The Mooney Flyer

The Official Online Magazine for the Mooney Community

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Features

In Every Issue

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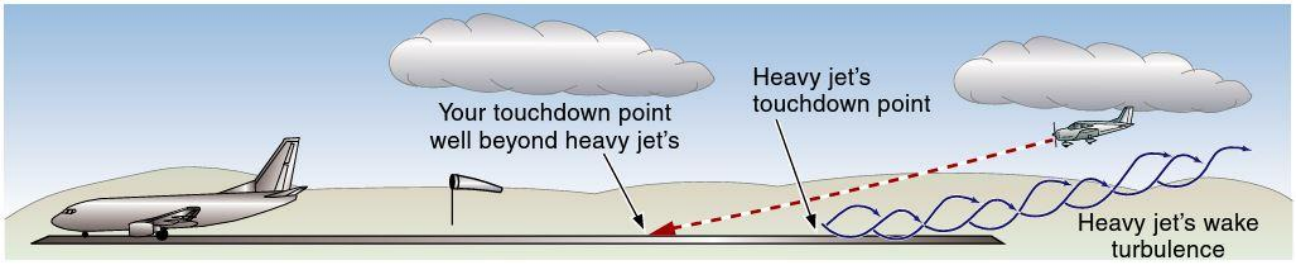
Landing with the Big Boys

We've had inquiries about landing Mooneys, some from new owners, and we have addressed those questions in articles over the last year or so. In this section, I thought it would be valuable and interesting to share our recent experiences flying with "The Big Boys", into and out of San Jose International (KSJC). This is kind of interesting as it forces you to land and depart in non-standard ways. Don Kaye is a disciple of 3° stabilized approaches, as are we here at The Mooney Flyer, but when flying into bigger airports, ATC may have different ideas. Let's look at that.

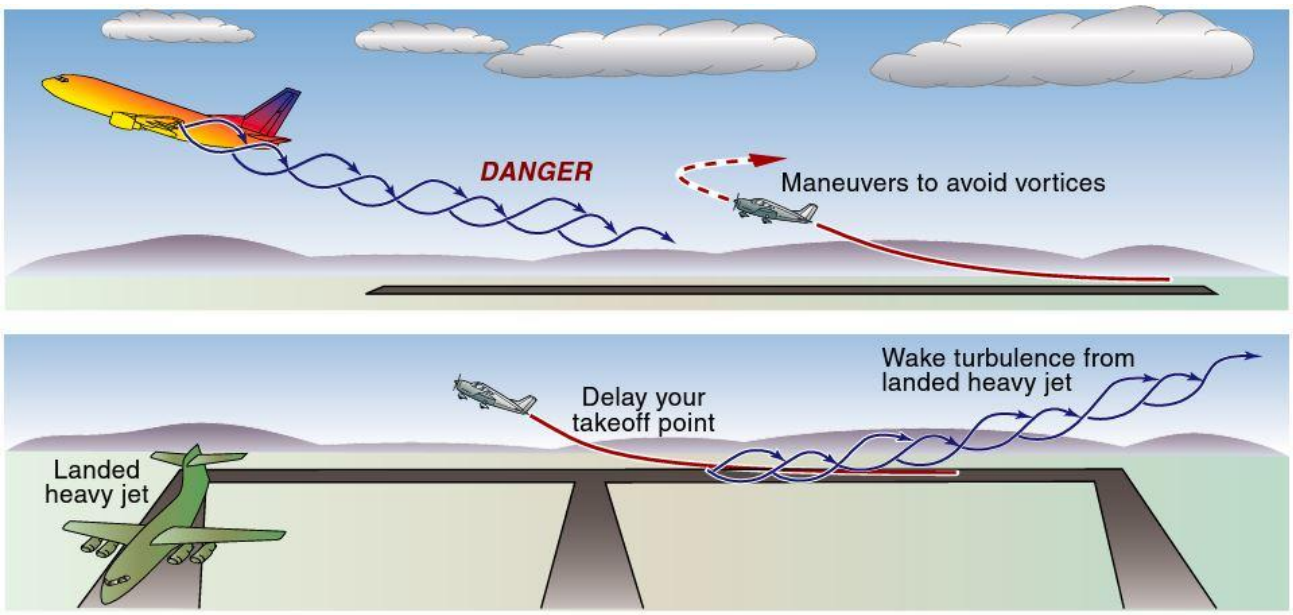
Keep Your Speed Up

"Mooney 21530, keep your speed up on final." At KSJC we received this request since we were landing on one of the two 11,000' runways and there were Boeings "on our six". Everyone who owns a Mooney knows it's a bit of a challenge to slow them down, so this makes your short final a tad more interesting. When we are still 10 miles out, we keep the airspeed up. But as we get closer to the runway, we reduce our "speed up" to just about or a little above gear the extension speed. This helps ATC and also means we are able to drop the gear a little quicker. If you have speed brakes, you can also extend them and, if not, begin a slip.

Caution Wake Turbulence



This adds another problem to your normal approach. In this case, we all know that the only correct way to approach and land with a airliner ahead of you is to remain above its glideslope and land beyond its touchdown spot. You may or may not be able to maintain a 3° glideslope unless it keeps you above the airliner. Another choice is to offset your approach and then correct on short final. Know the wind direction so that you do not inadvertently offset into the blowing wake turbulence. Yes, it is blown by the wind, and also typically descends approximately 500 fpm.

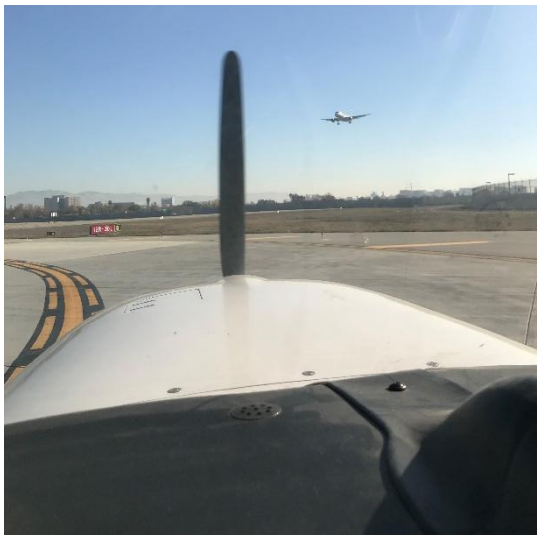


On the Hold Line Awaiting Departure

We have flown through wake turbulence at altitude, especially flying in/around the San Francisco Bay area with the SFO, OAK and SJC traffic. It can easily be moderate or even severe. At SJC, there is a displaced threshold of more than 2000', and holding at the beginning of the runway means that the Boeings are still producing wake turbulence as they passed our Mooney on the Hold Line. Being a conservative pilot, I choose to hold a bit before the hold line to add a margin of safety. I have not seen any issues, but I don't want to test it.

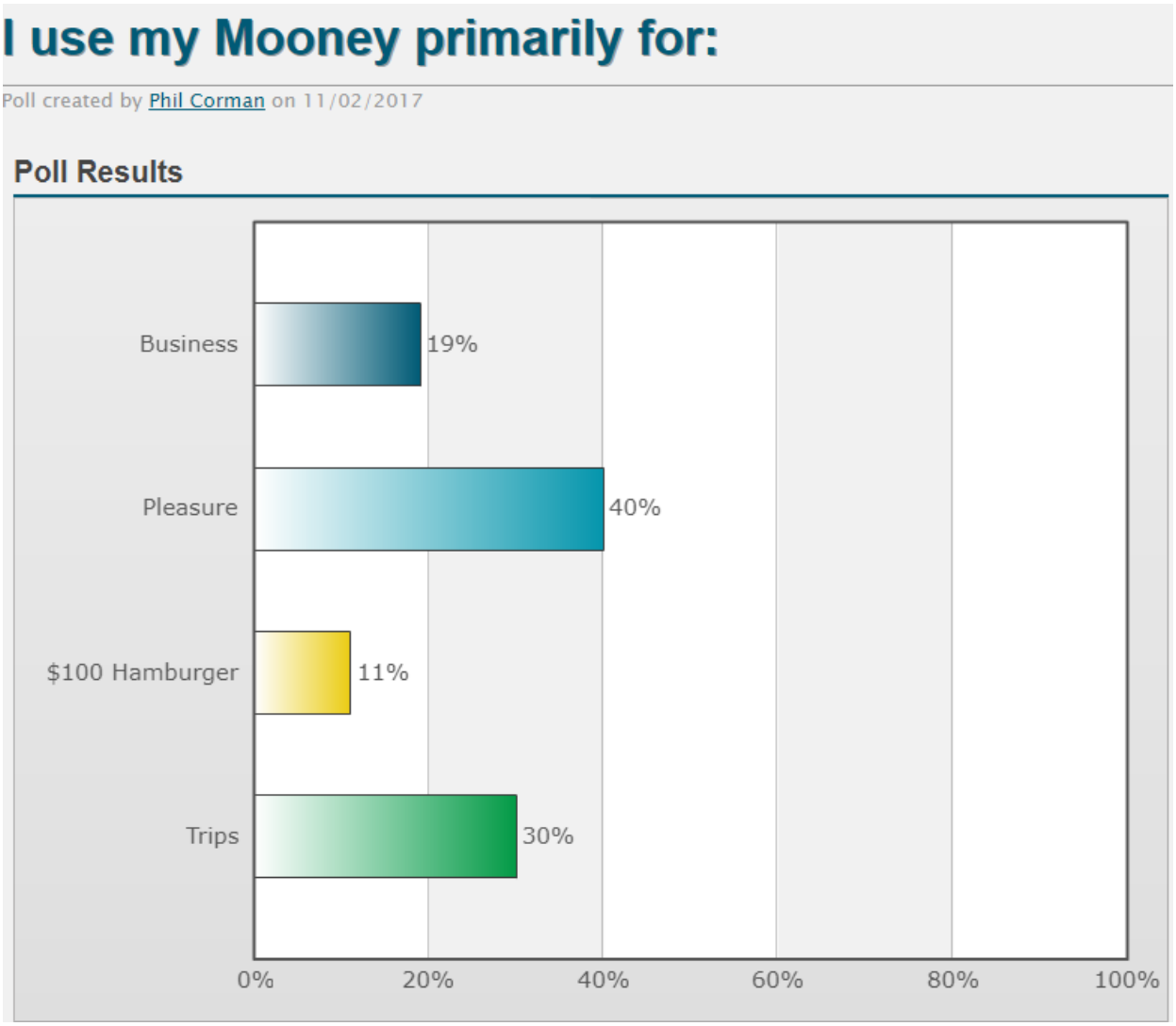
On Departure, Caution Wake Turbulence

Again, if a big aircraft just landed, you should wait. If a big aircraft just departed, then all you need to ensure is that you lift off and remain above his departure slope, so that you are above any wake turbulence. When departing, it is hard to climb out at a higher rate than a Boeing, so I always ask for a turn soon after gear up. It's always granted.



Summary

Flying with the Big Boys is easy if you are ready and able to modify your normal procedures. One additional reminder is that "Good Radio" is a must on Clearance, Tower, Approach and Ground frequencies. Short accurate requests and read backs will ensure that you are handled perfectly and have a great experience.



Next month's poll:"Regarding Mooney Fly-Ins" **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.

Hi Guys. I wanted to reach out to you so that perhaps you can make pilots aware of something when flight planning. It's usable fuel. My E manual says there is 52 gals of total fuel. However, the manual doesn't mention usable fuel. I went to the TC for my model and found that the usable fuel is a tad over 48 gallons. It's easy to think all the fuel is available because of what the manual states, especially a newbie like me. That could sure get a person in trouble if you planned to land with an hour's of fuel reserve when you actually had less than 30 minutes. Perhaps everyone should check the TC to find out what is the actual fuel available. Anyway, I wanted to share that with you.
Albert

I was overjoyed to see the first picture of an M22 Mooney Mustang on your pages since I have been reading your fine publication (which I think is about three or four years; sorry I missed the start up). September 2017 marks the beginning of my 13th year of owning one of these magnificent machines. It is also fitting that you would have a picture of John Wayne in the same edition because I bought the plane from the owner of the FBO in Winterset, IA, which is the birthplace of John Wayne. These facts are a twofer in the category of 'good on you'; for good taste and editorial production.

I was under-joyed with the placement of the photo over the article "Signs Your Engine Is About To Fail." To that end, I was overjoyed that it was a foreign registered bird (Finland, I think) and not a US registered aircraft. There are about 18 left in the states and some of them (including mine) have some pictures on the internet.

I suppose one must take what little pleasures he may gain when he can, so it was a pleasure to see the plane and read the article.
Regards, **JD Lewis**

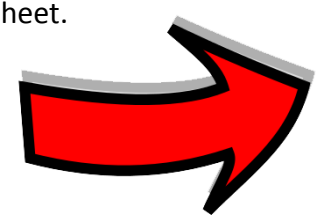
New Interactive Aircraft Status Spreadsheet

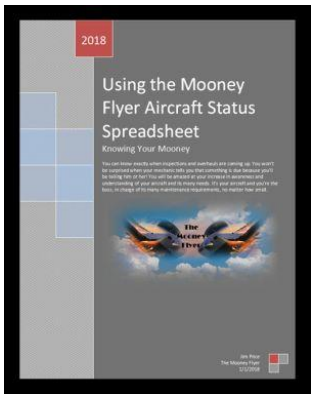
Increase Your Mooney Awareness and Be the Boss

The next time you have your Mooney's annual inspection, wouldn't it be great to tell the mechanic what needs to be done, instead of the other way around? When you use an interactive Status Sheet for your aircraft, you can do just that. You'll never be surprised when it's time for a magneto inspection; you'll be telling him or her that it's due! Your mechanic won't overlook anything because the Status Spreadsheet will highlight the needs. You'll be amazed at your increased awareness and understanding of your aircraft. It's your aircraft and you're responsible to ensure that it's airworthy. You are already flying like a boss, so why not take it to a new level and amaze your mechanic and the entire shop with your Mooney knowledge and maintenance control.

You can download your FREE Status Spreadsheet by going to the Cool Tools section of TheMooneyFlyer.com http://themooneyflyer.com/tool.html Then, click on the Excel Spreadsheet icon to download.

Right below the Spreadsheet icon, you'll find a helpful Guide to help you use your Mooney Spreadsheet.





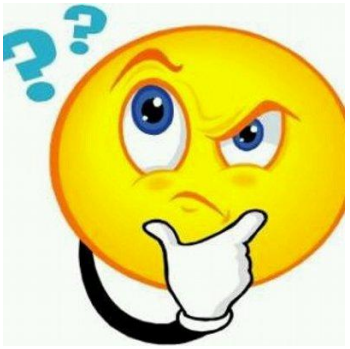
The Brasher Notification

In 1987, in an NTSB case entitled Administrator v. Brasher, Mr. Brasher (the pilot) contented that the controller who found his piloting skills unsafe, had failed to give him a "possible pilot deviation" notification. As a result, Mr Brasher contended that because of that omission, the FAA waived its right to impose any sanctions against Mr. Brasher. The Board held that "the pilot deviation notification provisions "prescribe a duty, . . imposed on FAA employees and instituted, at least in part, for the benefit of pilots".

Hence, we have what is called the Brasher Notification, or Brasher Warning. It's something like your Miranda rights, as in, **you have the right to know that the FAA is not happy with your flying skills.**

When an air traffic controller determines that pilot actions affected the safety of operations, the controller must notify the flight crew as soon as operationally practical using the Brasher Notification phraseology:

(Aircraft identification) POSSIBLE PILOT DEVIATION, ADVISE YOU CONTACT (facility) AT (telephone number).



The "Brasher Notification," or "Brasher Warning" is intended to provide the involved flight crew with an opportunity to make note of the occurrence and collect their thoughts for future coordination with Flight Standards regarding enforcement actions or operator training.

If you receive a Brasher call from ATC, there are some things to know.

- There is no need to make the telephone call immediately. Take time to think.
- Call an aviation attorney before you make the phone call to ATC.
- Your call will almost certainly be recorded. The AIM specifies that such calls are recorded and since you have the AIM memorized, legally that is sufficient notice. There is no tone or announcement. You may ask if the call is being recorded and to speak on an unrecorded line instead. The request may or may not be honored.
- Anything you say can be used as an admission in court against you. Be polite, but not prolific when speaking. It's discourteous to not return a call, but nothing says you have to spill your guts.
    - "This is N1234X. I was asked by _____ to call you after I landed. Can you tell me why?"
    - "I'd rather not say anything about it right now."
    - "I'd like an opportunity to hear the tapes before I say anything." (Pilot's Bill of Rights)

What happens when a Brasher Warning is not issued and out of the blue, a pilot receives a letter or call from an inspector? Sometimes an inspector will contact an airman about a flight that occurred weeks or months earlier that was, from the airman's perspective, completely uneventful.

In this case, it may not be too late to file a NASA form. According to Advisory Circular 00-46E, the 10-day clock starts ticking from the violation date, "or date when the person became aware of or should have been aware of the violation." If it is debatable whether the pilot should have been aware initially, an argument may be made that the pilot was not aware of any problem, until he or she was contacted (or ambushed) by the inspector, making

the report timely. A late filed report will not prevent the FAA from imposing a certificate action or civil penalty, but even a late report is evidence of the airman's constructive attitude that may prevent future violations. Therefore, filing a report, even if late, may still be advisable as long as the event was not done in the spirit of criminal activity or if an accident occurred as a result of the action.

Keep in mind that even if you hear from the FAA unexpectedly, you are entitled under the Pilot's Bill of Rights to the air traffic data, such as recorded audio or radar data. Since you were not on notice at the time, you may have missed the opportunity to preserve your own data that could be useful in your defense, such as GPS tracks or GoPro footage. This makes it even more important that you exercise your right to review the FAA's data.

In addition to considering a NASA filing and requesting ATC data, please, do not make any admissions. One pilot received a letter six months after the flight in question, and he had no memory of the flight since it seemed routine at the time. Since you may not even remember the flight, it is important not to speculate on what may have happened.

It may be encouraging to know that unintentional pilot deviations that are the result of issues such as minor mistakes or diminished skills are within the scope of the FAA's Compliance Philosophy, which focuses on resolving these matters through education, training, or counseling. Nevertheless, it is wise to keep your rights in mind and seek legal advice early in the process.

Mr. Proactive

A pilot received a Brasher Warning and before the FAA contacted him, he proactively started to do something about it. The FAA Inspector called the pilot about a week later. The pilot was very "humble" about the matter and had already logged some remedial ground and flight training with a CFI. This proactive attitude impressed the inspector and he asked the pilot to send copies of those logbook entries containing the CFI training. Upon receipt of the logbook proof of training, the case was closed.

The Value of Wings Participation

If you are a FAA's WINGS Program participant, and find yourself are in "trouble" with the FAA, inspectors look upon your WINGS participation quite favorably. Man, you're a righteous dude!

Legal Advice

You can sign up for AOPA's their Legal Plan. If an Inspector calls and you say, "I will need to consult with my attorney", that's not looked upon as being uncooperative. No, it's just smart.

Remedial Training

If you are offered a plan wherein you receive some remedial training from a CFI, and you refuse to participate in that plan, then you will be looked upon as uncooperative and nothing good will come from this.

Know Before You Leap

I hope you never hear a Brasher Warning directed at you. But, if you do find yourself in trouble, protect and arm yourself with knowledge and good legal advice before you leap into a friendly conversation with the FAA.

EMPOA NEWSLETTER

Springfly Portugal 2018
17th-24th March

Dear Fastflyers,

Did you ever dream of:

- Short cutting the winter with other Fastflyers?
- Flying to little, hidden and private airstrips in the middle of Portugal's nowhere?
- Shutting down your engine right by the pool and having a Fastflyer BBQ?
- Fading the day away in pleasant temperatures right by the sea?
- Watching the sunset over warm Atlantic waters while enjoying a stylish sundowner and a cigar?
- Morning beach workout with personal fitness-trainer Mandy two nights and a Michelin star dinner in a real Fortaleza right by the surf?
- Not only reading about, but getting the chance to testfly the TBM (Mooney) after visiting the Daher Socata factory?
- Enjoying world heritage culture in Evora or getting a taildragger endorsement?
- Catching famous thermic activities over the beautiful Portuguese wine region 'Alentejo' in a glider plane or under a parachute?
- Flying into beautiful Algarve and golfing the day away or enjoying the first dive of the year right on Portimao's beaches?

Then fly with us and fly your dream!

Starts from **889,-€** pP including:

- 8 days top accommodation including breakfast
- Get-together-lunch 'fly or pray' in Tarbes / Lourdes and an exceptional Factory-visit of Daher Socata all transfers Fastflyers BBQ Michelin gala diner
- 3 landing and overnight fees for our speed machines
- 4 wake up workouts with Mandy (get your body in shape for the summer season!) Entertaining organization with all reservations, pre briefing, on site hostessing and debriefing / photo story

Enjoy being pampered and get ready to fly your dream

Please send your booking request with tail number, POB and names to mandy@thefastflyers.com until 2018-01-03 latest. Due to limited tickets: 1st come 1st serve

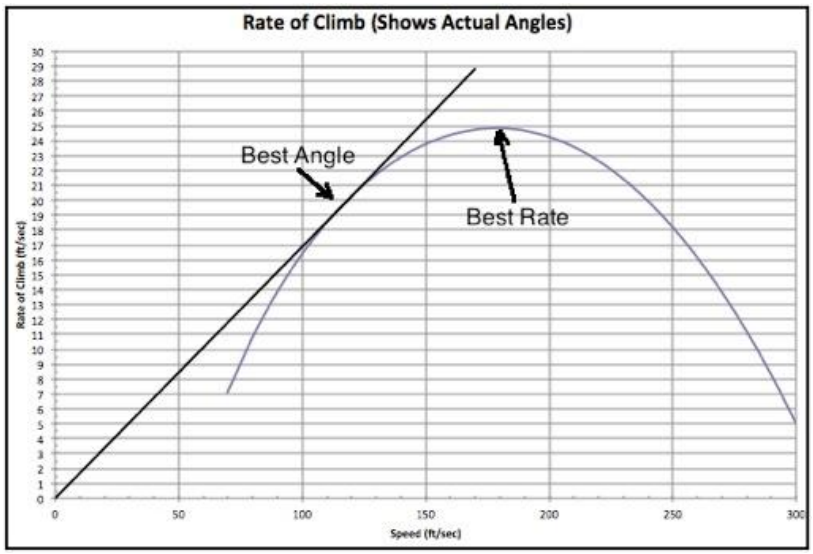
Here's a little preview on YouTube!
https://youtu.be/BiI1C30WZoI

PHIL CORMAN

Your Airspeed May Vary

Airspeeds are never constant. All published airspeeds change under varying conditions. Some increase and some decrease. We are going to review some of them in this article. It's a great refresher and critical to new Mooney pilots.

V_x and V_y

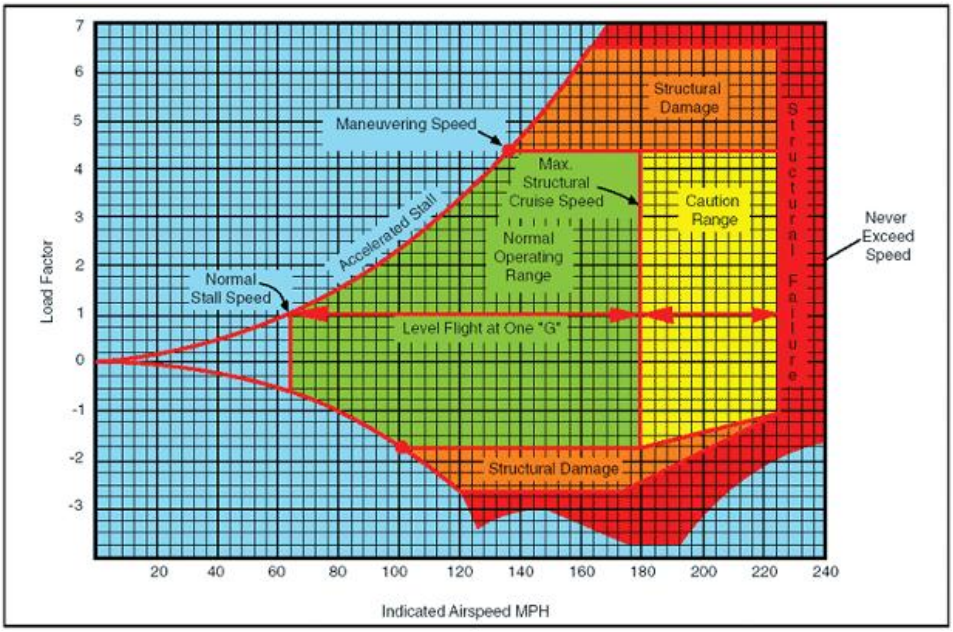


So everyone knows that V_x is the "Best Climb" airspeed. It'll get you over that FAA 50' tree better than any other airspeed. V_y is the "Best Rate" climb airspeed. It'll get you up to altitude faster than any other airspeed, but you'll still be too low to clear that 50' FAA tree.

As altitude increases, do you remember what happens to these airspeeds? To start, remember that parasitic drag decreases with altitude. Induced drag, however, increases. Why? Because as you ascend, there are fewer air molecules. This necessitates a higher angle of attack for your climb. A higher angle of attack increases induced drag. Indicated V_x increases with altitude and indicated V_y decreases with altitude. This becomes more important as your Density Altitude increases. You need to remember this. It's important to remember that True V_x airspeed actually increases because fewer air molecules are ramming into your pitot tube.

When V_x equals V_y you have reached your maximum service altitude. Further attempts to climb will be futile.

V_a



V_a is, of course, your Maneuvering Speed. Maneuvering speed is the airspeed limitation selected by the designer of the aircraft. At speeds close to, and faster than, the maneuvering speed,

full deflection of any flight control surface should not be attempted because of the risk of damage to the aircraft structure. In flight, the V_a varies with the weight of your Mooney. The published V_a is usually based on maximum Gross Weight, which most times, you are not at in flight. So, it is important to understand that V_a is not a constant airspeed and that it varies with weight and not by altitude as V_x/V_y varies. As your weight decreases, so does your V_a. This may seem counterintuitive. Shouldn't your V_a increases with less weight, as your Mooney can handle stronger forces? Nope. This is because at gross weight, your angle of attack is higher for any given airspeed. Your Mooney will stall at or below V_a before you reach your maximum load factor with maximum deflection of your control surfaces. But remember, regardless of speed held, there may be gusts that can produce loads which exceed the load limits. So flying below V_a will not necessarily protect you from nasty turbulence.

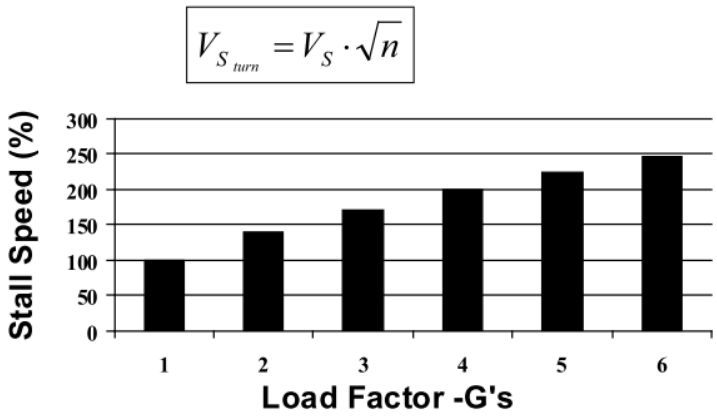
A devil does exist in the details. Part 23 regulations do require an aircraft to have adequate strength for a full control deflection below VA, but the regulations do not require the aircraft design to withstand full control deflection in one direction followed by another full control deflection in the opposite direction, even when operating below Va.

Further, regulations don't require the aircraft to be designed to withstand the forces caused when two or more control surfaces are simultaneously moved to their stops. These types of control movements can place incredible asymmetric loads on the airframe, known as rolling Gs.

Perhaps this new and better definition of Va, which can be found in a Special Airworthiness Information Bulletin, number CE-11- 17, can summarize the above. "The Design Maneuvering Speed (Va) is the speed below which you can move a single flight control, one time, to its full deflection, for one axis of airplane rotation only (pitch, roll or yaw), in smooth air, without risk of damage to the airplane." This definition is not even close to what many pilots learned long ago.

V_{s0}

Let's shift to stall speeds. We all know that stall speeds vary by 1) weight, 2) bank angles, 3) gear and 4) flaps. Most POHs list V_{s0} at gross weight. This becomes more important in a Mooney than in your garden variety Cessna or Piper. Why? Because our Mooney's will float into the next county if you are even a few knots high in the rotation and flare.



Most of us utilize $1.3V_{s0}$ during our approach to landing. Usually, if you have your Mooney trimmed properly, you will experience a stabilized approach which increases the likelihood of a sweet landing. But, if you are say, 300 pounds under gross and fly $1.3V_{s0}$, you may be 3-5 knots too fast. In my Eagle, I deduct 4-5 knots for every 300 pounds that I am below my maximum gross weight V_{s0}. This usually results in an excellent landing without excessive float.

Learn how your V_{s0} varies by weight, document at least 300 & 600 pounds under gross and use this to your advantage on approach to landing.

Do you vary your indicated airspeed based on density altitude? Nope. Your indicated airspeed remains the same. You will experience a higher true airspeed and resulting higher ground speed, but you should stick to indicated airspeed for your proper approach and landing, based on your calculation for weight.

Cruise Climb

What airspeed should you use for the best cruise climb? Hmmm… V_x is clearly not it. Is V_y your best option? In actuality, us Mooniacs have a strong "Need for Speed". The best option is actually neither of those two airspeeds. Usually, a better cruise climb airspeed is greater than V_y. Yes Mabel, you will not climb at the best rate, but you will be further along in your flight if you choose a higher indicated airspeed.

A good rule of thumb is to add the difference between V_y and V_x to your V_y airspeed. In my Eagle, V_x is 85 knots and V_y is 100 knots. So my optimal cruise climb is approximately 115 knots. As indicated, it'll take a little longer to get to my desired altitude, but when I do, others will be left behind me. Try it out on your Mooney one day and see for yourself.

Inadvertent Stall

by Robert Reser (bob@safe-flight.net)

Stalling an aircraft requires pitching the nose to the critical angle of attack. Remember, exceeding the critical angle of attack is when stall occurs. The aircraft being pitched to an attitude that reaches the critical angle of attack causes the stall! There are only two possible ways to cause the nose to reach the critical angle of attack in a positive stable aircraft:

1. Pulling and holding the elevator aft … the pilot causes stall.
2. In descent trimming nose up to a very slow indicated-airspeed at reduced power, then increasing power, causing thrust component-lift, which could add back enough pitch trim effect to reach the critical angle of attack … the pilot causes stall.

There are only two ways an aircraft can pitch to the critical angle of attack. One is for the pilot to pull and hold the elevator aft. The second is for the pilot to input a large nose up elevator trim when at a low thrust setting, then add lots of thrust … again pilot induced.

It might be easier to understand if the pilot realizes the only thing the elevator ever does is allow change of indicated airspeed with angle of attack change. Also, when operating at reduced thrust of descent, any increase of thrust increases angle of attack until in level or climbing flight.

It is difficult to see that in a minimum indicated airspeed descending flight, adding power can cause a stall. The fact remains, it can happen. In descent, there is a substantial reduction of thrust component-lift normally contributing to angle of attack. To compensate, and for maintaining the slowed constant indicated airspeed, added aft elevator control and/or nose-up elevator trim maintains the desired angle of attack.

If a slowed, hands-off level flight is operating at 12-degrees angle of attack, the corresponding thrust component lift is contributing as much as 6 degrees to that angle.

Reducing to idle thrust removes 4 – 5 degrees of that angle of attack contributed by thrust component lift, and allows acceleration. It requires adding aft elevator or additional nose up elevator trim to maintain the original constant indicated airspeed in this descent.

Now the stabilizer is contributing 10 – 11 degrees of the angle of attack. Adding back the thrust toward a level sustaining setting is adding nose-up pitch to the trim as much as 8-10 degrees. Without forward elevator input, the pilot can cause an immediate stall.

LOW INDICATED-AIRSPEED AND APPROACH STALL

All low indicated airspeed maneuvering flight is subject to inadvertent stall. A turn, when in a slow indicated airspeed situation that requires added power, while already holding the control wheel aft for altitude control, can potentially cause an immediate stall.

When in a descending steep turn at reduced thrust, with the elevator trimmed for very slow indicated airspeed flight, the aircraft can be at a 12 to 14 degree angle of attack. Added thrust to reduce the descent rate or leveling will cause considerable thrust component lift, adding as much

as a 6 to 10-degrees angle of attack … immediate stall … it requires coordinated forward elevator control to avoid attaining critical angle of attack.

A common condition where this occurs is the base to final VFR approach, when overshooting the extended centerline. A pilot already in the trimmed, low-powered, landing configured slow-flight tends to increase the bank attitude and simultaneously pull the elevator, attempting to correct back toward the extended centerline.

The increased bank reduces vertical lift and any added aft elevator causes more slowing from the added angle of attack, plus increased “g” force. At this point, during a power increase, adding those 4 – 5 degrees to the angle of attack may cause an immediate low altitude stall with no altitude for recovery.

Low altitude, slow indicated airspeed flight maneuvering must be done with minimum or no manual aft elevator input. There must be an anticipation of applying forward elevator prior to or while adding thrust in this condition.

A pilot must understand how thrust component lift affects flight. All flight instruction of normal level turns should be without elevator input, but with coordination of added thrust for its thrust component lift.

Descending turns use gravity component thrust. For a constant indicated airspeed, you must increase descent rate during the turn. It is impossible to visually ascertain a steep nose-up attitude when descending, but anytime using aft elevator, the increased angle of attack reduces indicated airspeed.

In slow indicated airspeed maneuvering, always expect a stall indication and if occurring, immediate forward elevator toward zero “g” with coordinated rudder and aileron leveling the wings for maximum vertical lifting.

During all flights, always trim to a hands-off condition with aircraft controls. "You will be surprised how the airplane just wants to do its thing without all the fussing with the control wheel”.

TAKEOFF AND GO-AROUND STALL

Takeoff and go-arounds are situations where slow indicated airspeeds are transitioning into both increasing indicated airspeed and altitude. Without using hands-off techniques for flight, a pilot will be manually holding aft elevator control for angle of attack. Inadvertent increased aft elevator input can easily lead to stall.

With the go-arounds, there is a transition from a trimmed slow indicated airspeed descent to leveling for acceleration and then climb. In this case, the added thrust alone adds back nose up pitch. Increasing the aircraft angle of attack trim to level flight, with any excess thrust continues pitching to a climb angle with increased altitude. Any manual aft elevator initially added to stop the descent can lead to stall.

These situations require specific training in awareness of what is happening and knowing hands-off flight control techniques. A go-around should allow acceleration while leveling and then climb. The aircraft is already flying; it seldom requires the pilot to immediately jam lots of thrust.

Would You Have Flown the ODP?

October 24, 2004, a little after midnight, a Learjet crew prepared to depart from Brown Field (KSDM) near San Diego, CA, enroute to Albuquerque, NM (KABQ). Brown tower closed at 2000 and the crew was unable to receive Socal Departure from the ground. The crew had been flying all day. It was late and they wanted to go home to Alburquerque as fast as possible. They elected to depart VFR under a 2000 foot overcast and pick up their IFR clearance in the air. The flight crew had a cellular telephone and a satellite telephone on board the airplane, so they could have received a clearance from Flight Service by calling (888) 766-8267.

8R 26L	❶ MIRL				75′ 23m

❶ Activate on 128.25 when Tower inop.
❷ Unusable beyond 3 NM.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 26R		Rwy 8L		Rwys 8R, 26L
	Adequate Vis Ref	STD	With Mim climb of 570′/NM to 3100′ Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	NA
3 & 4 Eng		1/2		1/2	

OBSTACLE DP: Rwy 8L, Climbing left turn via heading 280° to intercept MZB VOR R-160 to MZB VOR.
Rwy 26R, Climbing right turn via heading 280° to intercept MZB VOR R-160 to MZB VOR.

During the departure briefing and crew discussion, the captain stated that he wanted to depart from runway 8 to avoid flying over the city of San Diego. He also stated that a runway 8 departure would place the flight on a heading straight toward ABQ, and the copilot agreed this reasoning. They did not follow the Obstacle Departure Procedure (ODP), shown above, and were apparently unaware of the San Ysidro Mountains to the East.

A review of radar data revealed that the airplane climbed to about 2,300 feet mean sea level (MSL) and its flight track remained approximately straight out from the departure runway.

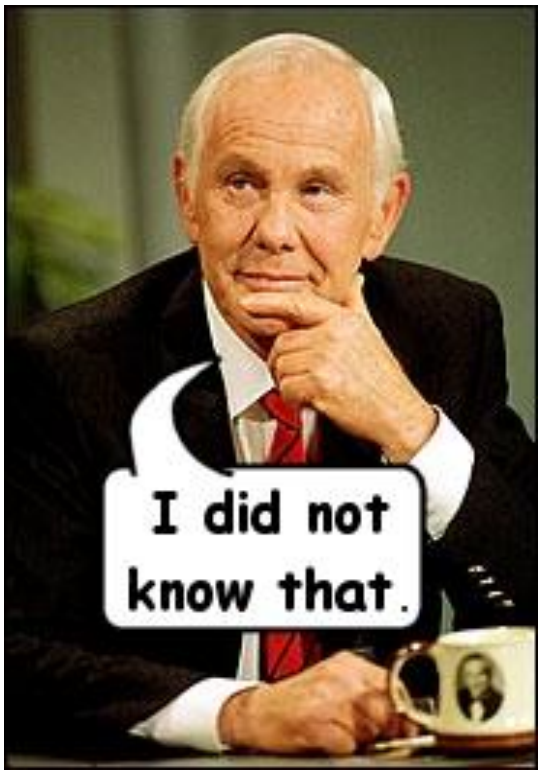
The crew stayed below the overcast, remaining VFR, while they waited for their IFR clearance. The Socal controller identified the Learjet and instructed the flight crew to turn to a heading of 020°, maintain VFR, and expect an IFR clearance above 5,000 feet MSL. The captain acknowledged the heading instructions, but that was the last communication from the Learjet crew, having struck the mountains.

A review of radar data revealed that, at the time the controller issued the instructions, the flight was about 3.5 nautical miles west of the mountains, and the heading issued by the controller resulted in a flight track that continued toward the mountains.

There's lots of blame to go around, including the Socal controller.

Although the flight crew is responsible for maintaining terrain clearance while operating under VFR, FAA Order 7110.65P, chapter 4-2-8, states that, when an aircraft is operating under VFR below minimum IFR altitudes and the flight crew requests an IFR clearance, the controller should ask the crew members if they would be able to maintain terrain and obstruction clearance during the climb to the minimum IFR altitude. The order also states that, if the controller provides an instruction (such as turn to a heading of 020º), the responsibility for terrain clearance is transferred to the FAA. The order advises controllers not to "assign (or imply) specific course guidance that will (or could) be in effect below the minimum vectoring altitude (MVA) or minimum enroute altitude (MEA)."

During a post accident interview, the controller stated he was unaware of this responsibility.



The controller had elected not to inform the crew of the rising terrain, in spite of receiving a low altitude alert. His reasoning was that "it was the flight crew's responsibility to avoid terrain when operating under VFR".

No controllers were injured that night.

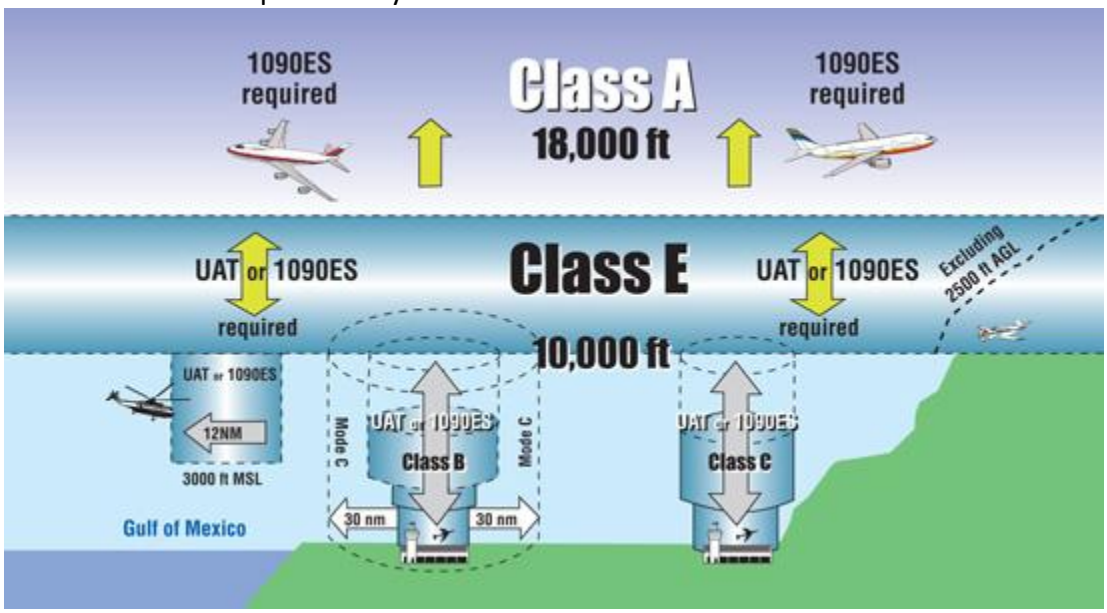
Please be safe when you fly and no matter how tight your schedule is, always make great, professional decisions!!

CLICK HERE to read the full report.

Need an ADS-B OUT Solution?

On January 1st, 2020 I hope you will have had **ADS-B OUT installed** in your aircraft. If not, please tell me that your airplane is not parked within a Class B 30 mile Veil, or inside Class C airspace.

Let's review the airspace that you'll need ADS-B Out installed on or after Jan 1st 2020.



That's right, it's the same airspace which currently requires you to have a Mode C transponder.

The lines of those waiting to have ADS-B installed will be pretty long; littered with those who waited until the last minute. So, if you wait, your flying days may be curtailed for months. That would be sad, indeed!
If you're a member of the **ADS-B Procrastinator Club**, you're in good company, because in that "club" are lots of biz jet operators. Understandably so, because their ADS-B Out installation will cost a lot more than yours will cost. But, when we come closer to the deadline and the biz jets line up at the Avionics shop, who do you think the Avionics shops will favor? That's right, the big airplanes that will result in a bigger shop payment.

I'm not gonna' lie. The **ADS-B OUT** boxes that are certified for your Mooney are not cheap.

In addition, it must provide a WAAS GPS position and altitude, either on its own or by getting position and altitude from your panel mounted WAAS GPS.

The best solution would be a one box wonder that replaces your old transponder and has its own internal WAAS GPS. Further, it would be best if it included ADS-B IN and oh yeah, it should fit in same "rack" in which your old transponder is resting! One more thing, it should be on the low side of the high dollar mountain.

dreams come true

Garmin has developed the answer to your prayers. It's the wonderful GTX 335. It will usually fit in your old transponder's rack and includes everything you need to be **ADS-B OUT** legal. If you're replacing an old friend like a King 76A you'll be pleased to enter the modern era of push button, large display digital transponders. The GTX 335 brings 1090 MHz output, which enables your aircraft to operate at any altitude, in any airspace anywhere around the globe. It combines a Mode S Extended Squitter (ES) transponder and optional WAAS/GPS position source in a single unit. Its useful display features include flight time, count-up and countdown timers, plus the current pressure altitude readout.

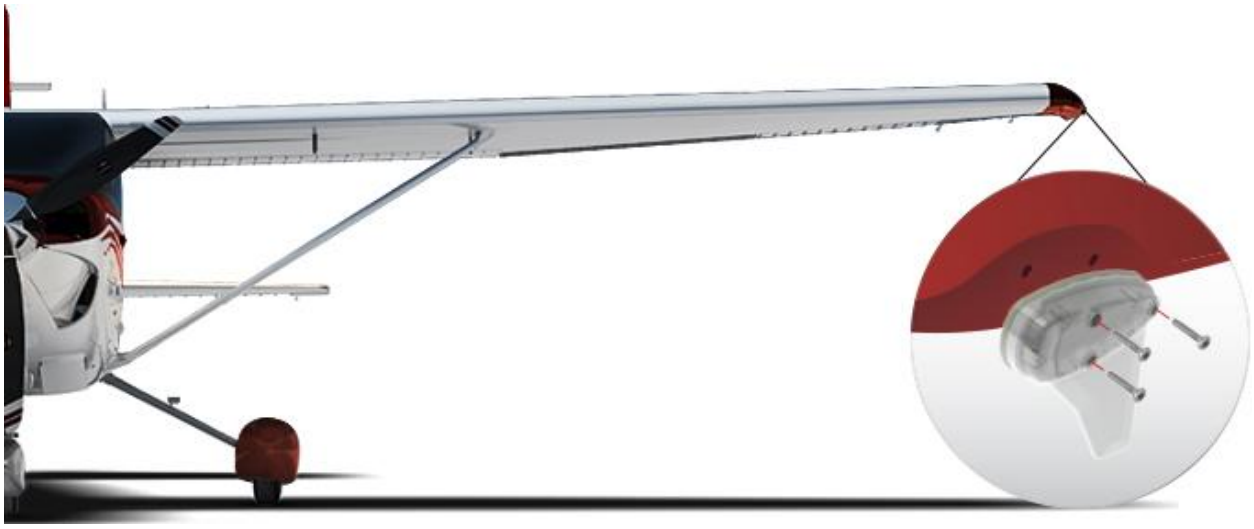
The best part? You'll pay just $3,500 for a box that is well worth every penny. You'll get the GTX 335 with GPS transponder and the GA 35 WAAS antenna. Because it can fit in your current rack, the installation costs will be reasonably low.

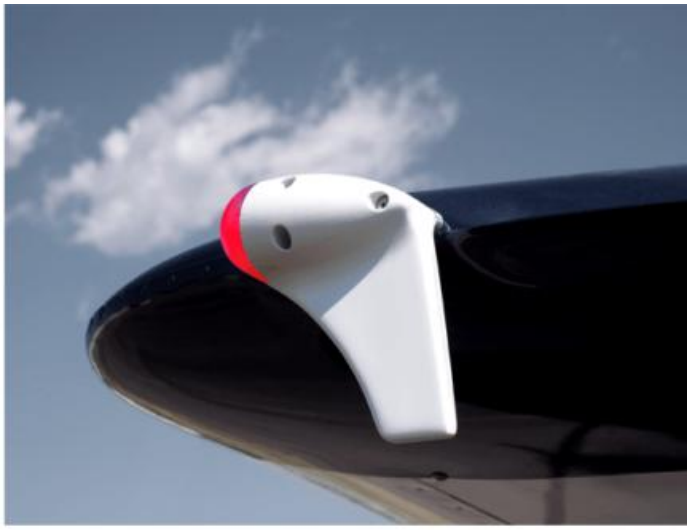
It's got WAAS Inside

If you're willing to go with a non-Garmin box, consider Appareo's Stratus ESG. The **Stratus ESG** is just $3,000 and matches the capabilities of the **Garmin 335GTX** , plus it solves the 2020 compliance issue. But wait, there's more. The Stratus ESGi adds ADS-B IN capability by bolting a Stratus 2i to the back of the ESGi. What's a Stratus 2i? We all know what a Stratus 2S is and many of us own and love them. The Stratus 2i is only available in this package. It was designed to stay plugged into the transponder (tucked behind the panel), benefiting from external antenna signals and aircraft power. If you already own a portable Stratus 2S receiver, there's an interface kit available to connect your receiver with the Stratus ESG transponder.

Stratus ESG	Stratus ESGi
Built-in WAAS GPS	Built-in WAAS GPS
✓	✓
✓	✓
✓	✓
	✓
$2,995	$3,495

If you're willing to gamble, here's a deal for you. uAvionix has a low cost ADSB-Out solution in the works. It's called the SkyBeacon and it's currently only for Experimental. However, the owners have assured me that it will be ready for Certified Aircraft in 2018. Their first priority is to roll out certification for the most popular aircraft, like the Cessna 172.





Eventually, **uAvionix** plans to get to the Mooney. SkyBeacon uses the existing mounting location, breaker, and wiring. No airframe modifications or additional antennas are required. It's designed to mount in minutes and **uAvionix** is hoping that the certified model will cost around $1,500.

Call your favorite Avionics shop today!

MOONEY INTERNATIONAL CORPORATION **SERVICE BULLETIN**

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 **707 263-0462** 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.

Send your questions for Tom to TheMooneyFlyer@gmail.com

Question: When do you recommend I change the shock disks on my J? Editor's addition: Is your recommendation the same for all Mooney models?

Answer: There really are no options when it comes to shock disc wear. For all models there is no allowable wear on the nose gear discs. At the top of the stack there is a plate and when the aircraft is on jacks, there is no allowable space from the top disc to the plate. I should have said that the measurements are taken when on jacks to insure the discs expand when the weight is off the landing gear. When it comes to the main gear, there is a difference between models. There is an allowable space to as much as 3/4 inch for the M models. This is an allowance to compensate for the different weights of each model. One item to check that is not in the maintenance manual is to check for disc expansion when you first jack the aircraft. When you first jack the plane, grab each main wheel and see if you can move the landing gear front to rear. We have found that on older discs, it may take many minutes to expand, when they should expand a soon as the plane is raised. Discs, as they age, get very hard and we have removed some that are as hard as hockey pucks and defeat their very purpose. The year they are made is impressed on every disc, and while there is no age limit, it does give an idea as to their possible condition. They are an expensive item. The discs on the lighter models can last a long time, but as expected, the heavy weight/long body discs can only last a few years.

Question: Do you see any advantages to using CamGuard or AvBlend?

Answer: If it makes you feel better, then by all means, use it. I have seen many engines go past TBO using just plain oil. Changing oil frequently really is the best care for engines and for Turbocharged Engines, I highly recommend 25 hours between oil changes.

to all The Mooney Flyer readers from the Rouch family

1- Mooney Fuel Selector Arm Extender

While the folks at Cardinal Aviation were doing an annual on a friend's Mooney, they noticed he had made a device from PVC to switch the fuel selector on the floor between his legs while sitting upright.

"Just for fun we added it to our product line and it became our first international sale," company officials report. "To date sales have been better than expected with shipments to Germany and Brazil.

The Mooney Arm Extender allows the pilot to switch tanks without bending over, crowding the passenger and keeping eyes outside the window and on the panel.

You can make your own from 3/4" PVC or purchase Cardinal Aviation's for $25.

Available HERE at Aircraft Spruce

2- Aero Design Shirts

T-shirts, Ladies' Cut Tees, and hoodies – M and C Mooney designs.
http://www.aerodesignshirts.com/others.html

3- Mayo Clinic launches free online BasicMed course

Now available to general aviation pilots is the new online Mayo Clinic BasicMed Course, a free program for pilots pursuing medical qualification through FAA BasicMed.

The course is separated into six modules, including conducting medical self-assessments, warning signs of serious medical conditions, mitigating medical risks, awareness of prescription and over-the-counter drugs, the importance of regular medical examinations, and details regarding requirements on pilots if a medical deficiency exists.

The course, which takes approximately 90 minutes to complete, is followed by an online examination. It is accessible at BasicMed.Mayo.edu. The link is also on the FAA's BasicMed website.

4 - FAA To Block Erroneous ADS-B Signals

About 20% of all ADS-B out systems are installed incorrectly. To help owners identify incorrect installations, starting January 2, 2018, the FAA filter these aircraft from the system. The filter will catch ADS–B equipped aircraft that are broadcasting erroneous or improper information that could affect the safe provision of air traffic services. Any aircraft subject to the filter will not have its ADS–B information sent to an ATC facility nor will the aircraft be a client for Traffic Information Services (TIS-B). "Affected aircraft will continue to receive ATC services within radar coverage using secondary radar information.

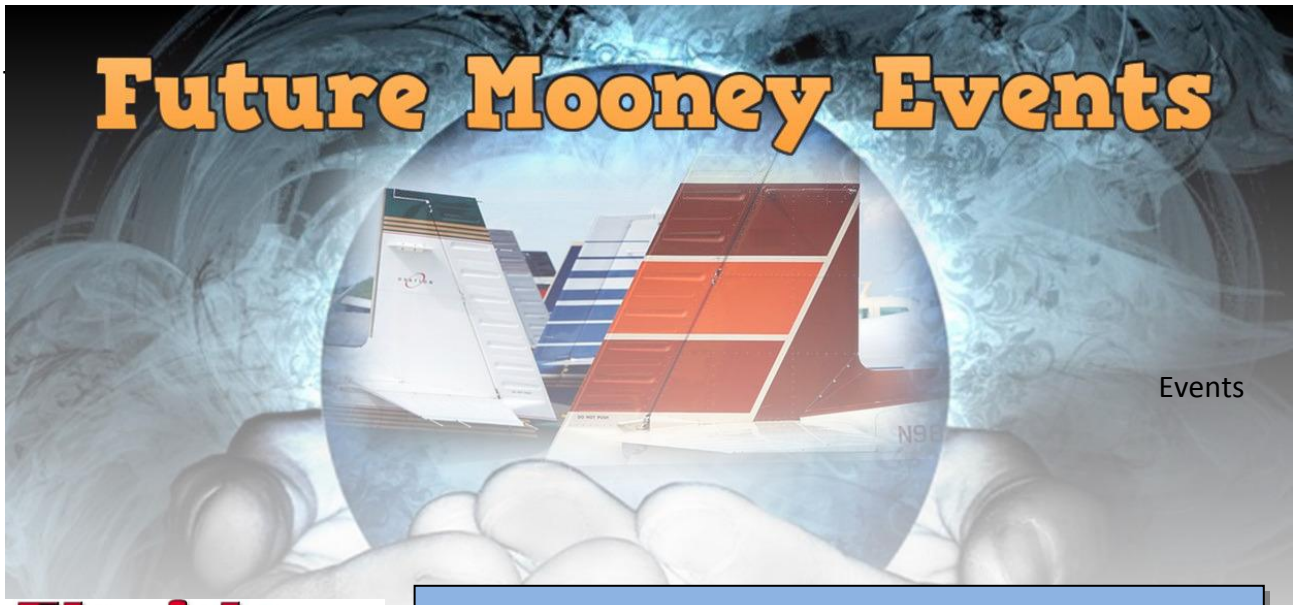
For those aircraft transmitting erroneous information, the Public ADS-B Performance Report (PAPR) will search for the flight ID matching the entered U.S. registry number if it cannot locate the corresponding mode-S code. The FAA could also use the filter for aircraft that are discovered to have other issues, including transmitting non-compliant codes, that could reasonably result in erroneous ADS–B information affecting the safety of ATC services.

The FAA intends when possible, to provide individual notice to owners/operators before implementing the filter. This notification would describe the reason for applying the filter and steps that must be taken before an aircraft can be removed from the filter. If an aircraft owner/operator does not respond to an FAA notice of finding regarding an ADS–B avionics issue, the agency might subject that aircraft to the "filter" without further notice. Owners and operators can identify the ICAO address filtering status of their aircraft by requesting a Public ADS-B Performance Reports (PAPR). This is available for aircraft operations within FAA ADS-B coverage areas. To use the tool, aircraft owners or operators simply input some basic information about a particular aircraft, including tail number, ADS-B equipment make/model and flight date. The FAA then sends the PAPR to the user's provided email address, typically within 30 minutes. Users should understand that operations close to ground level or near the fringes of ADS-B coverage areas might not yield accurate results.

If the report includes an error message, the aircraft owner or operator can use that information to have the problem rectified by their avionics shop.

All aircraft operators with ADS-B equipment installed in their aircraft should take a few moments to use the PAPR tool. It's critical that aircraft owners and operators verify the health of their ADS-B equipment and ensure the FAA is receiving accurate data. To request a PAPR, CLICK HERE

Great Nose Art Ideas?



Events

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

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)

MAPA Safety Foundation
MooneySafety.com Mooney Pilot Proficiency Program

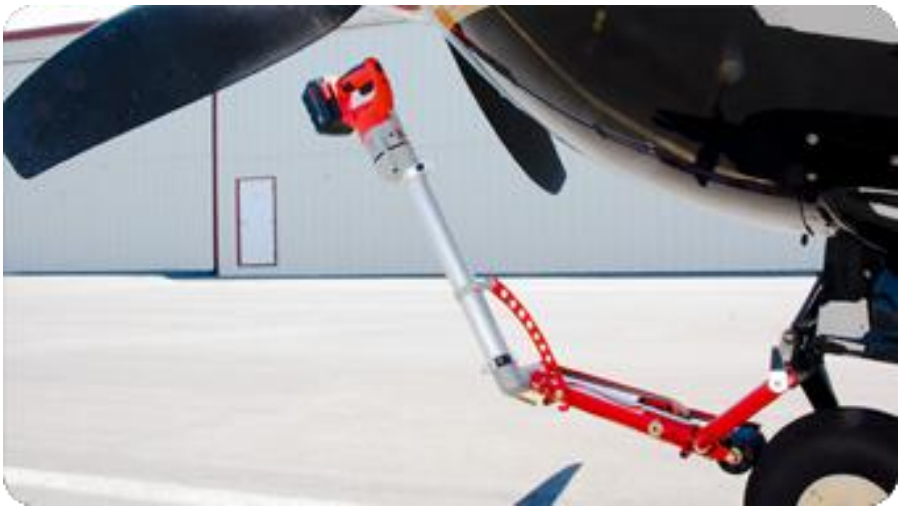
- **Feb 8-11,** Palm Coast, FL (KFIN)
- **April 12-15,** Henderson, NV (KHND)
- **June TBD** - Fort Worth TX
- **Sep 6-9,** Manchester, NH (KMHT)
- **Oct 4-7,** Owensboro, KY (KOWB)

Mooney Caravan

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

TMF PRODUCT REVIEW

Sidewinder Tug by Redline Aviation



I think I have the coolest wife on the planet. This Christmas, she got me a tug for our Eagle. But this is not an ordinary tug. First of all, it's light, weighing in at 21 pounds. That makes it light enough for my wife to use. (Just kidding, Honey).

Secondly, it folds nicely and stows in any Mooney cargo bay without any fuss. Other tugs are bigger and heavier and some run on gasoline. Those are not suitable for use away from home. The Sidewinder is very transportable.

Thirdly, it runs on a battery, making it painless to operate and adds another reason that we can stow it for trips.

I've only had the Sidewinder for a few days, but it easily moved my M20S Eagle into and out of my hangar, which has an incline that prevents me from pushing her into the hangar when I'm alone. The Sidewinder didn't even break a sweat.

The company claims that the battery will run for 6 minutes and tug for 200 yards on a single charge. It takes about 20 minutes to completely recharge.

It comes with a bag, but we opted not to get that. And it's made in the USA.

CLICK HERE to view a video on the operation and for more information.

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. 602-791-9637freedomflightservice@gmail.com.Time in M20C through M20R models. Private commercial and instrument training, BFR's, IPC's, and FAA Wings.

Todd Underwood (MCFI, DPE, PPE), Phoenix and Prescott. 623-202-6910 and 928-443-0862. MAPA Pilot Proficiency Instructor. 6,500 hours instructing. 550 in Mooneys.
Web: http://www.mooneyevents.com/underwood.html
Email: toddmunderwood@me.com.

Philip Abrams, Tucson. 1,000 + instruction. 225+ in Mooneys. 520-222-6084. Phil is a retired DPE and owns a M20J that can be used for training. philphil_99@yahoo.com

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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: 13,000Instruction: 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.
Jim Rogers, Denver. 12000+ hours TT flown most of those hours were in Mooneys. I own a 231 M20K. Gold Seal, CFI, II, MEI, ATP. 900+ instructing. 303-921-6937. Email: mrogejame@hotmail.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)

Leonard van Linschoten, Venice area. 9,000 + total hours. 4,000 instructing in Mooneys. 941-928-7905. I have my own M20J. MAPA Pilot Proficiency Program Instructor. leonard_van_linschoten@hotmail.com or leonard@sarasotaavionics.com Website: www.flyingdutchman.services

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

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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

Richard Baize, Cedar Rapids. More than 5,500 instructing. Over 2,500 in Mooneys. MAPA Pilot Proficiency Program Instructor. 623-252-1506. Email: richard.baize@gmail.com Website: http://www.mooneyevents.com/Baize.html

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

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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.comCell 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.

Bill Custer, Reno. 1,100 hours instructing. 200 in Mooneys. 775-410-8000. BC@billcuster.com

Steven Brown, Nashua. I hold an ATP ME license with commercial privileges for SEL and SES. I hold instructor certificates for SE, ME and Instruments and a ground instructor certificate. Total time is 5600, Mooney time is 3100 and Mooney instruction time is 500. Office Tel: 603-888-6690, Cell: 603-930-6690. I am a part time instructor for National Flight Simulator. I have owned a Mooney M20C and currently own a M20J. Email: stevebrown@earthlink.net

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)

Larry Collinson, (CFI, CFII, MEI, ATP), Long Island/NY Metro area, (516) 432-2742 Mooney Owner and Operator since 1999, Over 4,000 hrs of Instruction given. Thousands of hours in Mooneys! lcollinso@aol.com

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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

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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, (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

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Gary Banas, Allentown (7N8). 2000 instruction. 600 in Mooneys. 1500+ time in the TBM-700. 6000+ total time. 267-614-5582. Email: gb2814@hotmail.com Web: http://pa-flight-instructor.business.site/

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.

Carl Sharon, Houston. 800 instruction. 1,500 in Mooneys. Specializing in Models C thru J. Mooney transition training. 281-799-8487. Email: cficarl@texasits.com

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.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.

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

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

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