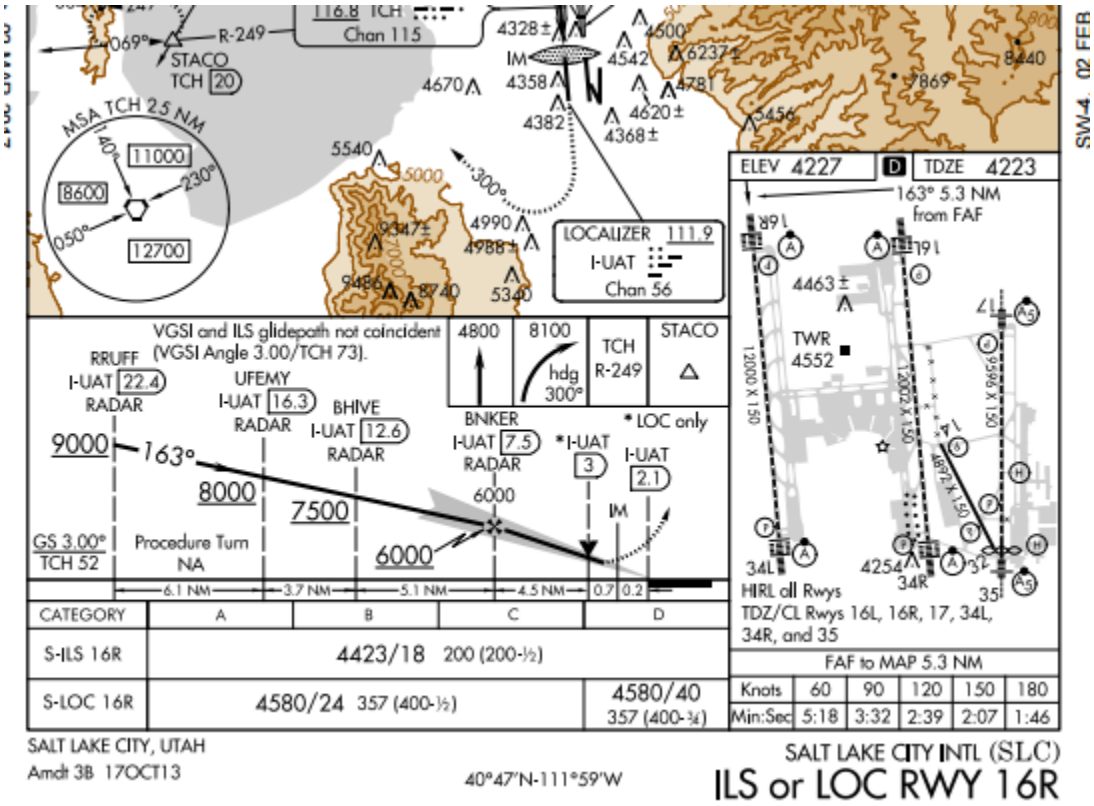
MALSR

MISSED APPROACH: Climbing right turn to 5700 to intercept RUT VOR/DME R-225 to FAROX/RUT 7.5 DME and right turn to intercept CAM VOR/DME R-033 to KOPVE INT/I-RUT 16.3 DME and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.375	135.7 282.2	122.8 (CTAF) L

Ans – 740 feet per minute. At 120 knots your covering 2 NM per minute. If you were to climb at 60 knots, (1 NM per minute), your rate of climb would need to be 370 feet per minute. The "CLIMB/DESCENT TABLE" is published on the inside of the back page of the Terminal Procedures Publication (approach plates booklet).
NOTE: If a climb gradient is not published, the required minimum climb gradient is 200 feet per nautical mile.

8) What is the Touchdown Zone Elevation for this approach?

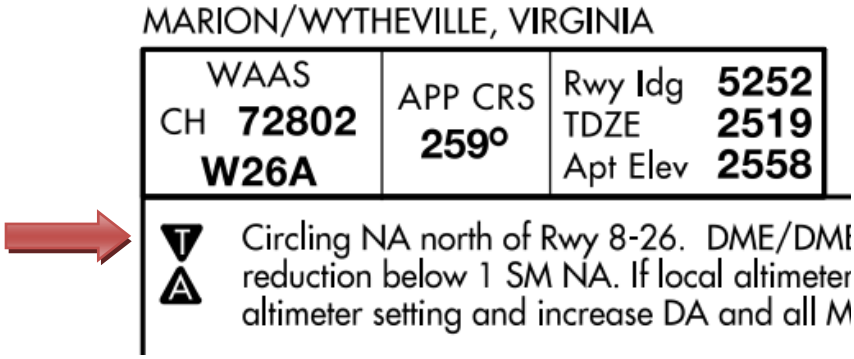


Ans – 4,223 feet MSL & ½ mile visibility.

9) See the KSLC ILS or LOC RWY 16R above. If the KSLC weather is 100 and ½, can you still attempt the ILS or LOC RWY 16R?

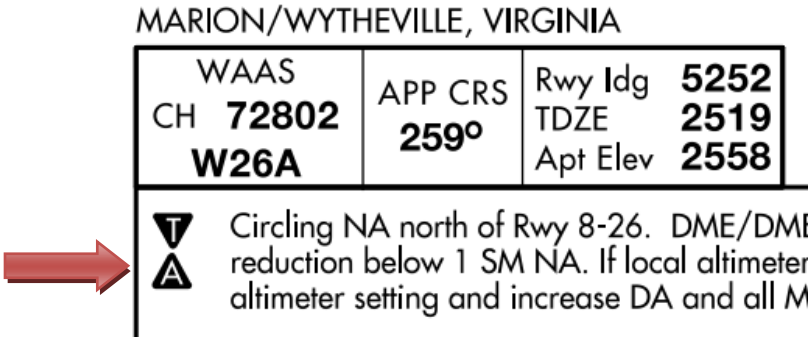
Ans – Yes. Prescision approach weather requirements do not consider ceiling – just visibility.

10) What does the "T" symbol within the black triangle indicate?



Ans- Takeoff minimums are not standard and / or departure procedures are published.

11) What does the "A" symbol within the black triangle indicate?



Ans – This means that the airport requires minimums which differ from the usual alternate rules: "600-2 if the airport has a precision approach and 800-2 if the airport has a non- precision approach".
You'll need to read the notes in the alternate section of the Terminal Procedures Publication (approach plates booklet). If the "A" is followed by "NA", then for filing purposes, there are circumstances when the airport cannot be considered as an alternate. For instance, facility is unmonitored, the airport lacks a weather reporting service, or it lacks adequate navigation coverage.

12). If you have a WAAS GPS, how does that affect your alternate planning?

Ans – Although LNAV/VNAV and LPV approach minimums approximate ILS approach minimums, they are still considered non-precision approaches, (classified as an Approach with Vertical Guidance or APV). Therefore, if an alternate doesn't have a precision approach, such as an ILS or PAR, it must have, +1 hour of the ETA, a forecast of 800 & 2.
WAAS GPS users can only consider the LNAV, or circling lines of minimums at the alternate airport. NOTE: If upon arrival at the alternate, a VNAV or LPV approach is available, those approaches and minimums may be used.

13). If you have a non-WAAS GPS, how does that affect your alternate planning?

Ans – You may plan to use a GPS-based instrument approach at either your destination or alternate airport, but not at both locations. The alternate must have an available approach procedure that does not require the use of GPS.

DID YOU KNOW?

Octave Chanute, Orville and Wilbur's aviation mentor, was a French born American civil engineer and aviation pioneer. As Orville and Wilbur became more and more successful in their quest for powered flight, Chanute encouraged them to learn French. "*Hangar*", the French word for a shed, is what Orville and Wilbur called the shed in which they stored their 1903 Flyer at Kittyhawk. Also, the term *Pilot* comes from the French word for a ship or boat pilot – *pilote*.

PHIL CORMAN

FLYING INTO MEXICO (IT'S NOT MORDOR)

This past month, acting on a suggestion from our friend Ron, my wife and I decided to fly to Loreto (MMLT) in Baja Mexico. Loreto is in the southern sector of Baja California Sur, just a couple of hundred miles **north** of Cabo San Lucas.

Before leaving, we invited many of our friends and all but one declined. They all had reasons for declining. Most felt that flying to Mexico was too complicated, with eAPIS, flightplans, customs, integrations, and fees. Still others felt that it's about 2 ½ hours of flying over the some very desolate country with no radar or flight following. Well, only the last bit is true. And boy is that country desolate, but it's also spectacular.

Here is how this entire trip went, focusing on what pilots probably want to know.

Before You Go

Many pilots who have not flown to Mexico are overwhelmed by the pre-flight requirements/bureaucracy stuff. Here are the facts:

File an eAPIS plan. Go to https://eapis.cbp.dhs.gov to accomplish this. The first time you'll need to setup a profile (manifest) on you and any crew/passengers that may fly with you. This is mostly name, address, passport, etc. Then you create the moral equivalent of a flightplan that specifies what airport you are departing from in the USA and what airport you will be landing at in Mexico.

- ✓ Twenty four hours before departure, complete a Mexican APIS form. This is considerably easy as it is a one line .XLS (Microsoft Excel) spreadsheet with your names, tail number, what airport and when you are landing in Mexico. CLICK HERE to get the instructions and the .XLS form. You simply email it to Mexico 24 hours before departure.
- ✓ At least 2 weeks before, you need to go to https://dtops.cbp.dhs.gov/main/# to buy a Customs & Border Protection decal. This costs $27.50 and takes two weeks for delivery.
- ✓ Bring your Pilots Certificate, Medical Certificate, Airworthiness Certificdate, and Registration with you in the plane. Make photo copies to show Mexican Customs. You do NOT need your Radiotelephone Operater permit.
- ✓ File a VFR or IFR flight plan.

Departing

- ✓ As you approach the Mexico, call FSS and get a transponder code so you can cross the border.

Arriving

- ✓ You will be greeted by customs and probably the military who will show you the way to customs & immigrations
- ✓ Here are the forms & fees in Mexico:
  - Multi-entry form - This enables you to have multiple entries into Mexico for the year with an annual fee of $75
  - Mexican Visa -- $25
  - Landing Fee -- $10
  - Proof of Insurance coverage in Mexico. I have USAIG which covers me in Mexico. Other pilots buy a Mexican-written insurance for $85-$250.

Before Departing

- ✓ File your return eAPIS and mail your Mexican APIS. You can file your eAPIS anytime, but mail the Mexican .XLS 24 hours before your planned departure.

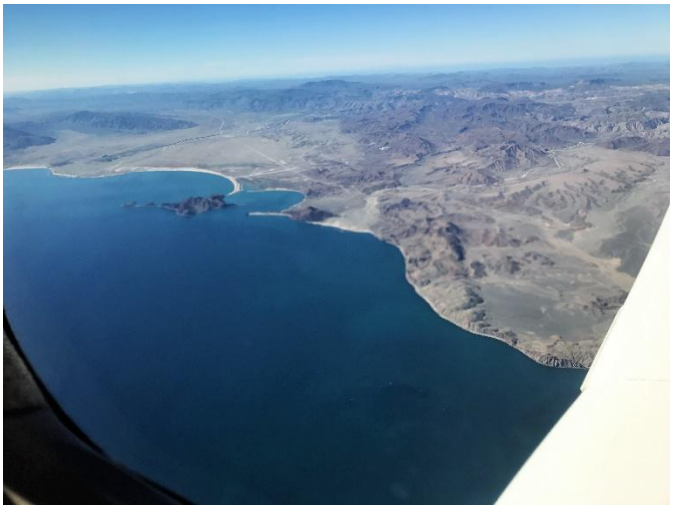
Departing

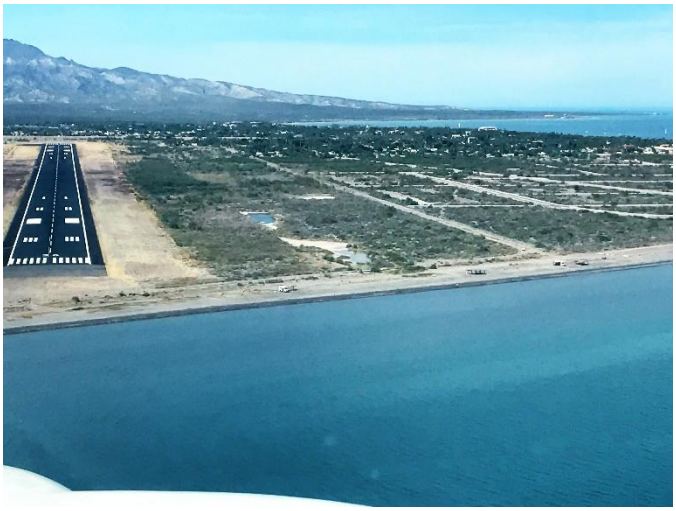
- ✓ Pay a daily parking fee – Usually $10/day
- ✓ Pay Exit Customs fee – We paid about $12 in Loreto
- ✓ They will file a flightplan for you.
- ✓ About 30 minutes before crossing into the USA, call the nearest FSS and give them your ETA at your seleced US customs airport. You will be given another transponder code to keep until on the ground.

That's it. We have found that it takes 30-45 minutes to go through the Mexican bureaucracy, but the people are amazingly friendly and helpful. In Loreto, we got recommendations for the best place to fly to see the whales, the best restaurants, things to do, and coolest bars.

And here are the reasons to go…

Our Eagle, Safe & Sound at MMLT





Is the FAA Medical Certificate Division Becoming More Thoughtful? *Jim Price*

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

BB-4574359

MEDICAL CERTIFICATE THIRD CLASS
AND STUDENT PILOT CERTIFICATE

THIS CERTIFIES THAT (Full name and address)

JAMES RONALD SMITH
1234 SOUTH STREET
BEACH TOWN, CA 93449

DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX
07-16-40	76	200	BLACK	BLUE	M

has met the medical standards prescribed in Part 67, Federal Aviation Regulations for this class of Medical Certificate, and the standards prescribed in Part 61 for a Student Pilot Certificate.

LIMITATIONS: STUDENT PILOTS ARE PROHIBITED FROM CARRYING PASSENGERS

DATE OF EXAMINATION: 05-03-94
EXAMINER'S SERIAL NO: MP-05-4321

EXAMINER
SIGNATURE: Donald E. Brown, M.D.
TYPED NAME: DONALD E. BROWN, M.D.

AIRMAN'S SIGNATURE: James Ronald Smith

FAA FORM 8420-2 (10-72) SUPERSEDES PREVIOUS EDITION

LIGHTS OUT

John King is a big deal when it comes to aviation. He and his wife Martha are the face of King Schools and fly a Falcon 10 biz jet. You can understand how concerned he was when he slowly became aware that he was in a hospital. That night, he had gotten out of bed to make a trip to the bathroom and passed out. His thoughts, understandably, turned to a deep concern for his FAA Medical Certificate.

After several extensive tests, the hospital concluded that there was nothing wrong with John. Next, it was off to the Mayo Clinic in Rochester, MN where the doctors explained that John had experienced a seizure. Yikes!!

AS VULNERABLE AS THE "AVERAGE PUBLIC"

For more information, he was referred to the Mayo in Scottsdale, AZ, where he could be examined by a world class seizure specialist. His conclusion was that John's

seizure was caused by consuming too much coffee while he was taking medication for a prostate infection. Even more important was the positive verdict that John was no more likely to have another seizure than the general public.

NOW FOR A TRUTHFUL AME VISIT

After receiving the Scottsdale specialist's positive diagnosis, John then went for an FAA Medical exam and disclosed his seizure, which hoisted a big red flag. With the seizure on the table, his medical examiner did not have the authority to issue a medical certificate and deferred to the Medical Certification Division in Oklahoma City, OK. The FAA is very concerned when a pilot experiences a loss of consciousness, so it should be no surprise to anyone that the guys in Oklahoma denied John's request for a medical. With that decree, John was now relegated to passenger status while Martha had to recruit and train co-pilots for their Falcon.

ANOTHER SPECIALIST AND AN ATTORNEY

The battle with the FAA was costing time and money. John visited another specialist, this time a neurologist, who concluded that he didn't pose a risk. In addition, he recommended that John be issued a medical certificate. He also noted on this recommendation that John was willing to accept a "with a copilot" restriction.

After **four and a half months**, John received a letter from the Federal Air Surgeon indicating, in short, NO. It took four and a half months to get to NO? That is an unacceptable process.

John and Martha turned to Kathy Yodice, a Frederick, MD attorney specializing in medical certification cases. Her efforts yielded the same "NO" from Oklahoma City. It's interesting that two specialists who actually examined John, felt that he was fit to fly, while the FAA physicians, who had never personally examined John, discounted the expert opinions and denied the medical.

JOHN'S EMAIL REQUESTING INDIVIDUAL, THOUGHTFUL TREATMENT

John emailed the FAA Associate Administrator for Safety and asked that the FAA's Medical Certification Doctors follow the four core values developed by the FAA's Flight Standards division. These values, based on the element of trust, are:

- **Create a just culture**
- **When reaching a hurdle, try to find ways to get to "yes"**
- **Conduct risk-based decision making**
- **Treat people as individuals**

Trust is a very important element, considering that we pilots are involved in a system of self-reporting and voluntary compliance. For the honesty program to work, pilots need to feel that the FAA respects you, has your interests at heart, and predictably plays by fair rules. We need to believe that the FAA will actually put some deep thought into each pilot's case and try to get to "yes".

JOHN'S SUCCESS

Less than a month after he wrote the email to the Associate Administrator, John received his medical certificate. In the past, it seemed that the FAA had let John's case languish in an abysmal queue of medical cases, and then after a few minutes of casual, black and white logic, mechanically stamped "Denied" on the request. This time, after some gentle encouragement from the Administrators, the Medical department awoke and put aside old paradigms. They found a way to involve innovation, and find a way to get to "yes". The FAA developed a first time ever restriction that they added onto John's 3rd Class Medical. This restriction acknowledges a pilot's neurological issue and considers the advice of specialists who have actually examined the pilot. The FAA, in a fair manner, allows him to fly as long as he flies with a second pilot. Fair enough!

IS THIS A NEW FAA MEDICAL DIVISION?

How many General Aviation pilots would love to get back in the cockpit of their Mooney, Bonanza, Cirrus, etc., as long as they have a medically qualified pilot with them?
John King feels that the FAA is working hard to improve the percentage of pilots who get their certificates from the Aviation Medical Examiner (AME). Part of that hard work, is a program that continues to develop and expand a list of problems that the AME can approve. This is called the "**Conditions AMEs Can Issue**" program. In addition, the FAA Medical Division in Oklahoma is measuring their success by improving the number of pilots that they are able to return to the skies with a medical certificate.

Thank you, John King!! We sincerely hope that in the future, many more pilots will have a quick and pleasant experience with the FAA's Medical Certification Division.

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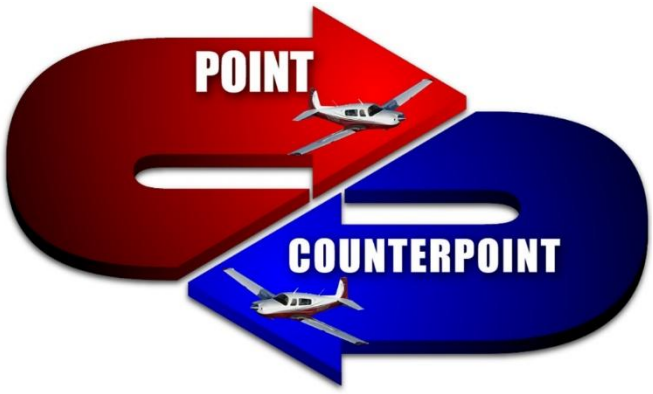
Office or Service: (707) 263-0412 **accounts@lasar.com**

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



FLY TO MEXICO OR NOT

Sure, I'll fly to Mexico in my Mooney. What's the big deal?	Well, first off, it's not safe. I've heard about small plane hijacking and officials confiscating aircraft.
Sure, and I hear about murders in big US cities, but I still go. My experience is that unless you go to a small gravel airstrip, your Mooney is quite safe.	It's different. Between the cartels and the bribes to customs and airports, I just don't want to deal with it.
I've been to Mexico dozens of times and never paid a bribe or any "unofficial" fee.	I'm also concerned about flying over such stark and barren country.
Heck, if you live west of the Rockys, you probably fly that kind of terrain regularly.	Yeah, but there are more airports and I'm mostly on radio with ATC at all times. In Mexico, that's not always true. The other thing that concerns me is all the paperwork necessary to fly into/out of Mexico.
Once you have an eAPIS account, it takes about 3-5 minutes to setup an eAPIS plan. Then you download a Mexican APIS file, complete 8 items and mail it off.	I've been told it's much worse than that. What about special Flight Plans?
No such thing. You file a regular VFR/IFR flight plan when going to Mexico, and when you return, the Mexican officials file a plan back to the USA. Before leaving the US, you will be given a transponder code to cross the border, and ditto on the way back.	Are you sure it's that easy? I heard that US Customs has $5,000 fines if you don't arrive within +/- 30 minutes.
Again, that's an old wives tale.. When returning to the US, simply call FSS 30 minutes out and advise them of your current ETA. Then you are good to go. My experience with KSDM (Brown) and KCXL (Calexico) is that you are in and out within 5 minutes. One time I asked about the fine, and the guy laughed and said, "if your ETA was during the Super Bowl, I'd fine you and put your ass in the brink"	So the bureaucracy isn't that bad? My other concern is that I don't speak Spanish at all. Can you communicate with the towers? Can you easily get taxis or rental cars? Are the people friendly to US Pilots?
Remember, all ATC communications around the world are in English. Some controllers are a little hard to understand, and they know that, so they speak slower, or put another controller on.	Maybe, I'll venture into Mexico. I think it might be good to go with 1 or more other Mooneys so we can go through the process together.

LORETO, BAJA MEXICO

by Linda Corman

Our friends have, for some time, recommend that we fly to an visit a small town in Baja Mexico called Loreto.

In March we flew down, along with a couple of other Mooneys, for a week of fun and sun. We left Paso Robles (PRB) on a beautiful early morning and made our first stop in Palm Springs. We mainly stopped for gas, but since we were there, why not stay overnight and enjoy the restaurants and shopping before flying over the border? The flight down the coast of Baja along the Sea of Cortez is simply beautiful. In this issue, be sure to read, "Flying into Mexico, (It's not Mordor)", where Phil addresses the logistics of flying into and out of Mexico. I am going to talk about the scenery and the experience. As you pass over the border the vivid contrast between the stark mountains and the bright blue sea is amazing. Of course, the mountains were on my side of the plane which made me very happy. The mountains come right down to the sea with large expanses of beaches. There are very few, if any landing places for our airplane. The landscape consists of large areas of desert, no trees or greenery, with a few scattered villages along the way.

On Phil's side of the plane is the vast expanse of water dotted with islands, large and small. Then, far off to the east is the mainland of Mexico. After about two and a half hours we rounded an outcrop of land and finally saw Loreto. Of course, we would have gotten to Loreto quicker, but we slowed down so a second Mooney J could catch up with us. Our downwind leg took us out over the water and we could then see the airport. I did not expect such a well maintained airport. It was a nice surprise; as good if not better than a few U.S. airports we have visited. After we landed, we taxied over to the tie down areas near the tower. Here, we were met by a couple of Mexican officials who directed us to the area where we would check in with Customs and Immigration.

This process took about a half an hour, but for the most part, it was uneventful and easy. It helped that Phil and I and the other Mooney pilot and his passenger were the only ones there. The second Mooney pilot brought a friend who happened to speak Spanish and he was our invaluable translator. After we finished securing our planes and getting our luggage, we were off to find our hotels. NOTE: This is a bring your own strap airport. The taxi cabs were located right outside the main doors. We had no trouble finding one to take us into town. Phil and I had reservations at a cute downtown hotel called the Bugambilias Suites. The hotel is really nice; a clean and well maintained establishment with all the amenities you'll need. The lady that managed the Hotel, Haydee Villegas, was always helpful and gracious. We were basically in the heart of everything; within walking distance of

the boardwalk, restaurants, and tourist shops.

I found out after arriving at Loreto that it has over 300 years of history, making it the oldest settlement on the Baja California Peninsula. It was here that the first Mission was established and it still stands in the center of town.

One of the best known attractions of Loreto is whale watching. The whales come to the Pacific side of Baja to mate and give birth every year. To see the whales, it is just a short hop across the peninsula to the Puerto Adolfo Lopez Mateos airport. The runway is hard packed and suitable for Mooneys. After landing, we were shuttled to the piers where the whale watching boats, called Pangas, are located. I did not participate in the boating trip, because I have problems with sea sickness. However, I saw the pictures the guys took and the trip looked wonderful. They were so close to the whales; almost close enough to reach out and touch them.

We were in Loreto long enough to try several restaurants and we had a hard time deciding on our favorite. For a small town, it certainly has a lot of places to eat. One we really enjoyed was Mi Loreto. This cute eatery is an outdoor patio style restaurant. We were seated at a shaded table and were promptly served a wonderful Margarita. After we ordered, I noticed an elderly lady behind the counter making tortillas by hand. It doesn't get more authentic than that. The food was great, local, fresh and very tasty. We went back a couple more times.

For breakfast, Isla Loreto has local, fresh food and it's on the boardwalk, right across the street from the Sea. We discovered that cruise ships dock in the bay at Loreto and hundreds of tourists disembark all day to explore the town. This was never a problem,

as they just seemed to blend into town and we never saw huge groups or traffic congestions. Phil and I are great walkers, in that we like to walk as much as possible, so we never needed a car to get around. Our hotel and the restaurants were within walking distance. Our hotel did not have a pool, so we "borrowed" other hotel pools and enjoyed their amenities. However, do this at your own risk. Fortunately, we were never questioned. The weather was wonderful, with temps in the 80s with mild breezes.

Back to enjoying the town. Loreto does not have a shortage of drinking establishments. We took advantage of a couple of these places in the company of the other Mooniacs and guests. We found that the best places are Augie's Bar and Bait Shop, The Blue Anchor and El Zipilote Brewing Co.

When it came time to leave Loreto, we all met up at our hotel and waited for the taxi to take us back to our planes. The reverse procedure at the airport was as easy as the arrival procedure. The flight back up the Baja was as smooth and beautiful as the flight down. Enjoy your Mooney and the places it can take you, even if that takes you out of your comfort zone. You never know what adventures await you in a small sleepy Mexican town, with the most delightful people you have yet to meet. And don't forget to bring your fellow Mooniacs.

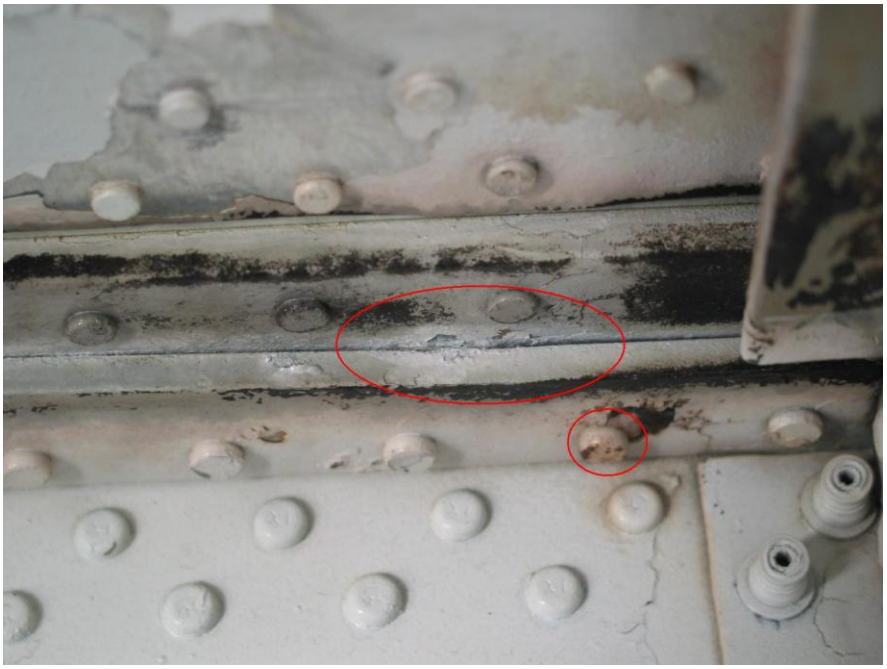
Send your questions for Tom to TheMooneyFlyer@gmail.com

Question: Where should we inspect for corrosion, and what steps can we take to prevent it?

On airplanes, this can literally be a killer. Top Gun Aviation has been party to sending more planes to salvage than we have had lost in accidents. Just this last year, we were doing a pre-sale on Beechcraft and because of spar corrosion, and since the cost to repair exceeded the value of the airplane, it was sent to salvage. Just last month we were inspecting an Aztec, and found an engine through bolt sheared because of fretting of the crankcase which is indirectly related to corrosion. The cost to repair the engine exceeded the value of the twin and it went to salvage.

I will pause here to explain that there are ten types of corrosion. The most common we see are:

- **Filiform**. Small lines, found mostly on control surfaces under the paint.
- **Galvanic**. Caused by two dissimilar metals, steel and aluminum attached to each other(like the steel spar splice mid wing of the Mooney).
- **Intergrannular**. When severe, the aluminum turns to almost a white flaky powder and is usually not repairable.



All the above, if caught early, can be treated. The filiform could result in as much as replacing entire flight controls, or just re-skinning, if feasible.

The Galvanic on a Mooney, is less of a problem except in the case where mice in the wing of a J model used the spar splice for their latrine. So, we had to peel up wing skins for access and replace the steel splice.

The worst cases of Intergrannular have been in wing spars, resulting in totaling the plane. That's because it is almost impossible to change the main spar on a Mooney. We did change a stub spar on a J model. Because of the work involved, the bill was $50,000. In this case, the value of the plane exceeded the repair cost.

As you can see from my examples, this isn't just a Mooney problem and as the average age of the fleet gets older, we see more and more corrosion problems.

What causes corrosion? Water and humidity are natural enemies of aluminum when it's bare, not kept clean, and has no protection. If you live near the coast, then frequent washing is the best protection. Sea air contains salt and when the fog settles it will settle into every scratch on the top of the plane, settling mostly on the trailing edges of the controls.

Most planes built before the 80s had very little corrosion protection when built. For example, Mooney only sprayed Zinc Chromate where the skins overlapped the ribs and stringers. The main spar is not one piece of metal. It is made up of sections, laminated to form one solid spar. We have found corrosion in main spars "between" the layers, . (usually in the older 60-75 year models). I don't remember the year that Mooney began spraying all the interior, but it was a huge improvement.

What can you do?

1. Keep your Mooney clean, inside and out.
2. Make sure that whoever does your Annual, really looks for corrosion. Most of what we find has been going on for years. Remember, in most cases, if corrosion is caught early and treated it is less costly.
3. Since the 1980s, when we have ALL the panels off at annual, we have been offering an internal spray treatment inside the wings and fuselage. We have special spray equipment that reaches the hard to get to places. For this, we use a product developed by Boeing Aircraft called "Boeshield". There are other products, but some are so thin, that they leak through the rivets, resulting in hundreds of dirty little circles on the top of the wing.

Corrosion is sure death to an airplane. Just look around your airport at some planes that you know have been sitting around for years.

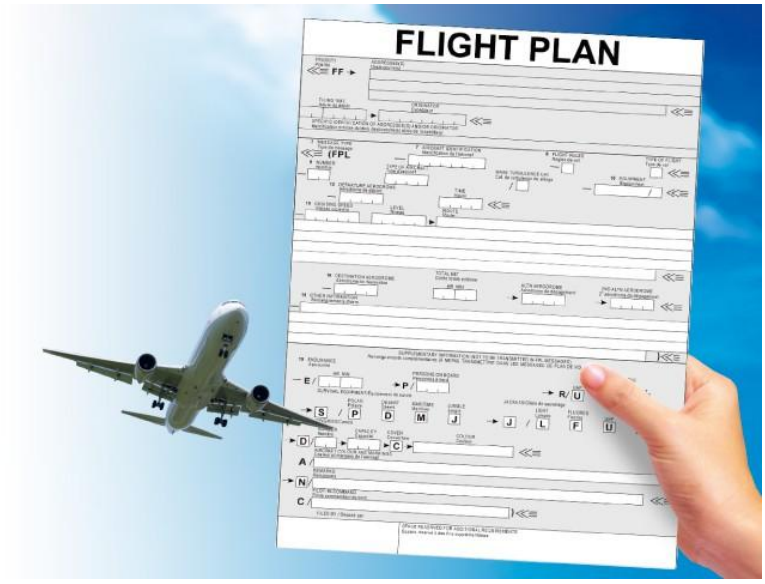
APPAREO ADDS DUAL USB CHARGING PORT

TSOED SOURCE FOR TABLET POWER

Appareo had heard, . . . a lot of complaints about cheap USB adapters for cigarette lighters, which often failed or created electrical noise. Appareo introduced Stratus Power, its new TSO-certified dual USB Standard-A charging port, at the Aircraft Electronics Association's 2017 convention in New Orleans. With a list price of $349, the company said Stratus Power is the industry's most affordable certified USB-A charging port.

Stratus Power offers two 2.1-amp USB-A charging ports and is FAA certified to TSO-C71. It has an aluminum face plate for durability.

READ MORE HERE



FAA International Flight Plan Change

Transition to the International Flight Plan format by FAA Flight Service will occur in spring 2017. All civil IFR and VFR flight plans filed with Flight Service will be required to use the international format. Additionally, in cooperation with NavCanada, all VFR flight plans to Canadian destinations will use the international format. Flight Service will continue to accept NAS format flight plans filed by the military.

Flight Service is working with vendors of the Flight Service operating systems (Harris, Leidos, and CSRA) to modify their software for exclusive use of and improvements to the international format.

Radio Frequency Reductions

Based on comments received to reduce the number of radio frequencies used by Flight Service Stations (FSS) to communicate with aircraft inflight, the FAA modified its plan to reduce the network of Remote Communications Outlets (RCOs). It will now eliminate 428 duplicate, redundant frequencies and reduce RCOs while maintaining at least 90 percent of the current coverage 1,000 feet above ground level (AGL). The reduction will align RCO infrastructure with the decrease in pilot demand for inflight services. The proposal excludes frequencies designated for emergency or military use and those in Alaska.

Of the 1,200 existing RCOs, the 189 that currently use the 122.2 frequency will continue. In addition, 103 RCOs previously dedicated to the En route Flight Advisory Service (EFAS) will return to service on 122.2 or other commonly used Flight Service frequencies, providing more uniformity.

A year after Lindgergh's 1927 transatlantic flight, the number of lighted airfields in the United States more than doubled to 262. Although, the term "*lighted*" was loosely interpreted. By 1929, the Bureau of Aeronautics suggested that a well lighted airfield needed a beacon, landing strip marker lights, boundary lights, an illuminated wind direction indicator, signaling lights, obstruction lights, building floodlights, and a ceiling projector light. Fields needed to "glow" at night.

Contact Dave at daveanruth@aol.com or (352) 343-3196, before coming to the restaurant, so the group can have an accurate count.

April 8: New Smyrna Beach (KEVB), Lost Lagoon Grill
May 13: Flagler (KFIN), High Jackers Restaurant
June 10: Sebring (KSEF), JR's Runway Cafe
July 8: Williston (X60), Pyper Kub Cafe
August 12: Lake Wales (X07), Shuttle to TBD Restaurant
September 9: Lakeland (KLAL), Hallback's Bar & Grill
October 14: Flagler (KFIN), High Jackers Restaurant
November 11: Vero Beach (KVRB), C.J. Cannons Restaurant
December 9: Punta Gorda (KPGD), Skyview Cafe

April 7-9: Santa Maria, CA (KSMX)
June 2-4: Chatanooga, TN (KCHA)
Sep 8-10: Frederick, MD (KFDK)
October 6-8: Dubuque, IA (KDBQ)

EMPOA **April 28-30**: LFGF is the perfect location in the heart/belly of France. Friday – Explore the Midieval village and dinner at La Chaumiere. Saturday –Enjoy the local wineries by rental car or bike. Sunday – Extend your stay or depart for home. CLICK HERE for all the details & hotel recommendations as well as last minute information.

Other Worthy Fly-Ins

April 4-9: Sun n Fun (KLAL) http://www.flysnf.org/

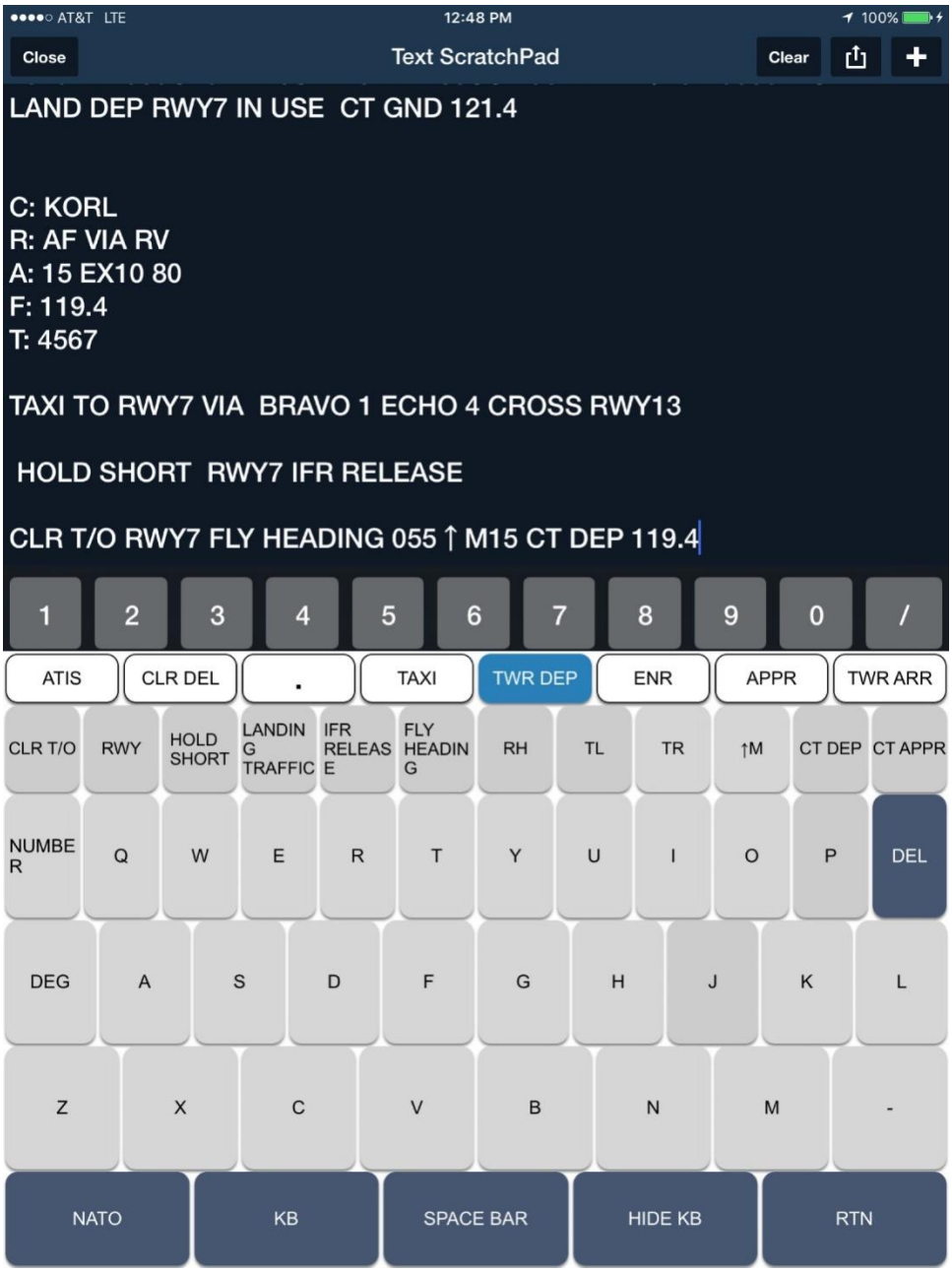
July 24-30: Airventure (KOSH) http://www.eaa.org/en/airventure

AOPA Regional Fly-Ins

April 28-29: Camarillo, CA, **September 8-9**: Norman, OK, **October 6-7**: Groton, CT, **October 27-28**: Tampa

FFKeyboard

This new product falls squarely into the "you probably don't need it, but it's cool" category. It's a keyboard that is aviation-oriented that plugs into Foreflight and makes taking notes for aviation, like clearances, a snap.



We all need scratch pads to write down our clearances, unless you have a phenomenal memory.

With FFKeyboard, you open the ForeFlight scratchpad, and now you can quickly and easily write down stuff like the current ATIS, your Clearances (Cleared to, Routing, Altitude, Frequency and Transponder code) with ease.

In reality, you download this FFKeyboard from the iTunes store. It retails for $2.99.

After installing it, go to iPad *Settings*, *General*, then *Keyboard*, then tap Keyboards. Then tap *Add New Keyboard* and select FFKeyboard. Now, go to ForeFlight and select the *More* tab, followed by *Settings*. Turn Extra Keyboard Keys ON.

You're all set. When the normal keyboard comes up, click on the "globe" and select FFKeyboard and you are good to go.

Have fun… fly faster… Fly safely

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.

Ken Reed (CFI, CFII, MEI, ATP), Tucson, AZ. 520-370-3693. Owns M20K and has previously owned an M20C, M20F & M20M.*kr@klrdmd.com*

Boris Vasilev (CFI, CFII, MEI, AGI), Phoenix Area. 602-791-9637freedomflightservice@gmail.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: 13,000Instruction: 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

Chad Grondahl, Colorado Springs (KCOS), chad@sundhagen.com.
CFI, CFII, MEI & ATP, Mooney owner (M20F) and FAA Gold Seal Flight Instructor specializing in transition and proficiency training, mountain flying, flight reviews, IPCs, turbocharged aircraft

checkouts, ferry flights, and air-to-air photography of your Mooney. Experience: 4,500 hrs TT - 1,800 hrs Dual Given - 750 hrs in Mooneys (most models).

Ben Kaufman, Fort Collins, CO. (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.

Jack Napoli, see New York Listing for details

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.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. He currently owns and flies a 1999 Eagle M20S and fly about 200.George.perry@aopa.org

Massachusetts

Ralph Semb, ralph@bowling4fun.com, 413-221-7535. I own and fly a M20S Eagle.

Minnesota

Joe Allen, Minneapolis, jp.allen926@gmail.com, 612-636-5216. I own and fly a M20J and am able to provide BFRs and Mooney Instruction.

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 6,000+ hours of total flying time including 3,000+ hours in Mooneys. He 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. 614-975-1003MFSTRETANSKI@gmail.com

Jeff Schnabel, based at Cincinnati Municipal Airport-Lunken Field (KLUK), Cincinnati, Ohio. CFII, MEI, ATP, A&P. 5,000+ hrs exp. Owned a 201 for 18 years, currently flying Mooney Ovation, Bravo,

201 and 231 types. Over 2,000 hrs flying Mooneys. Very experienced flying as well as maintaining these birds. And yes, I am a Mooniac. (513)484-0604 schnabel79@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 a Mooney 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 your questions about the Washington, DC SFRA and ICAO Flight Plans.

Joseph Bailey, *Winchester*. (540) 539-7394. b747aviator@yahoo.comATP 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.

Unique air park community located in prestigious Naples Florida. The community is quiet and gated. Taxi from your garage to the runway. Perfect for aviators and hobbiests alike. Runway is 4400x100 ft/1341x30m. Lat/Long: 26-07-00.3300N/081-42-11.3090W, 26-07.005500N/081-, 26.1167583/ -81.7031414. 5 Miles SE of Naples, FL. Only $209000. Call Cara Mahoney, Coldwell Banker Residential Services, 239-272-3098 or email Ccara4realestate@yahoo.com

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, long body Mooney. Asking $600 (When new, these covers cost $1,149), Contact Jason Herritz at Chandler Aviation, Inc.480-732-9118parts@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

FOR SALE

1965 Mooney M20E Super 21

TT 6425, SMOH 780, SPOH 780, 200hp Lycoming IO-360-A1A, Hartzell Prop with "B" hub (no AD), 201-style instrument panel, manual gear and flaps, Century NDS360 HSI, KX-155 w/GS, KI-209, KX170B w/ GS w/ MAC1700 digital upgrade, KR22 MB, KR 86 ADF, Northstar M3Approach GPS w/ Argus 3000 moving map, CP125 audio panel, PS Eng. intercom, WX-8 stormscope, AT-50 transponder, Brittain wing leveler, standby vacuum system, IFR certified to 20,000 ft. UBG-16 engine analyzer, LASAR cowl closure and brake caliper rotation, tanks leak free, leather interior, inertia reel shoulder belts, all factory manuals on USB stick. Owned, hangared (AZ) and maintained by A&P/IA last 18 yrs. $45,000

K. McMullen, 480 460 0639, kellym@aviating.com

FOR SALE: PROJECT MOONEY 1964 M20E, N6974U, SN 334. ~3950 hours

This is a complete, undamaged, disassembled airframe. It was a complete flying airplane when the owner decided to disassemble to use the engine and prop for a homebuilt airplane. The wings and tail are still attached, but all of the control surfaces have been removed. It is 98% complete including all of the control surfaces, exhaust, cowling, most of the interior, auto pilot, and instruments. All logs, airworthiness, and registration are included. I have a core engine that I will sell separately, but no propeller. $8000.

CORE ENGINE from a 1966 M20F. Lycoming IO360A1A. Total time, approximately 1800 hours and 500 hours SMOH in 1985. Original crank. No known prop strike or damage. Includes all accessories except the alternator. The original logs were lost including the AD history. A new log book was begun documenting the times based on the testimony of the previous owner. $8000.

201 Style Windshield Kit: Southwest Texas Aviation kit, STC SA4332SW. Complete new kit in original box with all parts, instructions, and STC (transferable). $1000

Jerry Miel, Green Valley, AZ at jmiel@uim.org or 520-370-7258

1978 Mooney 201VL
$ 85,500
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 steering
Navigation annunciation
System annuncator
ROSEN SUN VISORS
Mooney shoulder harness installed
Wing tip strobes
External power receptacle
Copilots brakes

Study any time at http://jdpricecfi.com/