The Mooney Flyer

The Official Online Magazine for the Mooney Community

www.TheMooneyFlyer.com

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Features

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IF THE PILOT CULTURE WERE AMERICAN CULTURE

If the pilot community were a microcosm of America, would there be an Alt-Up and and Alt-Down, with the Alt-Uppers firmly in the high wing camp, and the Alt-Downers in the low wing camp? Would us Mooney owners berate the high wing crowd as un-General Aviation? Are both extremes wrong as both Alt-Up and Alt-Down are always looking down on everyone else? Are Alt-Up pilots simply stupid? Why do they have their wings above them? Many times that forces them to have a strut to hold the wing together. There are not many struts to prop up low wings. Alt-Down folks argue that they can see the base leg and final leg when turning, and the Alt-Up have those legs blocked by their uppity wings. This is just unsafe and clearly Un-GA.

Should we have the Spirit of St. Louis removed from the Smithsonian because it is an Alt-Up reminder of when crossing of the Atlantic in a airplane was dangerous and terrifying? Or is the reason that airlines Customer Service is so poor because they are a member of the Alt-Down? Wouldn't airlines have better service if they were Alt-Up?

I am a proud emblem bearing owner of the Mooney Nation. I put up with Cirri in the sky, and secretly laugh at the folly of their ballistic parachutes. Cirri owners clearly think the world must be completely safe, and devoid of any calculated risks, danger, and the "cheating of death" each flight. Us Mooney owners buy only American-made airplanes, made by Y'all Texans with an eye towards perfection of design and performance. We don't need "no stinkin' pilot side door" either. That's for those Cirri drivers. I don't think the Cirri drivers are actually part of the Alt-Downers. Their aviation beliefs are too divergent from the true Alt-Downers, denigrating the allegedly tight cabins of Mooneys and heralding their gull wing doors. Real pilots don't pull a chute in an emergency, they use their experience, their training, their skill and their Mooney roll cage to survive.

The other faction contends that we are Alt-Down/Retractable/Constant Speed Prop Pilots, not just a Pilot. It defines us. It separates us from the rest of the pack. We wonder, "What is roaming through the simple Piper/Cessna/Beech/Cirrus pilots' minds.

When we were young, we flew using waypoints, NDBs and VORs. Today's pilots cannot do anything without their magenta lines. They get trophies for taxiing to the fuel pumps without an issue. We flew with paper and not silicon; with E6Bs and Slide Rules, not sappy Apps on tablets. We were real pilots.

Magnetic Deviation is simply a symptom of these opposing forces. In a perfect world, the magnetic north pole would be where it should be, at the true magnetic north pole. And if it weren't for all these extremist views, we would not have magnetic shift, which causes more money to be spent and temporary runway closures to repaint Runway numbers. I read that this is caused by Global Magnetic Change caused by 100LL fuel, which is dumping magnetic particles on the ground, disrupting the magnetic field. We need to stop this now.

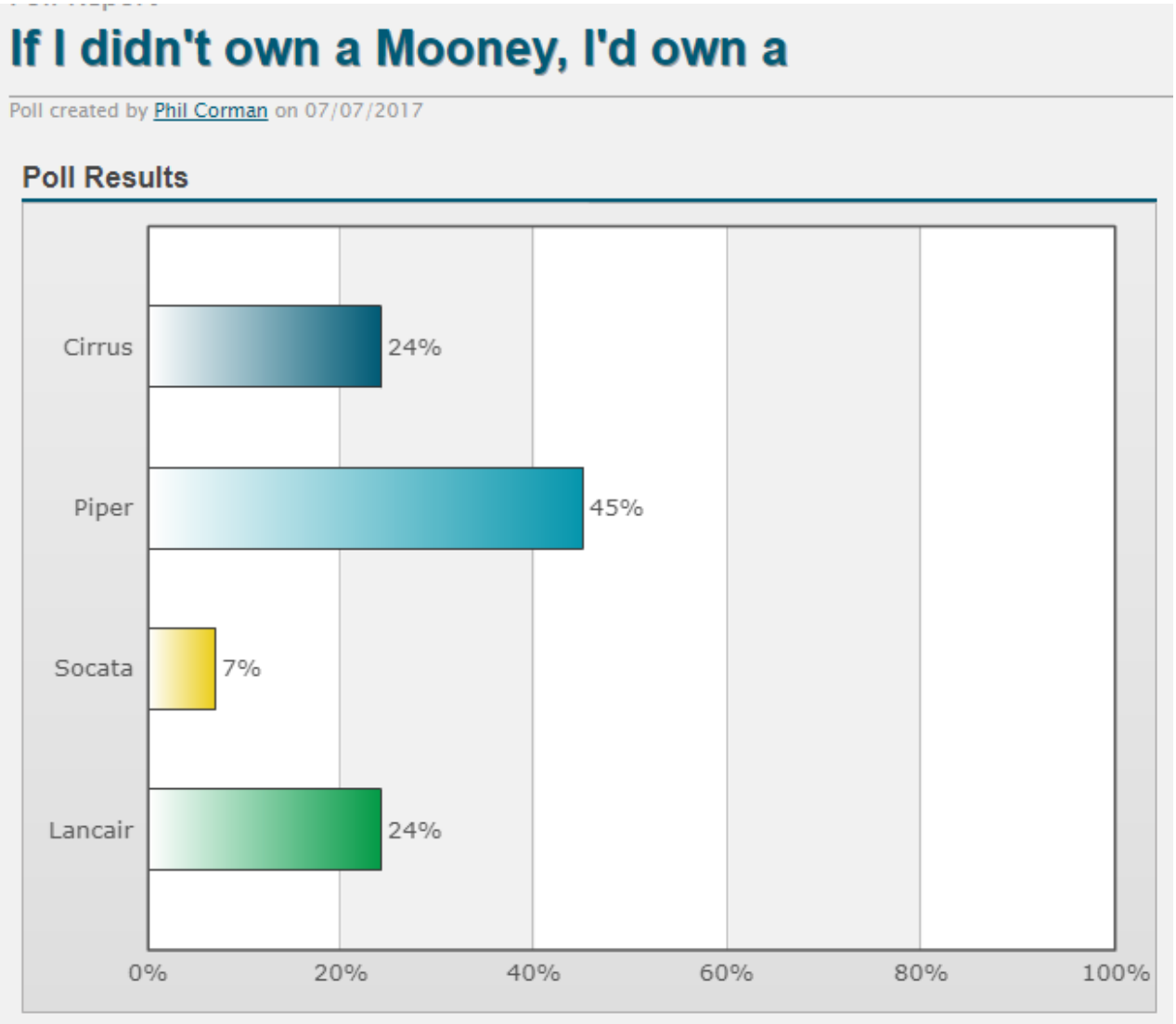
ADS-B is a conspiracy to invade our privacy by showing the world every place we fly, every time we fly, including the altitude. 1984 has arrived. Oh despair. However, it's entertaining watching the FAA roll it out and deal with a gazillion glitches. Now the government wants us to "take the lead out", even though after all these years, there is no fuel alternative that works in all aircraft engines. The only thing the Alt-Uppers and Alt-Downers can agree on is that the FAA is a burdensome bureaucracy with good intentions.

Oh, and don't forget the "Traffic Pattern AIMers", who insist that the only good traffic pattern is a 45^{o} entry. God frowns on those "outlaws" that enter a pattern overhead, or midfield, or wait….. a straight-in final. These extremists must reconcile. Next time you see this, simply stop on short final and protest that guy on a straight-in.

General Aviation is going "down the tubes". Don't label me as a "white, European-American, retractable, constant speed, Alt-Up or Alt-down, pilot. I am simply a "pilot", who happens to fly the best airplane in the world, while some of my pilot friends do not. I guess there is no accounting for good sense. Mooneys Forever!

PISTON AVIATION FUELS INITIATIVE (PAFI) UPDATE

Here is the bottom line from Oshkosh: The head of the PAFI program said, "After reviewing all of the data and testing, we are announcing that neither one of the two PAFI fuel candidates (Swift Fuel & Shell Fuel) will be a drop-in replacement for 100LL. Further, while one fuel may cover a large portion of the fleet aircraft, and the other fuel will cover another portion of the fleet, even both fuels, together will not cover 100% of the GA aircraft. We are now looking at 'mitigation strategies.'"



Next month's poll:"Mooney Events I Participate In" **CLICK HERE** to vote.

Appraise Your Mooney's Value

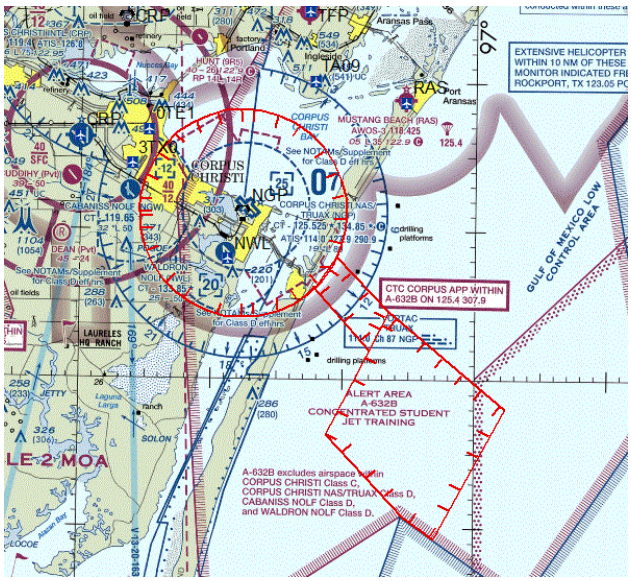
Don't forget about our cool new **Appraise your Mooney's Value** calculator.

M20C M20E M20F M20G M20J

RE: No Mooney Sales - Well, the simple truth is that today's leaders would rather opt for a parachute than a fighter plane when they go to war... 8-) :P Folks that can still operate a retractable gear, manage a constant speed prop without computer assistance and rely on their skills rather than their insurance companies, are so very much old worldish...
Bernd A

To Be Compliant with FAR 91.103, are Pilots Required to Call Flight Service?

More and more pilots are using Electronic Flight Bags ("EFBs"), such as ForeFlight, WingX, Garmin Pilot and FlyQ. That means that fewer and fewer pilots are calling Flight Service for a phone briefing. Do you know if pilots are <u>required</u> to call Flight Service to be compliant with FAR 91.103?



2015 Case

In 2015, a pilot obtained a briefing using ForeFlight, but unfortunately did not set up DUATS in ForeFlight, so a record of the briefing was not emailed to him. In that briefing, ForeFlight depicted two Vice Presidential TFRs on its screen (which the pilot avoided). A third Vice Presidential TFR was not depicted on ForeFlight, and the pilot violated that TFR.

§91.103

In addition to citing the pilot for flying through the TFR, the FAA also cited the pilot for failure to obtain a proper pre-flight briefing. That's because, according to **§91.103**, when it comes to Preflight Action, "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include—

(a) For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the pilot in command has been advised by ATC.

The Affirmative Defense of "Reasonable Reliance"

The FAA had routinely taken the position that, if a pilot got a briefing from Flight Service, and if Flight Service had failed to brief the pilot about a particular TFR, then the FAA would not pursue an enforcement action for violating that TFR. This doctrine is known as the affirmative defense of "reasonable reliance". In this case, the FAA refused to dismiss the action on the defense of reasonable reliance since the pilot got his briefing from ForeFlight instead of Flight Service. Ironically, the FAA stopped short of calling ForeFlight "unofficial" or "unreliable".

The case went to court in 2015 and the FAA settled its enforcement case against the pilot, wherein he was required to accomplish a few hours of remedial training. No violation went on his record.

After the ruling, there were more questions, so the pilot's attorney, Scott Williams, a California-based panel attorney for AOPA's Pilot Protection Services, submitted a request for an Opinion Letter from the FAA's Office of Chief Counsel as to 91.103. Mr. Williams' letter specifically asked three questions:

1. Is a preflight briefing in violation of FAR 91.103 if it did not include a phone call to Flight Service, 1-800-WX-BRIEF?
2. If a pilot obtains a preflight briefing from the **FAA's [TFR] website**, it contains a disclaimer at the bottom of the page: "For the Latest Information Call Your Local Flight Service Station at 1-800-WX-BRIEF". Is that disclaimer advisory or regulatory?
3. Does the FAA consider a briefing using only an electronic flight bag to be in violation of 91.103?

It took the FAA 11 months to come up with an answer, but they finally responded with the following:

1. "A PIC's failure to contact LMFS prior to a flight **would not be** a per se violation of FAR 91.103"
2. "The statement at the bottom of the FAA's TFR website (to call your local FSS) is **advisory**"
3. "A PIC's reliance on only an EFB **would not be** a per se violation of FAR 91.103"

Should Pilots Still Call Flight Service?

Pilots should always obtain a weather and airspace briefing from a reliable source. Most EFBs are fine, but merely looking at a tablet or iPad isn't good enough. If your EFB briefing missed a TFR and you managed to fly right through it, don't expect the FAA to believe that you saw what wasn't there.
To be safe, pilots should use EFBs that have a feature that will email you a copy of the full briefing. Keep those emails for at least 6 months. If that doesn't work for you, make the phone call to Flight Service, which puts your briefing on the record.

PHIL CORMAN

Your Mooney is Talking to You with EGTs and CHTs

You're probably asking yourself, why is The Mooney Flyer concerned with EGTs and CHTs. And just what language is your Mooney speaking anyway? We love predicting the future and preventing surprises, so we have learned the language of Mooney engines, vis a vis EGTs and CHTs. So what are we talking about!

It may surprise you that your CHTs and EGTs are actually showing you the amount of energy that you are "wasting". Almost 50% of your fuel energy goes out the exhaust manifold. Your CHTs and EGTs are telling you whether you're wasting a little more or a little less. Here's why.

CHT Language

In previous issues of The Mooney Flyer, we wrote extensively about avoiding the "Red Box", i.e., mixtures that cause high Internal Cylinder Pressures (ICPs). ICPs are the thing that will cause your cylinders and maybe more to fail. Your CHT merely gives you an indication, a proxy, so to speak, for the stress that your engine is under. Mixture, Manifold Pressure and Air Flow are the three things you can do to manage CHTs. Timing is also extremely important, but you can only affect that on the ground by setting it, unless of course, you have electronic ignition. If your timing is too close to Top Dead Center (TDC), your CHTs will run higher, and anything later will cause cooler CHTs.

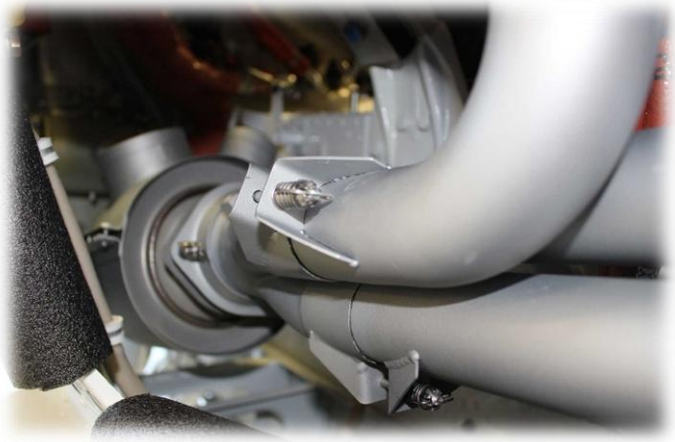
A failing spark plug or magneto will cause your CHT to decrease. This is because your air-fuel will take longer to burn. Your CHT in that cylinder (spark plug), or all cylinders (magneto) will drop.

High CHTs are extremely detrimental to your engine. On hot days, higher CHTs are inevitable. Things you can do to fix this are: 1) Flatten your climb and get more air flowing past the cylinders. 2) Increase your mixture. 3) Lower your RPM. Of course, if you have cowl flaps, you know what to do. My Eagle does not have them, and on 100°+ days, I need to flatten my climb to control the CHTs. You should never ever let your Lycoming CHTs linger above 380° ; never above 400° for Continentals. Take action to control your CHTs.

By the way, it is very normal if you have an engine monitor, to observe 1 cylinder that is hotter than all the rest. The difference can be ±50°. On my Eagle with the IO550, my number 5 cylinder runs 45-50° hotter than the rest. I attribute this to the fact that the Alternator is directly in front of the cylinder and messing with the cooling airflow. This is normal. Even Lycomings often have a hotter cylinder. Learn this on your engine.

EGT Language

The EGT probe is located in each exhaust pipe, typically four to six inches away from the cylinder head. It measures the temperature of the exhaust gases exiting the cylinder. The thermocouple actually registers a kind of moving average. EGTs are more about efficiency. You will get peak EGTs at the stoichiometric mixture of 14.7 lbs of air per pound of fuel. This is the most efficient mixture, since it is precisely the right amount of air needed to burn the 100LL that you're putting in. Anything less and you will not burn all the fuel, resulting in a lower EGT. Anything more and you will have unburned 100LL, which will cool the exhaust. A bad spark plug or ignition wire may result in about a 50° increase in EGT for that cylinder. A partially clogged fuel injector could also cause a rise in CHT and EGT on the affected cylinder. A totally clogged fuel injector will cause your engine to run rough and both CHTs and EGTs will drop.



If all cylinders are showing a 50° drop in EGT, then you should consider a magneto to be the culprit. An easy way to check this is to perform an inflight magneto check.

In the rare situation where you may have a burned exhaust valve, you will see slightly lower increases in EGTs. This is because the valve is allowing hot combustion gases to escape into the exhaust manifold during the power stroke. Improper seating of the exhaust valve can have the same effect on EGT. The only way to easily verify a burned exhaust valve is on the ground with a Borescope. Nowadays, any owner can easily check this.

The most important thing to remember about EGTs is that the actual temperature is not that important, but the actual CHT temperatures are important, especially knowing what the EGT is compared to Peak EGT. It's also very important to ensure that all cylinders are not operating within the Red Box, whether Rich of Peak (ROP) or Lean of Peak (LOP).

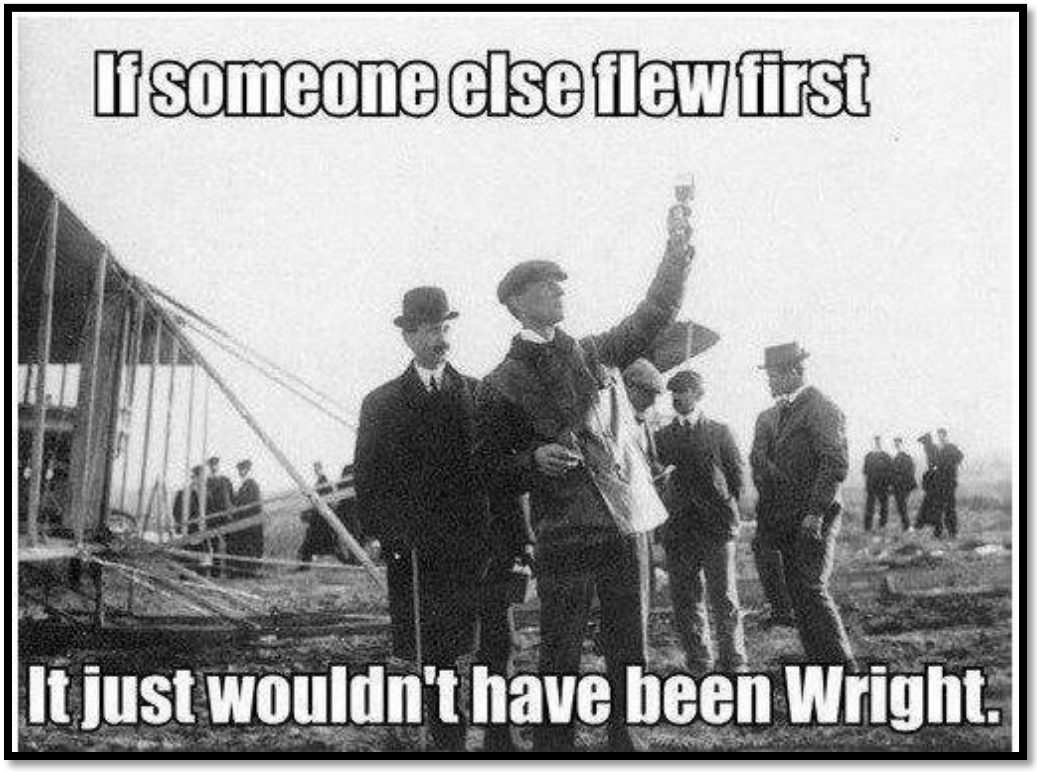
Suggested Reading: CLICK HERE for some excellent engine monitor readings and their causes

Latest

MOONEY INTERNATIONAL CORPORATION **SERVICE BULLETIN**

Click DL to Download the latest Service Bulletin from Mooney.com

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



SEDONA (KSEZ)

by Linda Corman

This was our seventh or eighth trip to Sedona and it never gets old.

We were a little concerned about the weather in August, as it could be a little warm there and it's "Monsoon Season". To our surprise, the weather was very comfortable. I love the flight to Sedona, which only takes us about two and half hours from Paso Robles. I need to say, the first couple of hours is a bit boring, but, the last half hour is spectacular. The first thing you notice is that the terrain starts to get a lovely shade of green, which is a change from the vast desert tans and browns we had been flying over. Then you see the red and white cliffs and formations in the distance and you know you are almost there. As we climb over the rim and see the gigantic bowl that makes up the floor of Sedona and the huge mesa where they built the airport, it takes your breath away. The landing on the USS Sedona (aka the Sedona airport), is

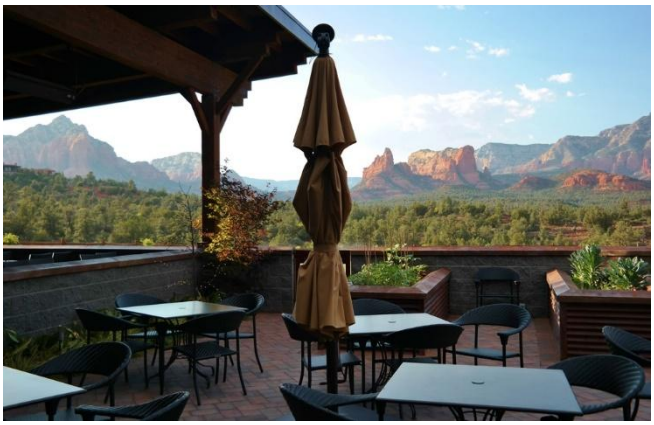
one of the most beautiful in the West. After making a perfect landing and tying the plane down, we were off to the airport restaurant for breakfast. This is a new restaurant, built since we were last there. The Mesa Grill is new, modern, fun and the food is very good as well. Two of the walls are floor to ceiling glass so you can sit anywhere and have a great view of planes landing and departing. After breakfast, we picked up our rental car at the FBO and we were happy with how easy the process was. They even had water and cookies for new arrivals.

Then we were off to our resort. One of the reasons we decided to visit Sedona was the great rates at our resort, the Sedona Summit. They were repaving some areas of the resort and thought guests would not like the work going on. Wrong. We never saw the work and we were never aware that anything was happening. We got a wonderful suite, which included a full kitchen and balcony. The best part was the view from our balcony (pictured left). Every morning we would sit outside and watch the sun rise over the red and white spires and formations with lovely green forests of pines covering the floor. Off in the distance, the hot air balloons would rise up from behind mesas and float slowly in the peaceful morning air.

On our first day, just after arriving and getting breakfast, we decided to do our first of several hikes. We forgot that afternoon hikes are usually very warm, but we were too excited and didn't want to wait until the next morning. Our first hike was Broken Arrow Trail, which took us into canyons and some steep mountain trails. Just remember to bring water. The hike was warm, but the views were wonderful and well worth the sweat. Stops along the trail included Devil's Kitchen, Submarine Rock, and Chicken Point. After our hike, we were ready to eat lunch. One of our favorite restaurants in town is Javelina Cantina off highway 179 at the Hillside. We were so ready for a couple of margaritas and some wonderful Mexican food. We got back to our resort just as check-in was underway. It was great to relax after flying and hiking and to clean off some dust.

DAY 2

As we enjoyed coffee on our balcony, we saw a small herd of Javelinas below, nibbling on the resorts landscaping. I'm sure the gardeners were probably not happy with them, but they were fun to watch. Another morning, Phil heard several coyotes communicating in their own special way. This sound reminded us we are surrounded by 1.8 million acres of national forest land. It doesn't matter which direction you look, there are hiking, biking and Jeep trails that start in Sedona and go off into those beautiful mountains and canyons. This morning, we made our second hike to Devil's Bridge Trail. This hike was highly recommended as the bridge is a rock arch high up on the side of a mountain. We were told to go early, not only to beat the heat, but to beat the tourist traffic up there. This hike, like all of our hikes, was about 5 miles in length, with many switchbacks to accommodate an almost straight up rise in elevation. The ending at the arch was well worth the climb. You can walk out on the arch and get some great pictures. We were lucky as there was only one other couple {from Canada) there at that time, so we had the place to ourselves. After getting back to our hotel, we decided on lunch and chose a place we had seen many times, but had never tried, the Mariposa Latin Inspired Grill on Highway 89A. It's just down the road from our resort. We were thrilled with the locale as it is just off the highway. It has a huge covered patio with 180 degree views of red rock formations and mesas. The best part is, the food is wonderful. In fact, we went back two more times. We cooled off and headed to Tlaquepaque Village for a bit of shopping.



DAY 3

We decided to hike Fay Canyon and Doe Mountain (picture on next page). It was a very busy day. Did I say almost all of our hikes were five miles? By the end of four days, we had hiked 20-22 miles. Fay Canyon is a flat hike into and out of a lovely canyon with interesting formations. Doe Mountain on the other hand, goes straight up to the top of a large mesa. You climb on

switchbacks until you reach the summit, then across the top of the mesa until you see Sedona at your feet. It was beautiful and again, well worth the heat and dust. After we returned to our resort I asked the

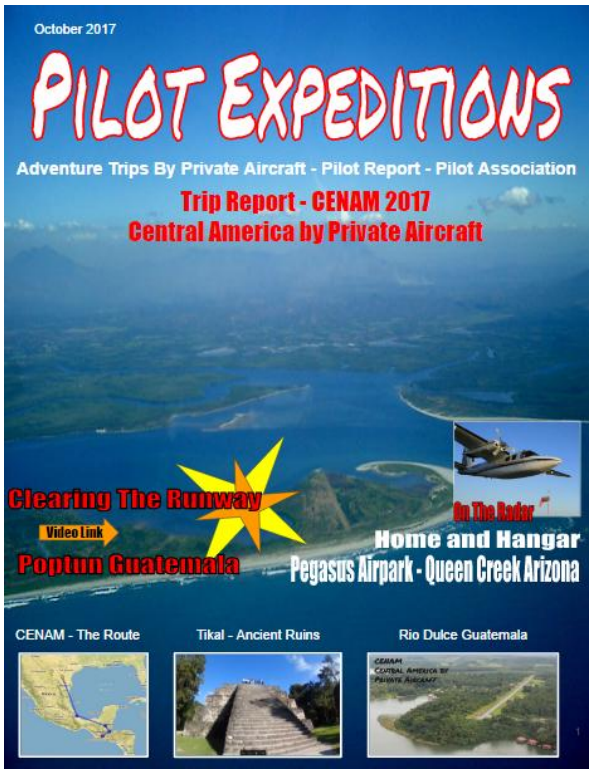
concierge for restaurant ideas. She suggested The Hudson, located in the Hillside shopping center. We were very happy with her suggestion. The restaurant is quite modern and new, with views on two sides of the red rocks. Our waiter was fun and we all debated California wines compared to other wine areas. Of course, for lunch we drank a local beer from a brewery that is right there in Sedona.

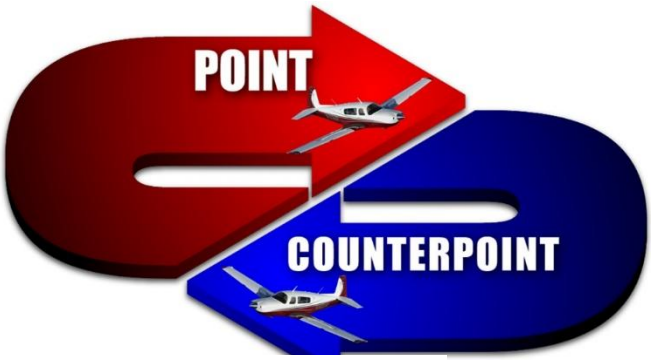
DAY 4

We woke early and hiked the airport loop. This is a trail that is just below the airport and you hike the entire mesa. Most people drive to the top of the mesa to look out and enjoy all of Sedona and the surrounding mountains, especially at sundown. We wanted a bigger experience and to see the whole Sedona panorama with a 360 degree view. I highly recommend this hike. Around every turn there are more canyons, spires, mountains, and formations than you can image. It was breathtaking.

I forgot to talk about our breakfast in Sedona. Each morning, after enjoying the views from our balcony, we drove into town to the Coffee Pot. This place is known for its menu with 101 omelets. They have also won several awards for the best bargain in Sedona, so we decided to eat there every day.

For a spur of the moment vacation, this was one of our best. Everything came together to make a perfect getaway. As I always say, of course, you could have driven to Sedona or flown commercial, but the best way is always with your Mooney.





MOONEY VS CIRRUS

MOONEY
WE LOVE TO FLY. FAST.

CIRRUS
AIRCRAFT

Mooneys are clearly superior and our readership agrees, else they would be subscribing to a Cirrus magazine.	Mooneys are a 50 year old design that until recently, had a single door and bent metal. Composites are clearly 21st century.
Mooneys have a single wing and the roll cage makes it virtually indestructible in a controlled, off field landing.	The Cirrus has a ballistic parachute negating the need for either tough feature.
Mooneys with an IO550 are faster than a Cirrus with the same engine.	OK… you got me there, but the differences is negligible.
You feel like a race car driver once seated in a Mooney, sitting low to the floor, close to the panel with your feet up under the panel.	The Cirrus has a considerably more comfortable cockpit for pilots, crew and passengers. The cockpit is wider so that you don't get quite so intimate with your crew and there is a usable backseat with comfortable legroom for passengers. The visibility is clearly superior and the side stick is cool, as are the doors. Oh, did I mention 2 doors on all models?
Mooneys are a sports car, similar to a Porsche. Do you ever hear a Porsche driver complaining about the race car fit?	The Cirrus handles like a sports car and has a luxury car interior… Sorry Mooniacs, it's true.
Mooneys have retractable gear, perhaps the most robustly designed in the GA fleet. Real pilots fly aircraft with gear that retract!	The Cirrus doesn't need retractable gear due to its aerodynamic design, which reduces maintenance costs. Additionally, you are more likely to not damage the gear and gear doors on non-paved surfaces.

Send your questions for Tom to TheMooneyFlyer@gmail.com

Question: My IO550 is dropping compression and using more oil. My mechanic says I need to get a top overhaul. I have 1300hrs on the engine. In your experience, does one have to do a complete overhaul? How bad does a cylinder need to be, before an overhaul is warranted?

Answer: The real question is what is the compression exact reading when using the tool in the TCM manual? When we test a big block TCM, our gage usually gives about a 45 for the low standard, so 45/80 is acceptable. However, there are some exceptions:

You are not allowed to have valve leakage or heavy oil consumption, which means you must have enough oil to complete the time it takes to use all the fuel you have. Usually that means using about a quart an hour. The big blocks are notorious for having low compression and running forever. You should read the TCM SB on compression testing to understand. It's totally different from the Lycoming system.

If you have low compression and are using excessive oil, then a top overhaul is the way to go.

For the shortest downtime, you should get exchange cylinders or be prepared for two or more months of down time while you get your engine overhauled. You'll need to shop costs.

SIGNS YOUR ENGINE IS ABOUT TO FAIL

Jim Price

Scan Often for These Indicators

Low Oil Pressure

If you notice dropping oil pressure, you might have a broken or cracked oil line. Low oil pressure is usually accompanied by high oil temperature. An oil pressure indication below 10 psi, means you're about to experience engine failure. **Get that puppy on the ground ASAP**.

High Oil Temperature

High oil temperature usually occurs when there's not enough oil inside the engine. There might be a trace of oil remaining and that small amount circulates quickly throughout the engine, but fails to keep things cool and lubricated.

High oil temperature is usually accompanied by a drop in oil pressure. If the oil pressure remains normal, you probably have a faulty oil temperature gauge. **Land ASAP**.

Dropping Fuel Flow

If you notice a drop in fuel flow, you might have a failing fuel pump, some sort of valve, or leaking fuel line. Most commonly, we turn on the boost fuel pump. If that doesn't work and fuel flow continues to decrease, your engine will eventually quit. **Land ASAP**.

Fuel Starvation

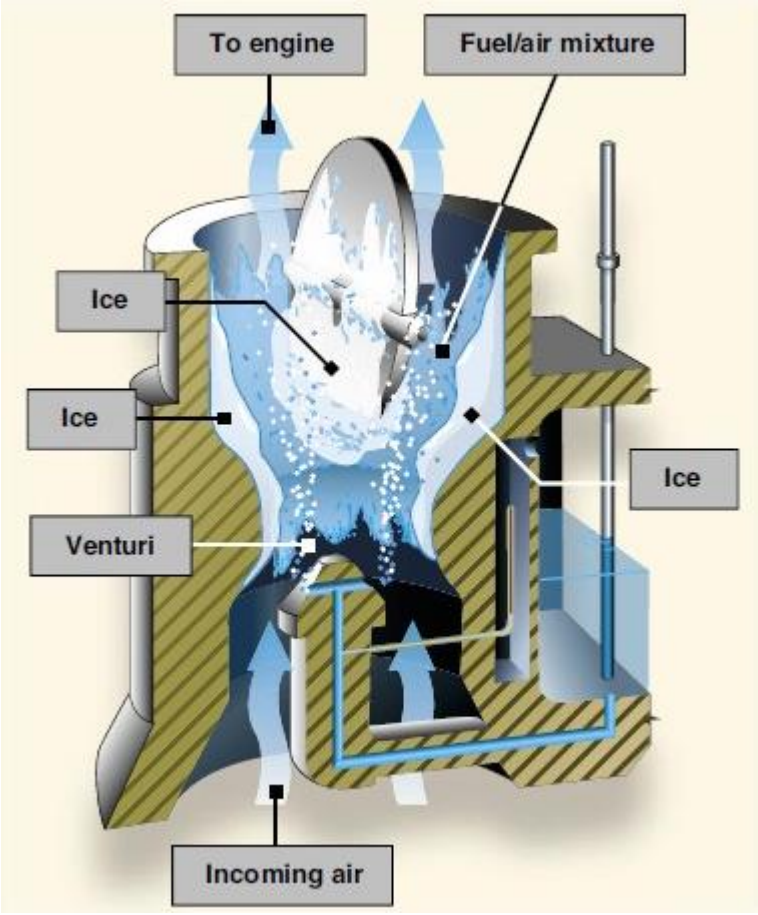
Improper fuel management causes far too many GA accidents. According to AOPA Air Safety Institute, pilots are forced to land nearly two times per week, mostly because they didn't use good judgement when planning. In New Zealand, the pilots are a slightly safer, averaging a little over one incident per week. If you're running off of a tank that's nearly empty, you're putting yourself in a bad spot and you're likely to make the local news. At the very least, you'll scare your passenger(s) and they may never fly with you again!

Engine Roughness

There's a variety of reasons an engine might run rough. A failed magneto, damaged components, carburetor ice, primary engine induction air system blockage, and improper mixture management are some of the most common reasons. Start looking for the cause right away, and if you can't solve it, plan to get on the ground before things get worse. **Land ASAP**

Drop In RPM Or Manifold Pressure

Carbureted Engine: A drop in RPM or Manifold Pressure could be a sign that your engine has carburetor ice. If you don't correct the problem with carburetor heat, more ice could build up and cut off the fuel/air mixture required for your engine to run.



Turbocharged Engine: A loss of manifold pressure could be a result of a Primary Engine Induction Air System Blockage – icing. The Automatic Alternate engine induction air system should open automatically. (ALT AIR annunciator should illuminate). If it doesn't open automatically, manually pull the Alternate Air knob.

Rising Manifold Pressure

This could be a sign that your engine is about to fail, or already has started to. As the engine fails, air pressure inside the engine will begin to return to ambient air pressure. For instance, if you're flying with 22 inches of manifold pressure and experience an engine failure on a **standard day at sea level**, manifold pressure in that engine will rise to approximately 29.92 inches. **Land ASAP**

Visible Leaks, Flames, Or Smoke

Do you notice fuel or oil steaming down the cowling, wings, or fuselage? Even worse, do you see flames or smoke coming from the cowling of your engine? These are some of the most dangerous signs of an oncoming engine failure. **Land ASAP**

Catastrophic Failures

In extreme cases, parts have been known to rip through the cowling and fly away. In rare cases, entire pistons have ripped free of their connections, puncturing the cowling and causing the engine to vibrate to the point of destruction. **Land ASAP**

The ABCs of an Emergency Landing

A = Airspeed

Maintain the aircraft's best glide speed. Maintaining this speed ensures that you'll maximize your range so that you have more distance and time to set yourself up for a nice landing and complete the appropriate checklist.

B = Best Place to Land

If you're out in the middle of nowhere, it's not usually too hard to find a field to land in. It can be challenging to find a decent place to land if you're over a congested area, though. You'll want to find a place quickly either way, but there are a few things to consider before you rush to a decision.

Choose a landing area away from people or buildings. Fields are good options, but exercise caution as there are often times large ditches, irrigation trenches and power lines surrounding them. Once you find a place to land, try to set up a normal traffic pattern for your approach, remembering to land into the wind when possible.

C = Checklist *Check your AIRCRAFT'S OPERATING HANDBOOK for your specific procedures*

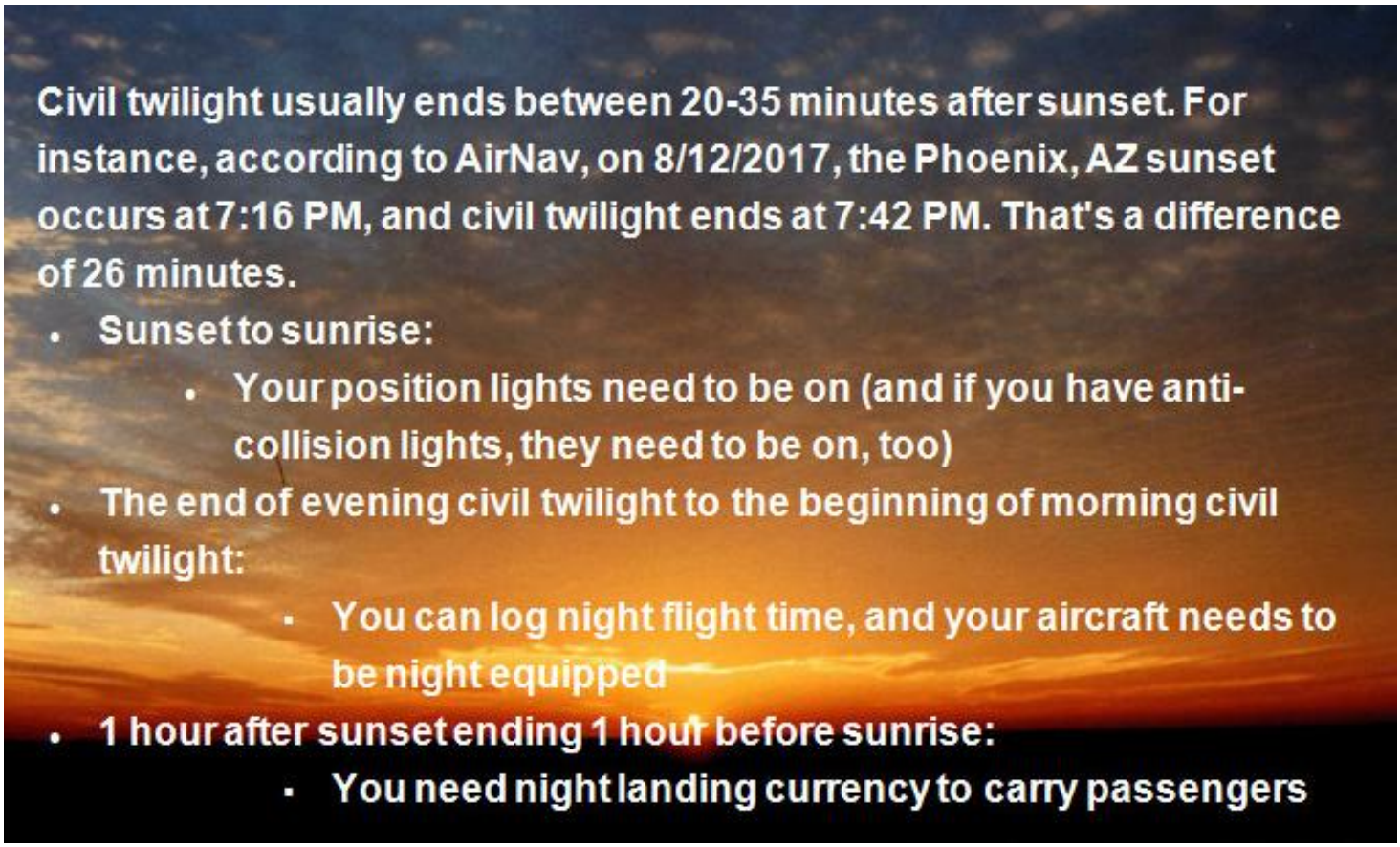
After you establish best-glide speed and are headed toward your landing spot, you should try to re-establish power.

- Switch to another Fuel Tank
- Cycle the Magnetos
- Turn the Boost Pump ON

If you can't get the engine to develop power, you should begin the emergency landing checklist so you can have a fighting chance at a survivable landing.
The checklist includes:

- Seat belts – ON
- Shoulder harnesses, if equipped – ON
- Door – UNLATCHED
- Fuel selector – OFF
- Mixture – IDLE CUTOFF
- Mags – OFF
- Flaps – AS DESIRED
- Landing Gear – Decide, UP or DOWN

PERHAPS YOU HAVE FORGOTTEN



THE MOONEY FLYER .com
Official Online Magazine for the Mooney Community

Quiz Time!

1. **You're a bit distracted today and finally make the call to Bakersfield tower when you're 5 miles from the field. The controller responds, "Aircraft calling tower, stand by." What, if anything, should you do?**

a. Continue flying direct to Bakersfield. You have established two-way communication with the controller.

b. Don't penetrate the class D airspace because in order for two-way communication to be established, the controller needs to acknowledge you with your call sign.

Answer: Yes, it's b. "Aircraft calling tower, stand by," is the controllers way of telling you, "Yes, I hear you, but I'm way too busy to let you into my airspace right now. Don't even think about it." That will teach you to call earlier!

2. **It's a rainy night, so you snuggle up with your favorite book, the Southwest U.S. Chart Supplement (formerly the AF/D). You are surprised to learn that when the Bakersfield (BFL) part time tower closes for the night, the class D airspace reverts to E. Yet, when the part time tower at Phoenix-Mesa Gateway (IWA) closes, the class D airspace reverts to a lowly G.**

GATEWAY TOWER 120.6 1200–0700Z **GND CON** 128.25
CLNC DEL 135.05
AIRSPACE: CLASS D svc 1200–0700Z other times CLASS G.

BAKERSFIELD TOWER 118.1 (1400–0700Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1400–0700Z‡, other times CLASS E.

Why is that?

a. The guy who writes the U.S. Chart Supplement had a bad experience at the Phoenix-Mesa Gateway airport.

b. Only California airport part time towers revert to E because a US Representative from California was able to enter that clause in an obscure bill.

c. When a part time tower closes, the airspace will revert to G if, at that time, the airport ceases to provide an official weather report.

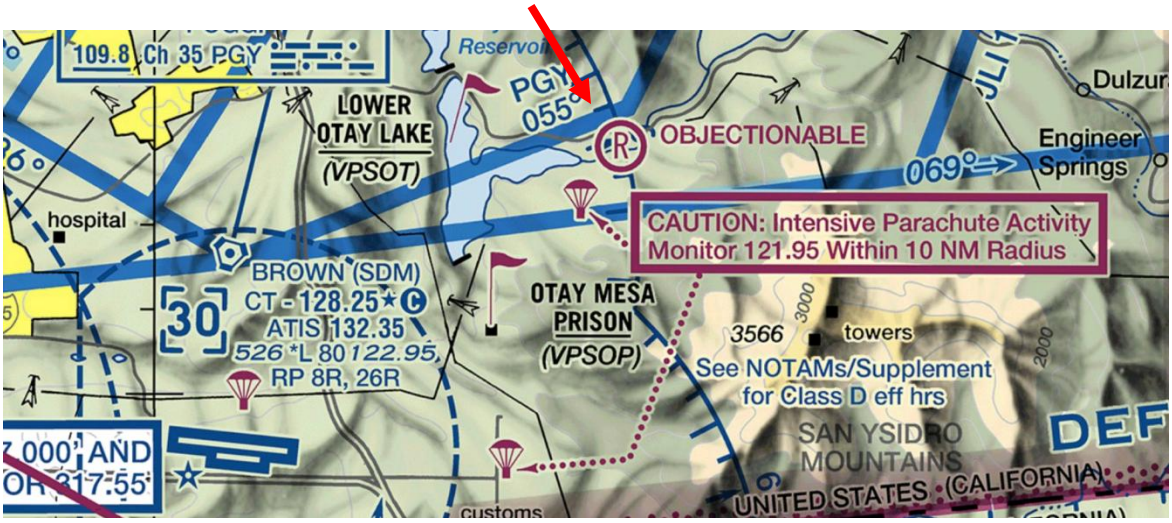
Answer: We can't fool you. Yes, it's c.

3. **You are landing at night when the tower is closed. What are the visibility and cloud clearance requirements at Bakersfield (class E) and Phoenix-Mesa Gateway airport (class G)?**

a. Day or night, the class E visibility (below 10,000 MSL) is 3 sm.
b. At night, class G visibility required is 3 sm; cloud clearance required is 500 above, 1,000 below, 2,000 horizontally.
c. When within ½ mile of the airport and in the traffic pattern, (below 1,200 AGL), the visibility required is 1 sm and you just need to remain clear of clouds
d. All of the above

Answer: d, all of the above.

4. **Why is this private airport labeled "Objectionable"?**



a. The pilots fly ratty old Cessnas.
b. There are conflicting traffic patterns at this airport
c. There are hazardous runway conditions
d. The operations at this airport conflict with the surrounding airspace

Answer: It could be either b, c, or d. But, in the case of this private airport, it's **d**, because the airport operations conflict with the surrounding airspace. The jump planes climb to 13,000 feet and then release the jumpers. The first 3,000 feet of the jump/dive are not a problem, but from 10,000 MSL through 4,800 MSL, several crazy-as-a-loon bodies are in Class B.

1) Garmin G5 $3,000

- All-glass Primary or Backup Flight Instrument with Optional Autopilot Capability
- Sunlight readable
- 3.5 inch LCD color display
- Sized to fit standard 3 1/8 inch instrument cutout
- Rotary knob on the unit allows for easy adjustments
- Can be used as a primary EFIS attitude indicator or DG/HSI display (see P/N chart below for DG/HSI models) — or as a fully integrated backup flight instrument for G3X™, G3X Touch™ or other Experimental/LSA glass cockpits

- Provides standalone or backup autopilot control, allowing coupled GPS approaches to be flown or continued in the event of a primary display loss
- Built-in GPS receiver and optional GPS antenna available

Read more HERE See Video

2) Garmin G5 DG/HSI $3,000

Dual G5 Installations Offer Added Redundancy with Dual ADAHRS and Batteries

Replace a Legacy DG with an Affordable, Modern Glass Solution

Connect a GPS Navigator for HSI Functionality

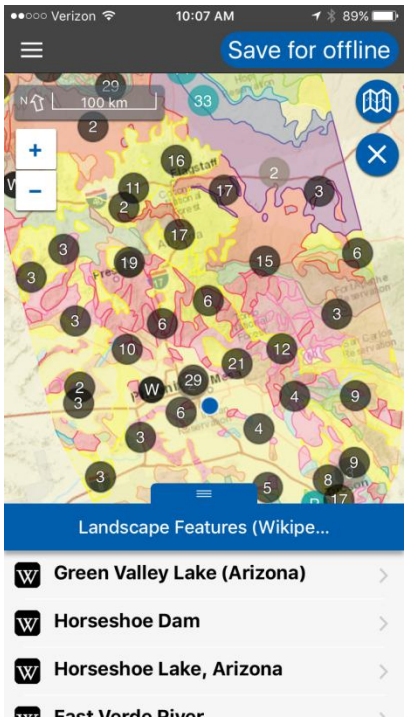
Dual G5 Installation Options Offer Added Redundancy

Read More HERE

3) Garmin VIRB 360 $800

VIRB 360 is the first of its kind, capturing a complete sphere of high-resolution video and audio, plus photos. It eliminates the lengthy editing process with unrivaled 1-click video stabilization up to 4K resolution at 30 fps and allows you to instantly livestream any adventure. Features 5.7K/30fps resolution and 4K spherical stabilization. Read More HERE

4) Flyover Country app FREE



Ever wonder what you are flying over? A new free app, Flyover Country, has the answer for you.

Funded by the National Science Foundation, researchers in the University of Minnesota's Department of Earth Sciences developed the offline mobile app.

The free app lets users track their flight using GPS and discover the world below with geologic maps and points of interest.

The app analyzes a flight path and caches relevant data for users to browse during the flight, without using in-flight WiFi.

"By downloading only the data relevant to a particular flight path, file sizes remain reasonable, allowing for a robust experience without a live Internet connection," officials note.

The app captures and integrates interactive geologic maps, several Earth Science databases, offline base maps, and the user's current GPS-determined location, altitude, speed, and heading.

Flyover Country's usefulness is not limited to airplanes. It is also ideal for road trips, hiking, and other outdoor activities such as field trips and geology field work.

The free app is available for download for both Android and iOS.

5) Wirelessly Sync with iFlightPlanner for iPad *FREE*

Did you know that all your favorite routes, aircraft, personal preferences, and flights you've planned online automatically sync with iFlightPlanner for iPad?

Simply download the app, log in with your same iFlightPlanner credentials, and you'll have at your fingertips everything you need to continue your flight planning on the go!

Any new flights, modifications to existing flights, last minute weight & balance calculations, and logbook entries are wirelessly pushed to the iFlightPlanner servers with a single tap. Not only does this setup allow for the most accessible flight planning experience of any EFB on the market, it provides a secure backup of all your data should your device be lost, stolen, or simply forgotten at home! Available on the App Store

6) SPOT Reaches 5,000 Saves Worldwide $$ varies

The SPOT family of products has surpassed a milestone, initiating 5,000 rescues around the world since its launch in 2007. These rescues have taken place on six continents and in more than 89 countries.
Popular with general aviation pilots, the Spot works almost everywhere in the world through satellite-based connectivity. SPOT users have the ability to track assets, use location-based messaging, and get help when beyond cellular coverage.
SPOT customers are currently initiating nearly two rescues a day. SPOT excludes test messages, false alarms, lost or stolen units and duplicate messages from the rescue count, company officials note.
Learn more at Spot

7) Belite Fuel/Water Discriminator $$ varies

Belite RADIANT Technology has introduced a new product that alerts pilots to fuel exhaustion or water contamination. It will instantly tell the pilot or vehicle operator if the fuel line is empty or if liquid water is detected in the fuel line.

The product is installed through the use of standard tubing barb adapters. It requires a power source and has two output lines. Pre-orders are being accepted immediately at BeliteAircraftStore.com. First shipments are slated for the fourth quarter of 2017. See models and prices HERE.

8) Use a Documented Source for Weather Briefings FREE

When there is an accident or incident, the FAA, NTSB, or Transport Canada go looking for a wide spectrum of information, including what kind of flight planning and weather information were obtained by the pilot.

Unfortunately, in some cases, the pilots have not gotten their weather briefing from a documented source like FltPlan, FSS, ForeFlight (which uses FSS), DUATS or Nav Canada. Whether you're a commercial or noncommercial pilot, these sources provide an easy way to document your weather briefing. By using your username, FltPlan is able to easily correlate your preflight planning with your name or tail number and provide the FAA/NTSB/Nav Canada the necessary information to show that weather and NOTAMs were obtained and what information you received. Just make sure you're logged in.

WHY PAY MORE?

. . . get performance AND economy

Why pay more when the Mark 20A gives safety, performance, and comfort equal to much more expensive aircraft and at the same time gives you much greater economy.

Mooney's Mark 20A is a modern, low wing, retractable geared, 4-place executive type plane with speeds up to 190 m.p.h. In production since 1955, Mooney sales for the world's most efficient airplane have zoomed each year. In '59 sales were up 55%; in '58 they were up 46%.

Again for '60 Mooney sets the pace with aviation firsts.

FRINGE BENEFITS EXCLUSIVE WITH MOONEY!

- Maintenance Warranty.
- Wing Warranty.
- A. D. Warranty.
- Lowest Insurance Rate.

Add these money-saving features to Mooney's unmatchable economy, and you, too, will say, "why pay more"? Compare and you'll see that your airplane dollar has never bought so much speed, safety, economy and comfort as in the '60 Mooney Mark 20A.

COMPARE!

	MOONEY MARK 20 A	BEECH 35	CESSNA 310	PIPER COMANCHE
PERFORMANCE				
Horsepower	4 cyls., 180 h.p.	6 cyls., 225 h.p.	6 cyls., 260 h.p.	6 cyls. 250 h.p.
Top Speed	190 mph	195 mph	195 mph	190 mph
Cruise (75% Power)	180 mph	185 mph	189 mph	185 mph
Rate of Climb	1150 fpm	1050 fpm	1300 fpm	1400 fpm
Service Ceiling	20,000 ft.	19,800 ft.	20,300 ft.	20,000 ft.
Range (Max. w. 30 min. Reserve)	1110 mi.	1170 mi.	1100 mi.	1100 mi.
Take Off Distance	680 ft.	900 ft.	740 ft.	760 ft.
Landing Distance	550 ft.	570 ft.	529 ft.	650 ft.
ECONOMY				
Initial Cost (Standard Equipment)	$15,450	$19,995	$22,450	$18,995
Factory Exp. Exchange Price	$ 1,532	$ 2,414.54	$ 3,056	$ 2,982
Hourly Gas Consumption (75% Power)	10.8 gph	13.4 gph	15.8 gph	15.6 gph
Total Hourly Operating Cost (300 hrs./yr.)	$17.31	$22.42	$22.31	$25.90
First Year's Operation (300 Hours)				
a Mooney Saves You	→	$1,413.00	$1,380.00	$2,451.00
Initial Cost – Mooney Saves You	→	$4,545.00	$7,000.00	$3,445.00
First Year Total Savings As Mooney Mark 20 A Operator	→	$5,958.00	$8,380.00	$5,907.00
COMFORT AND SAFETY				
Landing Gear	Manual	Electric	Hydraulic	Electric
Riding Comfort (air cushioned)	Flexible Wing	Rigid Wing	Rigid Wing	Flexible Wing
Control Systems	Steel Push-Pull	Cables—Pulleys	Cables—Pulleys	Cables—Pulleys
Airline type Ventilation	Yes	No	Yes	Yes
Low-wing Visibility	Yes	Yes	No	Yes
Stalling Speed	57	57	59	64
Tubular Steel Cabin Frame	Yes	No	No	No
Retractable Entrance Step	Yes	No	No	No
Tinted Glass Windows and Windshield	Yes	No	Yes	No
Laminar Flow Wing	Yes	No	No	Yes

*Above figures are taken from manufacturer's advertised publications.

Call your Mooney dealer now or write:

Mooney AIRCRAFT, INC.

Kerrville, Texas

EV

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

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

MAPA Safety Foundation
MooneySafety.com Mooney Pilot Proficiency Program

September 8-10: Frederick, MD (KFDK)
October 6-8: Des Moines, IA (KDSM)
February 8-9: Palm Coast, FL (KFIN)

Sep 29-Oct 1: **Mooney Summit** – Panama City (KECP) Registration opens this summer at: www.MooneySummit.com

Other Notable Fly-Ins

AOPA Regional Fly-Ins
September 8-9: Norman, OK, **October 6-7**: Groton, CT, **October 27-28**: Tampa

October 13-14: CalPilots EXPO – CalPilots will be hosting its first EXPO in Paso Robles (KPRB) beginning with a Wine & Food Reception with AOPA President Mark Baker, Seminars, Aircraft Exhibit, Exhibitor Hall, Pancake Breakfast, Cheesteak Lunch and more. Go to www.CalPilotsEXPO.com for details. Mooney Flyer Co-Editor Phil Corman is hosting this, so all Mooneys that come are free!

TMF PRODUCT REVIEW

Garmin Pilot with FlightStream 510

We took a moment to review a "system", as opposed to an individual product this month, namely *Garmin Pilot* (an App) with *Garmin FlightStream 510* and a *GTN 750*. Wow, there are a lot of AMUs (**A**viation **M**onetary **U**nits) there! Here's what we found.

The *FlightStream 510,* out of the box is $1,300 to $1,500, depending on where you buy it. It requires no hardware installation by a Garmin Dealer. You simply insert it into the SD data card slot on your GTN 650/750.

The *FlightStream 510* gives you Bluetooth and WiFi access to your GTN 650/750. It's impressive that all that database is co-resident with a Bluetooth and WiFi capability.

Now, fire up *Garmin Pilot* on your tablet or iPad and let the magic begin. First, *Garmin Pilot* will automatically, in the background, update all of the databases that you have purchased. You no longer have to pull your SD card and bring it home to a PC or Mac and run FlyGarmin to update your GTN 650/750 databases. Once you get into the cockpit and turn on your GTN, *Garmin Pilot* will sync any new databases found on your *Garmin Pilot* with all your *GTNs*. This is done via a mechanism *Garmin* refers to as *Database Conceirge*. You simply turn on your GTN and run Garmin Pilot while you are doing your preflight. When back in your cockpit, your panel will be up to date. If you have a *G500*, it will also be updated.

The next cool thing avoids a pain in the butt that we've dealt with for years. No longer will you need to manually enter your flight plan in your GTN. Now, you simply create your flight plan at home using either *Garmin Pilot* or *ForeFlight*, and once you arrive in your cockpit, simply send that flight plan to your *GTN* via *FlightStream*. No longer are you faced with tediously entering a flight plan in your GTN and quite possibly making a mistake or two. Another advantage is that you can enter a waypoint on your tablet that is not an airport, intersection, VOR or otherwise named waypoint, perhaps because you want to avoid weather, a mountain or a Restricted Area. Simply "rubberband" your route to the desired latitude/longitude waypoint and all the new Lat/Long waypoints will be transferred to your *GTN*, as if they were VORs. Click Here for supported devices.

Mooney Instructors Around the Country

Arizona

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. 602-791-9637freedomflightservice@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

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.

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: 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.

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.

LASAR Used Parts Sale on eBay

Click Here to shop

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

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 hobbyists 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

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. $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/