

The Mooney Flyer

The Official Online Magazine for the Mooney Community
www.TheMooneyFlyer.com

December 2017



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So Long Mooney

For most of the past decade, the Vintage Mooney Group had more than 85 fly-ins around the great American West. There was an amazing amount of camaraderie between the Mooniacs during that time, as we flew from Friday Harbor in



the San Juans to Bisbee, Arizona and most points in between. During that time we got a chance to meet "Mooney", who was part of the Dave and Collette



Eneboe family. Mooney was a loving and gentle puppy that became our unofficial mascot and definitely captured our hearts. Mooney has taken the final flight west to the Rainbow Arch, as

Dave and Collette have said. We love you Mooney and will miss you, but never forget you!

Why I'm Thankful for my Mooney



Do I need to explain?

In 1 hour in our Mooney, I'm 200 miles away enroute to Thanksgiving dinner.

In 1 hour in this picture, I'm 200 feet.

'Nuf said.

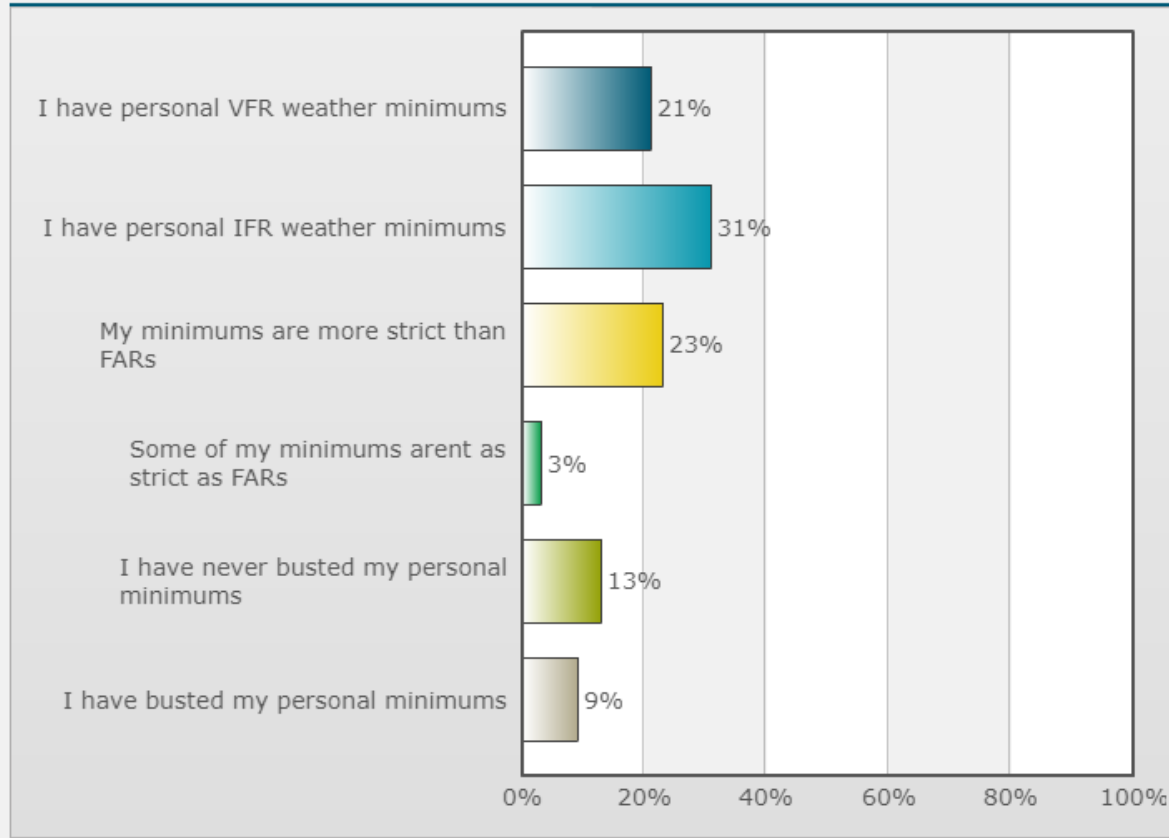
Merry Christmas!



Regarding "Minimums"

Poll created by [Phil Corman](#) on 10/13/2017

Poll Results



Next month's poll: "I Use my Mooney primarily for" [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](#)

[CLICK HERE](#) for an ultra rare video of Baron Von Richthofen.



RE: THANK YOU - I want to thank you both for the quick response to my posting about my son and my wanting an M20F. This is another reason why subscribing to TMF is an excellent choice.

I don't imagine that there will be a purchase decision made until well into 2018, as there are several issues (business and otherwise) which must be organized first. That is me, the Dad, from 850+ Miles away from Andrew in Minnesota.

I am sending along your e-mail, Michael, and should hear from him sometime between now and the weekend. We always talk Sunday, so if not by e-mail before hand, we'll speak then. In the meantime, Michael, I wonder if you would be willing to send more info on your M20F. I can drool(!) and it might help Andrew! By the way, congratulations on the acquisition of the M20J!

For my part, finding an M20F NOW is great news and I would give my eye teeth to jump, but it is not my decision. He will be the Owner/Pilot. My role will be as "Champion" and odd-time co-pilot/radio Op.

I want to offer my sincere thanks to you, Phil, and you, Michael, for all this. And, especially for being the quality people that seem to be the norm in the Mooniac community. It will be an honour to join!

Bud H

A minor error on block "B6" (interest paid) you have "B1+B5" (B1= loan amount; B5= total payments [principal + interest]). You are in fact, counting repaying the principal twice.

It should be "B5-B1" (Total payments less principal). Other than that.... Kooooool Toooooool. Thanks
Pete

Editor's Note: Pete, Thank you for the catch... we keep getting better because of people like you.

WIN \$500 FOR YOUR MOONEY!

We are looking for stories of your favorite flight, favorite LASAR experience, or just how you came to own a Mooney. For those who share their story before the end of 2017, you will be entered into a contest to win \$500 in parts or service with LASAR! Learn more at <https://lasar.com/featured-mooniac-form/>

Thanks! **Dustin NcCorchuk**

In Product review you forgot to mention the “Scout” for use with ForeFlight. I have it and it’s pretty sweet!

Sherman C

Wet vs. Dry Wash Your Mooney

Most Mooney owners drag their aircraft to the wash rack, or hook up the hose in their hangar and wet wash their plane. It’s the age old method for getting that taxiway and runway grime off your fuselage and wings, not to mention the bug kills.

Wet Wash Method

Washing with soap and water requires you to move your Mooney to a water source, hose it down, fill a bucket with soap & water, wash her down, and rinse. Then, you might followup with a nice simple wax rub to shine her up like new. I don’t like this method so much because water can seep into places where it can do no good.

The Dry Wash Method

Pick up either Wash Wax All or Simple Green and a simple microfiber cloth. If your fuselage or wings are particularly dusty, then wipe them down gently with a dust brush. Then begin by spraying a little of the Wash Wax All on a limited area. Follow-up with a gentle rubbing, as described in The Karate Kid. The bugs and grime come off and then, simply polish a bit with a dry section of the cloth.



We’ve been doing this for 16 years on our Mooneys. The only water they encounter is rain water, whether it’s in flight or at a transient tiedown. Wash Wax All comes in BLUE or RED. Red appears to be the stronger solution, so I use it everywhere. It’ll even clean your belly, but it takes a little more elbow grease.

If if you keep a bottle and a microfiber cloth in your cargo bay, you can clean up the leading edge of your wings when away from your home drome, so you can always have that speed advantage.



Shoulder Restraints

Are you flying with a lap belt, but without shoulder harnesses? A few years ago, a M20A Mooney pilot, his wife and son were involved in an off airport landing in Wikieup, AZ. The pilot and his son survived the crash, but his wife was killed. Investigators felt that the pilot's wife could have survived, had the aircraft been equipped with shoulder harnesses. The data derived from decades of studies is very clear. According to the FAA, 88% of injuries and 20% of fatalities can be eliminated by adding shoulder harnesses (or additional restraints).



The FAA didn't get serious about seat belts and shoulder harnesses until 1978. All aircraft manufactured after July 1978, were then required to have shoulder restraints for the front seats. Ten years later, the FAA added that rear seat shoulder restraints must also be installed on new aircraft. Given how long aircraft stay in service, that means there are thousands of aircraft flying every day with inadequate protection for the most valuable item on board. But, even a nice seat belt system needs to be checked if it's seen over 10 years of regular service. Webbing that's torn or frayed should be replaced and this includes the threads that stitch the belts together, which is often the first thing to go. In addition, the seat belt hardware can also wear. Common issues can be detachable shoulder restraints that no longer lock securely into the lap belt, and latches that open under strain. Aircraft that see a lot of short flights, such as trainers, are especially prone to wear. With worn hardware and webbing, it's often cheaper to buy a replacement for the whole thing.

Prices vary widely depending on exactly what hardware and finish you want. When it's time to replace your restraint system, it might be a good time to upgrade to an inertia reel, a four-point system (straps over both shoulders) or even one of the new airbag systems. Upgrade costs will vary because of labor costs, due to some interior disassembly.

There are three ways to upgrade a seat belt system. The simplest is by Supplemental Type Certificate (STC). The second is as a minor modification. This can happen when there's an existing hard point or framework where the seat belt can be attached. AC 23-17B (page 105) makes it clear that this method is acceptable for aircraft manufactured without shoulder restraints. The third method is by field approval, which is required if any welding or drilling is involved. Many local shops have the authorization and ability to repair your existing belts or to find STC kits for you.

How much is your life worth? How important to you is that person in the right seat, your wife, your children, your best friend, or even your flight instructor that is giving you a Flight Review because you promised to buy him or her lunch?

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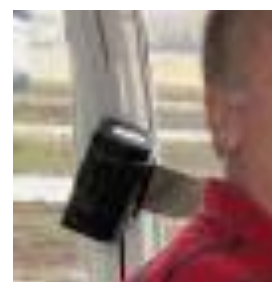
Hydraulic Aircraft Jacks
 3 Point Diagonal Aircraft Belts
 Ercoupe STC's and Modernization



[Alpha Aviation](#) in Owatonna, MN manufactures 3 point diagonal restraints for older Mooney M20 aircraft (M20A through G and early J). You can upgrade to a 3-point diagonal shoulder harness in the front by the incorporation of our "**Minor Change Kit**". This restraint includes 1 (one) complete assembly - shoulder and lap belt - for the pilot, co-pilot. They also include an 8130-3 airworthiness certificate.



Alpha's design is similar to the M20J shoulder strap installation. The installation of a 3-Point Diagonal Shoulder Harness assembly, using Alpha's "MINOR CHANGE" Installation Kit, does not require FAA approval. This is because the installation does not require that the airframe structure be modified by drilling or welding. The shoulder strap upper attachment points are created by adding a clamp to the fuselage tubing structure, adjacent to and aft of each pilot's outboard shoulder.



The FAA considers this to be a minor alteration and requires that an authorized Aircraft Mechanic sign off the installation in the aircraft logbook.

[Aircraft Spruce](#) carries Alpha Aviation's restraints for about \$350 per seat, plus \$35 per seat for the 3-Point System "Minor Change Kit".

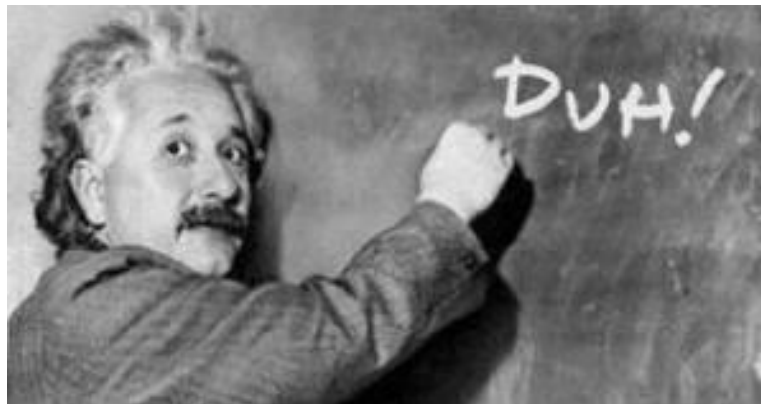
Why wouldn't you spend a little money, plus the cost of installation, so you can continue to enjoy your Mooney for years to come? You know that risk is always there when we fly, because something can always happen. We do risk management every time we go flying. The FAA requires that student pilots receive training in emergency landings. Biennial Flight Reviews put an emphasis on emergency procedures, and hopefully you play the "What If" game every time you fly. We upgrade to new ELTs, change ELT battery's every 2 years, buy Personal Locator Beacons, subscribe to SpyderTracks or SPOT, carry our iPhones with all kinds of Apps aimed at survival, just so we can survive an off airport landing in the boondocks.



Without shoulder harnesses, you and your passengers may not be able to use all those survival gadgets.

I believe anything we can do to further promote safety should be considered, especially when a safety item can be installed at a reasonable price. Pilots rarely think about seat belts other than as a startup checklist item. Did you know that if even if you have shoulder harnesses, if your belts and or harnesses are frayed or worn, they could fail you in a crash?

Replacing worn belts or failing hardware is a No Brainer, so please make sure your safety equipment is up to any potential challenge.



Anything that improves your odds of walking away from a bad day is money wisely spent.



Why I am Thankful for My Mooney

Let me count the ways

by Phil Corman



It's Thanksgiving time, so indulge me in my thankful attitude this season. I want to share why I think we all love our Mooneys above all other single engine airplanes. I will try to be as objective as humanly possible, but when it comes to love, it is often a challenge.

The Lines

Mooneys absolutely fly better, faster, more efficiently, and more gracefully than any other. But this first attribute centers on how beautiful a Mooney looks on the ramp. The lines are near perfection. Her sleek look makes her look uncomfortable on the ground, and ready to spring into the air. Like a mountain lion ready to jump on its prey, our Mooneys are simply poised to fly.

The One Piece Laminar Wing



It's what gives the Mooney its unfair advantage in the sky. The wing is built for speed, and speed it delivers. As I'm cruising along at 225 knots (yes, I am exaggerating, or fibbing like all Mooniacs do), she is silky smooth as the wing cuts through the sky. I can feel the smooth laminar airflow and know that other aircraft with Hershey Bar wings or composite shapes are not getting the full potential out of their birds at altitude. After talking with Bob Kromer, former Mooney test pilot, I religiously keep the forward 2-3 feet of my wings clean and polished for maximum performance.

My love for the wing doesn't stop at its laminar-ness characteristic. My co-pilot and I fly knowing that this one piece wing will not fail. Boeing is known for their wings, but I'll take my Kerrville-built Mooney wing any day.

The Johnson Bar

I know that not all Mooneys have Johnson Bars, but I would be remiss in not calling out this sweet engineering wonder. I transitioned to complex aircraft in my first Mooney, a C model.

The Johnson bar was magically simple to me. I had total, 100% control over the raising and lowering of my gear. I could control how fast or slow to achieve this as well. And the best part was that the motor to make it all happen was my right bicep muscle. Elegantly simple... amazing design and engineering. It is darn near fail-proof.

The J-Bar takes you back to the nostalgic days of two wings and round engines... a straight mechanical linkage between pilot and airplane.



How She Looks in the Air



With the gear up and stowed away, she looks like she's capable of reaching Mach speeds. Her lines show up again, but in the air, a Mooney is even more beautiful as she cruises in her element. Somehow those straight-legged beasts seem to plod through the air, without grace and as much speed. She's so clean aerodynamically, another design feature that I'm thankful for.

Performance & Efficiency

If there are other airplanes that speed through the ether with the greatest of ease, they do NOT do so with such performance and efficiency. Show me another airplane that can slip the surly bonds of earth at 160-165 knots while burning nine or less gallons per hour. My big engine Eagle burns more fuel, to be sure, but I get there so much faster, that I am as fuel efficient. Run the engine Lean of Peak and I swear she runs on 100LL "fumes". Most of our Mooneys will out endurance their PICs.

Speed

If you own a Mooney, you know you have that "Need for Speed". The sweetest thing I ever heard from ATC was while I was on a practice instrument approach at KOAK. The controller said, "Mooney N21530, slow down for the 737 ahead of you."

Another time, while flying back to Paso Robles from Santa Barbara, Approach called out traffic at my 1 o'clock and 5 miles. I ask if I was going to overtake him. He said, "I think so, you are 55 knots faster". He looked like he was flying backwards as we passed by moments later.

As they say in the FEDEX commercials, if you absolutely, positively need to get there quickly, fly a Mooney", or at least the ad says something like that.

Lastly, once I was flying with a friend who had a Rockwell Commander. We agreed to fly as a flight of two. He told me to take off first as he was expecting to be slightly faster. I called Oakland Center and told them we were a flight of two. Oakland asked, "Where is number two?" The Rockwell was 15 miles back and unable to keep up. I called Oakland and said, "Mooney throttled back to 14", flaps and gear down waiting for my #2".... He cracked up. Mooneys are fast. Remember how we all had to learn how to slow them down when arriving at our destination? Fun times in Fast Planes.

We Don't Need no Stinkin Parachute

Parachutes are for other pilots. Mooney provided a nearly indestructible roll cage.

Why settle for hamburger when you have steak in your hangar!





PROP SUPER CENTER

RAM
RAM AIRCRAFT, LP
SINCE 1976

We won't be undersold!

Mooney Props



Airplane Eligibility	Prop Style	STC #
M20A-J	2 bladed Scimitar	SA0241CH-D
M20C, D, E, F, G	3 bladed	SA4529NM
M20J	3 bladed	SA4529NM
M20K	3 bladed	SA1505GL
M20R	3 bladed Scimitar	SA02004CH
M20R, S, TN	3 bladed Scimitar	SA03024CH
M20R, S, TN	3 bladed Composite	SA02482CH



Airplane Eligibility	Prop Style	Part #
M20A-G	3 bladed Scimitar	PL60152
M20C, D, G	3 bladed Scimitar	PL60154
M20E, F	3 bladed Scimitar	PL60149
M20J	3 bladed Scimitar	PL60136
M20K	3 bladed Scimitar	PL60199
M20R	2 bladed	M20R241-01
M20R	3 bladed	M20R418-01
M20S	2 bladed	M20S239-01



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Engine Fax: (254) 752-3307 | Parts Fax: (254) 756-0640

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Christmas Gift Suggestions for Pilots



Pilot Wings Hat (no top button) \$13

If you've ever worn a baseball cap while flying, you'll immediately understand how much of a pain (literally) it can be to wear a headset and fight with that little button. Not with this stylish hat!

Bluetooth Enable Your Aviation Headset \$23.50



As long as your headset has a 3.5mm auxiliary input, it will work.

- Streaming music and audio via Bluetooth
- Simple and Easy Set-Up
- Dual-link allows you to connect two Bluetooth devices (i.e. a GPS and a smartphone) to the receiver at the same time.
- Approximately 8 hours of play time between charges, rechargeable battery included

CruzTOOLS SPEEDKIT Aero Tool Kit \$31.30



The CruzTOOLS SPEEDKIT Aero provides the most essential tools in an affordable and compact package. Included are three combination wrenches (3/8", 7/16", 1/2"), three hex wrenches (5/54", 3/32", 7/64"), a 5-in-1 screwdriver, 11/32" nut driver, tire pressure gauge, and highly competent diagonal cutters. Everything is housed in a durable textile pouch with extra room for additional items as needed.

Flashlights \$25 - \$32



Oxi-Go Pro Pulse Oximeter

The Oxi-Go Pro gives you a dual resolution OLED display. It also has six different display modes for adjustable settings of brightness that are suitable for cockpit use. The Oxi-Go Pro also includes Plethysmogram (measures the arterial blood with each pulse beat). Pilots love Oxi-Go Pro Oximeter because they can quickly assess their SpO₂ while flying. Hypoxia can be a pilot's worst enemy, and a low-cost product which gives pilots peace of mind.



\$50

color, easy-to-read, high resolution display allows you to choose from reading from all sides and 10 different brightness levels make it easy to read in the cockpit. A handy pulse bar and change in the volume of the pulse sound because it allows them to quickly assess their SpO₂ while flying. Hypoxia can be a pilot's worst enemy, and a low-cost product which gives pilots peace of mind.



Kool Scoop \$30

Provides a comfortable air flow while taxiing or waiting for clearance on the ground. Swings out of the way when not in use and will fit any side window vent that is hinged up, down, or forward (except for thick-framed vents such as those on 1972 and earlier Bonanzas). Easy installation requires no tools. Molded clear acrylic with stainless fasteners for adjustable hinge tension. Attaches with adhesive to the left window and swings out the vent opening.

Kneboards \$15 - \$70



Etsy

Pilot T-Shirts (Multiple) \$15



Low to mid \$20s



Pilot



T-Shirt \$19



porty's® pilot shop
Learn to fly here!



Charger for 12 or 24 volt

Dual 2.4 amp charging ports provide each), giving plenty of power to an same time!

Integrated LED screen displays the

lighter socket it is plugged into. When you plug a USB device into it, the screen changes to show the amount of amps your device is drawing.



Flight Gear Dual USB aircraft, \$19

up to 4.8 amps (2.4 amps iPad and a Stratus at the

voltage of the cigarette

Flight Outfitters Thrust Bag \$80 Add embroidery for \$10

Flight Outfitters Lift Bag \$100 Add embroidery for \$10





Pilot Survival Knife \$30

Designed to be the perfect emergency accessory for pilots, this knife could save your life when in a pinch. Locking Serrated Blade, Seat Belt Cutter, LED Flashlight, Magnesium

Alloy Firestarter, and a Window Breaker.



Pilot Wings Watch by Timex \$70

The most important feature for pilots is the ability to keep current time and zulu time, analog and digital options can handle 2 time zones.

Backup iPad Battery (\$120)

If you fly with mobile devices, this battery is the one that can keep them all going; all day all night and then some. 20,800 mAh is enough juice to recharge your iPads, Stratus, and cell phones multiple times. The 4 USB ports allow charging of 2 tablets and 2 phones at the same time. Includes AC power adapter.



Flight Gear Flight Bags \$50 - \$100



Dipstick Removal Tool \$15



This Removal Tool is perfect for freeing up those seemingly seized plugs. Innovative design only allows a counter-clockwise rotation, meaning this device can't accidentally tighten/lock the dipstick.

Multi-Tool \$50

Fuel Tester with Strainer, Dipstick Wiper, Red/White Phillips/flathead Screwdriver, and a Checklist



GoCheck Preflight

Flashlight, Reminder Card

ResQLink Personal Locator Beacon (PLB) \$270



A Personal Locator Beacon (PLB) is an essential item for any survival kit. By utilizing a built in GPS coupled with a 406 MHz transmitter, these beacons are able to alert search and rescue teams around the world of your location within minutes of activation. In an emergency, they could quite simply save your life.



Pocket CO Carbon Monoxide Detector \$148



Pocket CO Model 300 is the world's smallest and most affordable Carbon Monoxide detector, alarm and dosimeter. About the size of a key fob and weighing less than 1 oz., it's wearable, highly sensitive, reliable and popular. Range: 0 – 500ppm; first alarm at 50ppm, second at 125ppm, third at 400ppm. Also has an 8-hour TWA warning alarm at 25ppm. The instrument self-checks upon start and features a 1 year instrument warranty & replaceable battery.



It's that time of year again in the northern hemisphere when winter cold sets in and wreaks havoc on our Mooneys. Our apologies to our Mooniacs in the southern hemisphere. Please save this article for 6 months and then read it.

Most Mooniacs already know about most of the checklist items in this article, but it's often useful to list them in a single place for easy reference.

Item #1: Check your Battery/Batteries

Batteries that are starting to “die” will show their true colors in cold weather. Nothing can be more frustrating than to go out to your Mooney, especially if you are away from home, only to find out that there is insufficient cranking power in your battery. If it's a lead-acid battery, this can be determined with a simple battery hydrometer. Do it now while the weather is nice, or

when your Mooney is tucked into your hangar. If you have a sealed battery, the test is a little more involved. Directions can be found in your Battery Owner Manual or at their website. Typically, you



attempt to fully charge the battery, then place known loads on it and see how long it takes to discharge. Whichever way you choose, it's wise to check the health of your battery before getting stuck in the cold snow or ice.

BATTERY STATE OF CHARGE (S.O.C.)

S.O.C.	12 volt O.C.V.	24 volt O.C.V.	S.G.
100%	12.9	25.8	1.300
75%	12.7	25.4	1.270
50%	12.4	24.8	1.220
25%	12.0	24.0	1.140
0%	11.7	23.4	1.090

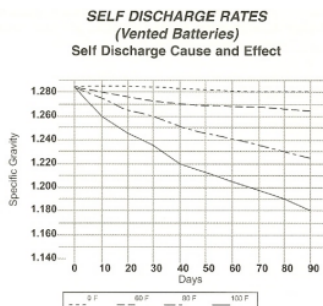
BATTERY STATE OF HEALTH

Item #2: Engine Oil

Whether you use straight weight, synthetic, or multi-viscosity oil, winter is the time to reassess the correct oil. Consult your POH or Engine Owner Manual for oil guidance.

Regardless, remember this: Most engine wear occurs during the first 15-20 seconds after starting. In the winter, this is exacerbated to a high degree. With the oil thick as gel and residing in the bottom of your engine, the top of the engine is grinding away. There are two things you can easily do here to mitigate this issue. First, you can pre-heat your engine. There are 2 places where pre-heat is productive. The first is

A battery's state of health must be determined by verifying its ability to provide sufficient stored energy for essential power requirements. The amount of stored energy (battery capacity) required to start a reciprocating engine is generally less than 3%, while a turbine engine start requires approximately 10% of the rated capacity. Good starting performance is not necessarily a safe indication of the battery's state of health. An airworthy battery must be able to provide essential power in the event of a failure of the generating system. Therefore, a periodic capacity check of the battery at the C1 rate (one hour) is recommended.



pads on your oil sump and the second are heating rings around your cylinders. *Tanis* has options for both. You can also perform simple pre-heat by covering your cowl with a horse blanket or other insulating material and placing a light below the oil sump. It's amazing how effective this is, but BE CAREFUL of fire hazards. Don't use a high wattage bulb, and don't use flammable material to cover your cowl, etc.

The other thing you can do to help your Mooney's engine during cold weather starts is to use multi-viscosity oil. Pick your brand, but my IO-550 loves Phillips XC 20W50. A pre-heated engine coupled with multi-viscosity oil does the trick.

Item #3: Clean & Lubricate and Check for Pockets of Ice/Snow Accumulation

Keep your moving surfaces, (flaps, ailerons and elevator), clean and lubricated so that dirt and ice can't build up. After wiping clean, use Tri-Flow on your control surface hinges and lubricate your rod ends with 100% silicone lubricant. You can get these at any hardware store.

When performing your pre-flight, pay extra attention to any snow or ice that may have accumulated in the gear wells. The last thing you need is for your gear to not retract fully or to get hung up and not extend. Keeping things clear of dirt, snow and moisture is the most effective way to help ensure you'll have a great flight.

Item #4: Get Rid of that Ice and Snow on your Wings and Fuselage

It's a cold morning and maybe even sprinkling a little snow. The last thing you want to do is clear that ice and/or snow from your Mooney. But, it's the most important thing that you MUST DO.



The easiest way is to tug your Mooney into a warm hangar. As the ice melts, wipe it down with a clean cloth. Ensure that there is no ice, and as little moisture as possible along the hinges of moving surfaces. You do not want that moisture to re-freeze when you tug it back out into the cold. If necessary, you can also make your own water/glycol mix and wipe your surfaces down. One reasonably-priced option is the pink RV plumbing antifreeze available at most hardware stores. There are a variety of variations available, made from a

blend of propylene glycol, alcohol, and anti-corrosion additives. Most are environmentally friendly, but prior to use, (especially on composites), you should test for staining on an inconspicuous part of the aircraft. An easy way to apply the water/glycol mix is with a garden pump-style sprayer. Don't forget to manually dry the aircraft prior to flight. We don't recommend using any chemicals on your windows. Instead, use warm water, not too hot, because it may cause shock cracking.



Item #5: Check Your Fuel for H₂O

The best time to check for water contamination is while the temps are above freezing. After that, the water can freeze in all the wrong places and possibly block fuel flow. Right after refueling is a good time.

Check for ice around the fuel cap and inside around the O-ring. Hopefully, if you have contamination, it will freeze enough to plug up your fuel sump, indicating a water/ice blockage there.



Item #6: Cabin and Heat Controls

In the summer, you probably keep your Pitot covered to protect it from bug inhalation. In the winter, you should do a ground check of your Pitot Heat. It's a quick check. A properly working airspeed and static instruments will surely make your life easier.

Another good thing to check is that your cabin heat is working. Again, this is not an airworthy item per se, but can be a safety of flight issue if you find out that you have no cabin heat at 12,000' in the winter.

A second thing to be wary of is Carbon Monoxide. In the warmer months, you probably have your vents open and getting lots of fresh air. In the winter, maybe those vents are closed. If you have any kind of leak that could result in CO poisoning, it can overcome you in a sneaky way, just as subtly as hypoxia. You can find several good handheld CO detectors.



Item Last

I actually love winter flying. The significantly lower density altitudes allow my Mooney to lift off the runway in a fraction of the distance, climb out like a banshee, and perform better at all altitudes. The other thing I love is that the visibility tends to be "severe clear" with less moisture in the air, except during those winter storms. Our Mooneys will be a little more finicky in the winter, and marginal system components will show a failure sooner when it's cold.

And always fly with a winter survival kit with cold weather survival gear, source(s) of heat, personal locator beacon, blankets, etc. You know the drill. Your piloting skills may save an off-airport landing, but you don't want to perish from the cold winter weather on the ground.

Fly Fast, Fly Safe



PHIL CORMAN



ARIZONA AIRCRAFT EXPO



**Mark Woods,
Owner, Delta
Aviation**

The Arizona Aircraft Expo was held November 10 and 11 at the Scottsdale Airport (SDL), in Scottsdale, AZ. It featured numerous aircraft, however, my favorite was the Mooney Ovation Ultra. Delta Aviation, with offices in Boise, ID and Longmont, CO, is the United States western region Mooney dealer. Delta owner Mark Woods plus Delta Aircraft Dream Facilitator Richard Simile, were on hand to show off this beauty.



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



The banner features a dark blue background. On the left, there is a yellow and black hazard stripe graphic. To the right of the stripes, the words "SAFETY" and "ALERT" are written in large, bold, yellow and black letters, with "071" in smaller black text below "ALERT". To the right of this graphic, the NTSB logo is displayed in yellow, with the full name "National Transportation Safety Board" in white text to its right.

**SAFETY
ALERT** 071

NTSB | National
Transportation
Safety Board

Do Your Takeoff Homework; Runway Length Matters

■ Understanding the Potential Hazards of Intersection Takeoffs

1-Safety Alert: Use All the Runway

The [National Transportation Safety Board](#) has issued [Safety Alert 071-17](#), to highlight the potential hazards associated with conducting intersection takeoffs and the need for general aviation pilots to use all the runway available to them for takeoff.

It also has posted [a video](#) (below) to accompany the safety alert.

Intersection takeoffs — where only a portion of the runway is used for takeoff instead of using the entire length — are a common practice for general aviation pilots to save time.

However, pilots may not fully understand the potential risks associated with conducting intersection takeoffs, NTSB officials said, noting the agency investigated at least 10 accidents between 2000 and 2015 in which pilots were attempting intersection takeoffs.

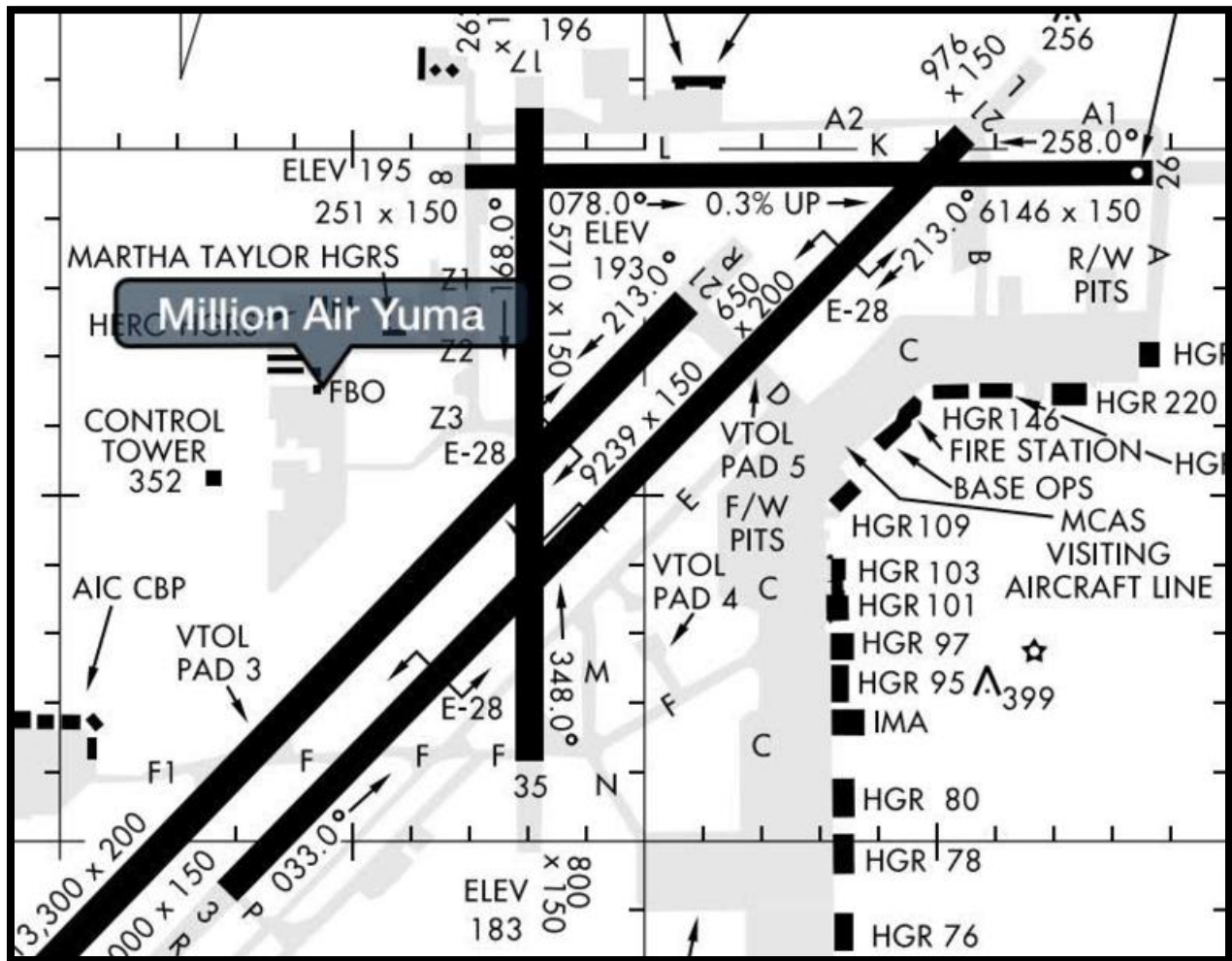
By reducing the amount of runway used during takeoff, pilots have less runway available to them in the event of a system or engine malfunction during takeoff, to abort the takeoff, or to perform an emergency landing. This increases the risk of injury, death, and aircraft damage, NTSB officials warn.

The safety alert emphasizes the need for pilots to:

- Know their airplane's takeoff and landing performance limitations;
- Not feel obligated to accept an intersection takeoff if offered by air traffic control;
- Use all available runway length to increase the margin of safety.

2-The 50/70 Rule (Go, no-go)

There's a 50/70 rule in aviation. "If you haven't reached 70% of your takeoff speed by the time you've reached 50% of the length of the runway, you should abort your takeoff." It takes a little planning to find a point at which you can say that you're at 50%. At Yuma (KNYL) for instance, if departing on runway 17, when you pass Z3, that's 50%. Read more about the 50/70 rule at: <http://www.boldmethod.com/learn-to-fly/performance/how-to-use-the-50-70-rule-of-thumb-for-a-safe-takeoff/>





Click [DL](#) to Download the Service Bulletin from Mooney.com [Support](#)

M22	M20	M20A	M20B	M20C	M20D
M20-314A 2012, 29 Feb DL M20-313A 2012, 29 Feb DL	M20-318 2014, June 2 DL M20-314A 2012, 29 Feb DL M20-313A 2012, 29 Feb DL	M20-318 2014, June 2 DL M20-314A 2012, 29 Feb DL M20-313A 2012, 29 Feb DL	M20-318 2014, June 2 DL M20-314A 2012, 29 Feb DL M20-313A 2012, 29 Feb DL	M20-318 2014, June 2 DL M20-314A 2012, 29 Feb DL M20-313A 2012, 29 Feb DL	M20-318 2014, June 2 DL M20-314A 2012, 29 Feb DL M20-313A 2012, 29 Feb DL
M20E	M20F	M20G	M20J	M20K	M20L
M20-318 2014, June 2 DL M20-314A 2012, 29 Feb DL M20-313A 2012, 29 Feb DL	M20-318 2014, June 2 DL M20-314A 2012, 29 Feb DL M20-313A 2012, 29 Feb DL	M20-318 2014, June 2 DL M20-314A 2012, 29 Feb DL M20-313A 2012, 29 Feb DL	M20-325 2016, Dec 14 DL M20-318 2014, June 2 DL M20-314A 2012, 29 Feb DL M20-313A 2012, 29 Feb DL	M20-325 2016, Dec 14 DL M20-318 2014, June 2 DL M20-314A 2012, 29 Feb DL M20-313A 2012, 29 Feb DL	M20-325 2016, Dec 14 DL M20-318 2014, June 2 DL M20-314A 2012, 29 Feb DL M20-313A 2012, 29 Feb DL
M20M	M20R	M20S	M20TN		
M20-324A 2017, May 26 DL M20-325 2016, Dec 14 DL M20-321 2016, Nov 1 DL	M20-324A 2017, May 26 DL M20-327 2017, Mar 22 DL M20-326 2017, Mar 6 DL	M20-321 2016, Nov 1 DL M20-322 2015, June 23 DL	M20-324A 2017, May 26 DL M20-327 2017, Mar 22 DL M20-326 2017, Mar 6 DL M20-323 2016, Mar 4 DL		



There is a big inventory of serviceable airframe parts, including wings for M20C, E, F, G, J, K & R models, empennage assemblies, fuselages, rebuilt controls, rudders, elevators, ailerons, flaps, cowls, engine mounts, landing gear and small parts.

Paul Loewen is offering them online, or by phone. The website is LoewensMooneySalvage.com, and he can be contacted in Lakeport, California at **707 263-0472** or by cell at **707 272-8638**. Email is PaulLoewen98@gmail.com. The used inventory is also still available through LASAR Parts at 707. 263-0581.





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Send your questions for Tom to TheMooneyFlyer@gmail.com

Question: What are the top 2-3 things you've seen fail in Mooney's?

Answer: Interesting question. This really requires a memory check.

The number one Mooney failure I have seen is pilots forgetting to put the landing gear down. The question was about failures in a Mooney so I am going to eliminate the engine. They are not made by Mooney, but probably account for the most failures that really affect airworthiness.

For the aircraft, I believe the most failures are in the landing gear system. Broken no-back clutch springs give a fifty-fifty chance for a gear up. Failure of switches, motors, gears in the Dukes, different extension system parts breaking, etc. These issues probably account for a large number of emergency actions. Even the Johnson bar airplanes have experienced both handle and downlock failures. Fuel tank sealant deterioration can lead to a large cost and will eventually affect every Mooney. Considering that many of the Mooneys I have worked on, are over 50 years old, I have a hard time thinking of "failures". Having worked on many planes in my long life, I equate the Mooney to the many B-52s I have worked on. Just do the proper maintenance and you can fly them forever.



Have You Heard?



1- GTN 650/750 Visual Approach Guidance

New features in the latest software upgrade for [Garmin's](#) GTN 650/750 touchscreen series include visual approach guidance, control and display of the GTX 3000 transponder and GTS 8000 Traffic Alert and Collision Avoidance System (TCAS II)/Airborne Collision Avoidance System (ACAS II), as well as LNAV+V approaches without Space-Based Augmentation System (SBAS) service.

Visual approach guidance

Visual approach guidance is now available, providing advisory vertical guidance in visual flight conditions based on a published glide path angle or a 3° glideslope from the threshold of the runway, while considering terrain and obstacle clearance.

When selecting a visual approach, pilots can choose the runway of intended landing and select vectors for the final approach intercept to assist them in flying a stabilized approach, Garmin officials note.

When a flight plan is loaded, the GTN will also provide a short cut to optionally load and activate a visual approach when the aircraft is within five miles of the destination airport if an approach is not already selected.



By utilizing visual approach guidance within the GTN, pilots are provided a more stable descent and precise flight path throughout the approach and landing phases of flight while operating in visual conditions, company officials explain.

LNAV+V approaches without WAAS/SBAS

Pilots operating into airports throughout the world that are not served by WAAS/SBAS can now receive advisory vertical guidance (LNAV+V) while flying LNAV approaches with the GTN 650/750.

By taking advantage of the advisory glideslope offered by the GTN, pilots can more easily fly a stabilized descent while flying LNAV approaches,

according to Garmin officials.

Improved Connex interface

Aircraft that are equipped with a GTN 650/750, GTX 345 all-in-one ADS-B transponder and Flight Stream 510 can now receive attitude information through a single Bluetooth connection via Flight Stream 510. [READ MORE HERE](#)

2- Have a Mooney Christmas



Sporty's has chosen the Mooney M20 for its [2017 Christmas ornament](#).

This year's ornament, the 33rd in the series, features the Mooney M20. Created from crystal, the ornament — the 33rd in the series — features an M20 along with "Christmas 2017."

"You'd think we would have run out of airplanes pilots love to feature on our Christmas ornament," says Sporty's Vice President John Zimmerman. "Even we were surprised when we realized Sporty's had never featured a Mooney since the company and its airplanes are admired by so many."

The ornament includes a red ribbon for hanging and is boxed for gift giving. It also includes a paper insert describing Mooney's rich heritage.

The [ornament](#) is available for \$24.95.

3-Mooney Shares Takes Off

Aircraft manufacturer [Mooney International](#) and [Partners in Aviation](#) (PIA) have formed a new partnership: MooneyShares.



The new program is designed to match prospective owners to share ownership and operation of the aircraft.

“Customers with varying needs and requirements can now come together, through PIA, and realize acquisition costs as low as 50 cents on the dollar, while having the ability to share maintenance, service and handling,” explains Mooney’s sales and marketing director Lance Phillips. ” [READ MORE](#)

4-Air Scan - \$140

New from Sporty’s is the [Air Scan](#) radio/scanner, which pairs to a smartphone or iPad for playing music from your favorite app while Aviation Interrupt alerts you to any aviation transmissions on your preferred frequencies. You can use it in your home office, the desk at your FBO, or your workbench in the hangar to monitor aviation traffic while still listening to your favorite music or sports. [READ MORE](#)



5-iPad Mount/Flex Yoke Kit - \$218



The Sport Mount - Flex Yoke - an INFINITELY articulating and adjustable arm. There is no other yoke/clamp mount for an iPad/Tablet that does all that this unit does in a single, light-weight, easy to configure mount.

The Sport Mount - Flex Yoke is for pilots who want to mount their iPad/Tablet on a yoke, rail, or support strut.

This is a perfect mounting solution for yoke shafts with a diameter up to 1.5". For pilots needing to mount to something with a larger diameter or looking to have a

slightly more permanent mounting solution, please check out the Sport Mount - Flex Wide Yoke. For more information, [Click Here](#)



Future Mooney Events

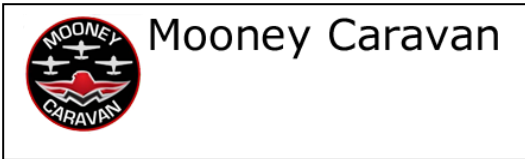


Contact Dave at daveanruth@aol.com or (352) 343-3196, before coming to the restaurant, so we can have an accurate count

- December 9:** Punta Gorda ([KPGD](#)), Skyview Café
- January 13:** Leesburg ([KLEE](#)), EAA Chapter 534 will cook us hamburgers and hot dogs in their hanger, then we will car pool anyone who is interested to our house to see Ruth's outdoor garden railroad. We usually have 6 or 7 G gauge trains running on her four loops and 1,000 feet of track.
- February 10:** Bartow ([KBOW](#))
- March 10:** Fort Pierce ([KFPR](#))



- February 8-9:** Palm Coast, FL ([KFIN](#))
- September 6-9:** Manchester, NH ([KMHT](#))



February 1-4: Yuma, Arizona (KNYL) Gunfighter Formation Clinic. This is the premiere and longest running Mooney Caravan Formation Clinic. Situated in the scenic desert southwest, the winter climate attracts formation pilots from all areas of the continent. Now is the time to plan your formation education and training for the 2018 season.
[CLICK HERE](#) for details

EMPOA Newsletter

Ski fast flyout
2018.01.04-07



Dear Mooniacs!

Have you ever landed right into a ski resort? Here is your rare chance to experience it without any mountain qualification or 'qualification de site'. We fastflyers have been offered the unique chance to use the military airport of St Stephan LSTS with its 1.740 m long runway and heated webcam-hangars exclusively for us. Do you want to be a part of it? Due to very limited hangar space, first come first serve and enjoy 4 wonderful days in the famous Saanen Gstaad ski region with like-minded bon-vivants! Ade un uf wiederluega uffm gipfeli!

Includes

- very exclusive landing permission at LSTS hangar pushback with little trucks afterlanding glow wine
- 3 nights in a double room 4 star hotel
- breakfast, ski bus, sauna
- 2 days ski pass for Gstaad St Stephan region
- 1 Gala dinner in a michelin restaurant
- ski preparing muscle workout with Mandy

like always an all around on site organization including custom, transfer and meals, f.e. at one of the nicest locations on the mountain making your stay fast, efficient and stress-free!

529 € pP excludes

AVGAS (available at LSTS)

landing fees CHF 30, hangar CHF 70, custom Schengen CHF 100 joint drinks and other meal times optional

booking request with pob, names and tailnumber latest until **3.12.2017**
to: mandy@thefastflyers.com

Greetings and see you soon

Tom G.





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Glass Upgrade for DG/HSI and

Attitude Instruments in GA Aircraft

- Replaces traditional electromechanical instruments; can be configured in attitude, DG/HI/HSI and turn coordinator positions
- Bright, sunlight-readable 3.5" LCD color display, sized to fit standard 3-1/8" instrument cutout
- Certified via approved model list (AML) for STC'd installation on more than 560 aircraft makes and models
- Includes a 4-hour backup battery with battery status indicator
- Dual G5 installation offers reversionary display capability, plus the added redundancy of dual ADAHRS and dual backup batteries

And it only costs \$2149 plus installation.

Dual Displays Double Your Options

By installing dual G5 displays in your panel, you not only gain dedicated instruments for attitude reference and directional gyro/HSI guidance, but you also gain the advantages of backup redundancy with dual ADAHRS and reversionary display capability. In such installations, a secondary G5 can revert to display attitude information (consolidated with heading indication), in the unlikely event of a failure in the primary attitude indicator position. For added "get home" protection, each G5 display is available with a backup lithium-ion battery, which can provide up to 4 hours of emergency operation in case of an aircraft electrical outage or shutdown.



Mooney Instructors

Around the Country



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



Jerry Proctor (CFI, CFII), Sierra Vista, AZ/Ft Huachuca KFHU. MAPA SF member/instructor. I have owned an M20K and M20M. I now own an Acclaim (TN). Flight Reviews, IPCs, and proficiency.
jprocmooney@gmail.com



Ken Reed (CFI, CFII, MEI, ATP), Tucson, AZ. 520-370-3693. Owns M20K and has previously owned an M20C, M20F & M20M. Note: I only instruct in owner's airplane kr@klrdmd.com



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



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



Rod von Conta, Oakland, CA. (510) 541-7283, Rod@vonairventures.com. Over 8,000 hrs. ATP, CFII & Gold Seal. Garmin (incl G1000) training. Ferry flights and Transition training. [Set record in a Mooney.](#) (Set the record for flying from Oakland to the wastelands of the Mojave Desert - and back again - in a single-engine plane [M20J]).



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.



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



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.



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.



Mike Elliott Tarpon Springs. (CFII) Master CFI. 317-371-4161, mike@aviating.com. Quality instrument & commercial instruction, transition training, ownership assistance, plane ferrying. Mooney: 2300; Instruction: 1000



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.** (See also VT)



Jack Napoli. 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. (See also, New York)



Sam Lindsay, Wachula Muni and Airport Manatee (between Sarasota and Tampa). 941-209-2322. CFI/II/MEI. LRN2FLY@gmail.com



Chris Dupin, Niceville, FL. AOPA Best CFI in Southeast 2017! (661)902-3233, dupincg@gmail.com, CFI/II

1970 M20C available for instruction. USAF Test Pilot School graduate - also flies F-15Es. Significant Cirrus experience as well



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



Jeff Schnabel, (OH, IN & KY). 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



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



George "Brain" Perry, Kentucky KLOU (Louisville Area) Commander US Navy retired, prior SVP at AOPA's Air Safety Institute. Currently flies for UPS airlines in the B757/B767. CFII / MEI / ATP / with over 6000 hours TT and 1000+ hours dual given. Over 1200 hours in Mooneys of all types. Has owned a M20F and M20S. Email: brainf18@yahoo.com Cell 240-344-1777



Jeff Schnabel, (OH, IN & KY). 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.
schnabel79@gmail.com, ph (513) 484-0604.

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



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.



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).



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. (See also, Florida)



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



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





Jeff Schnabel, (OH, IN & KY). 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



Shawn Cuff, [Hohenwald, TN](https://www.hohenwaldtn.com/) (OM3) 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!



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 & Acclams. 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.



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.** (See also, FL)



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.com ATP MEL, Commercial, SEL, SES, Glider. CFI, CFII, MEI, CFG. 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.



PAUL LOEWEN SALVAGE

USED MOONEY PARTS

Big inventory of used and rebuilt airframe parts. Wings for M20C, E, G, J & K, empennage assys, fuselages, controls, rudders, elevators, ailerons, flaps, cowls, engine mounts, landing gear & small parts. Call Loewen's Mooney Salvage "LMS" at 707 263-0472 or cell 707 272-8638. E-mail

PaulLoewen98@gmail.com



1987 M20K FOR SALE

Specs are: 1987 M20K "252", 1445 TT Airframe and Engine; Location, Lakeport, CA; Complete Logs; Damage History, yes (in 1988, repaired by LASAR)

Avionics: KX165's Nav Coms;, KN64 DME; , KT76C Transponder; KFC150 Autopilot; KFC55A HSI; KR87 ADF; Apollo 2001 GPS; PMA 7000 audio panel; WX1000 Stormscope

Mooney Service Center maintained all its life. MAPA Best of Series Winner.

Price: \$124,000/Offer

Call Paul & Shery Loewen at: 707 263-0462

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

LASAR'S Free Site



Check out Lake Aero Styling & Repair's "LASAR" Web Site:

www.lasar.com 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: 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. \$7000, all offers considered

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, all offers considered.

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 annunciator

ROSEN SUN VISORS

Mooney shoulder harness installed

Wing tip strobes

External power receptacle

Copilots brakes

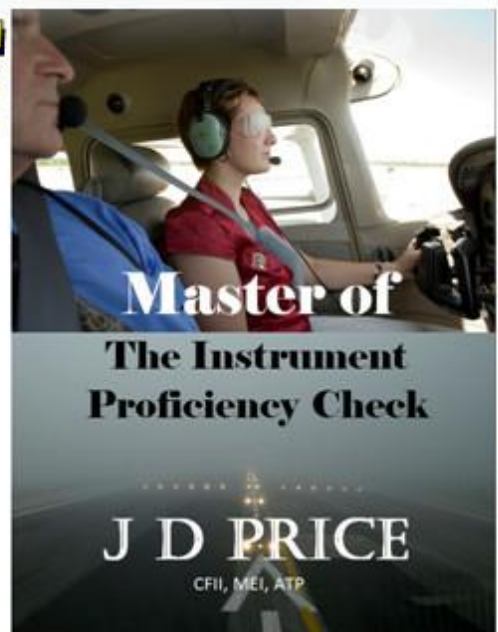
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dream*



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