The Mooney Flyer

The Official Online Magazine for the Mooney Community

www.TheMooneyFlyer.com

November 2018

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Editors

Phil Corman & Jim Price

Contributors

Bruce Jaeger | Bob Kromer | Tom Rouch | Paul Loewen | Geoff Lee | Linda Corman

Departments

Features

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FTE

From the Editor

Phil Corman

To PLB or not to PLB – That is the Question

Most of us Mooniacs are still flying with a 121.5Mhz ELT. It's being phased out and not monitored as much as it was in the past. So that is a problem. Additionally, it never provided GPS location information, so folks just listened to it and if someone had the clearest signal, he or she was probably closest to you. 406Mhz ELT, of course, can provide your GPS coordinates without your intervention. And it's automatic, so no need for planes flying overhead trying to find you.
Given that pilots often survive a crash, but may die from the elements or wildlife, it seems like a 406 ELT makes a lot of sense.
In the meantime, you can invest in a Personal Locator Beacon (PLB) for under $300 without forking out an annoying subscription. I like the ResQlink which can be found on Amazon for a couple of reasons. First, there is NO subscription fee. Secondly, you can actually test that it is working without actually using it. This is useful as not all PLBs have this test capability. Here is another cool thing: It's single use, but if you ever need to use it, they will replace it for FREE.

Tires, Tires, Tires

I've flown with them all… Air Hawks, Michelin, and Goodyears for the past 20 years. My flying has been pretty consistent and my landings have also been pretty consistent, although I think they have improved after I spent some well spent hours in the pattern with Master CFII Don Kaye.
By far, hands down, I am most impressed with Goodyear Flight Custom III. I'm coming up on 2 years and they do NOT show any sign of wear whatsoever. That's not a scientific test, but no other tires have been this resilient.

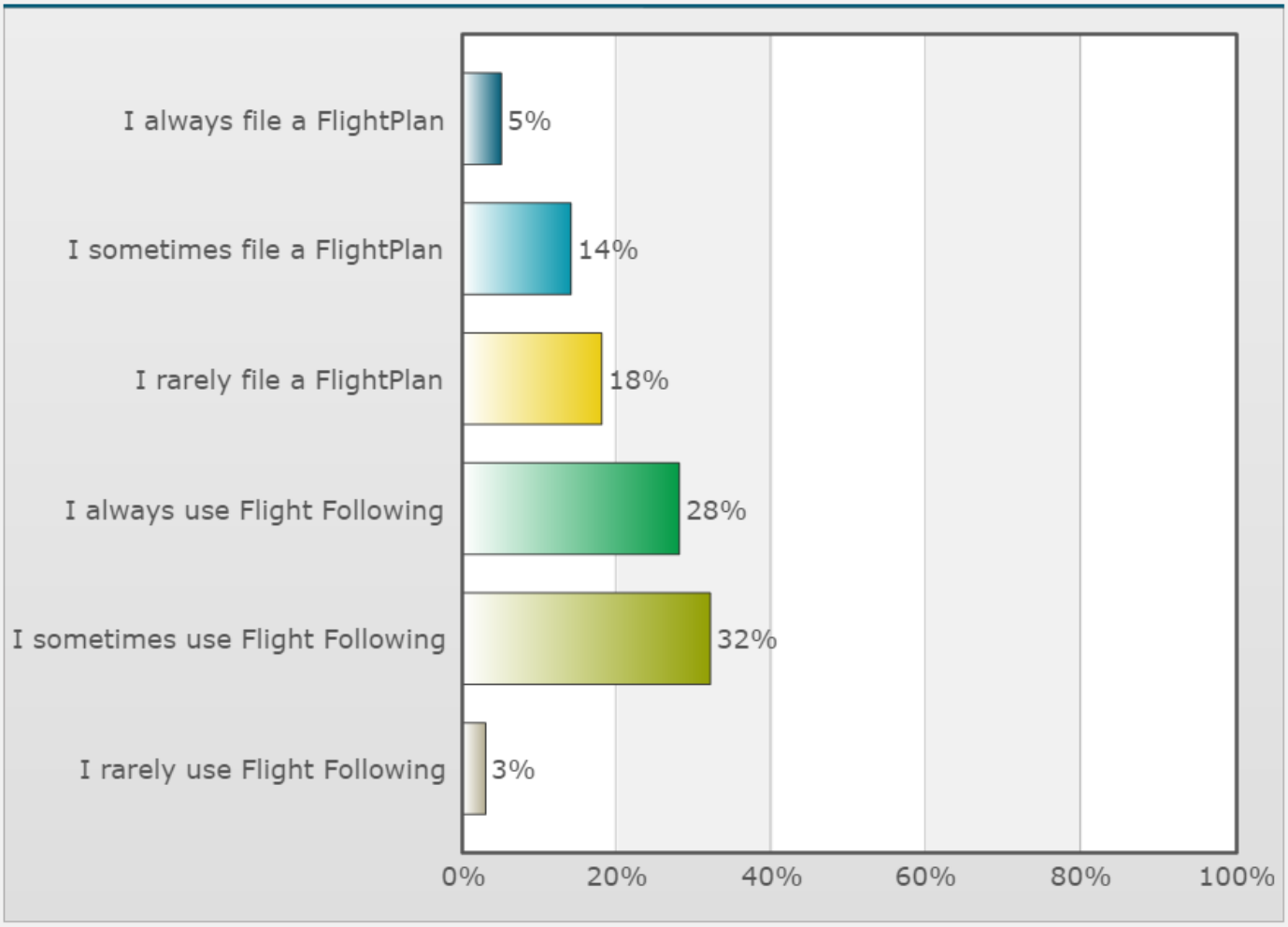
Keep Your Mooney Clean and Shiny Without Water

Most of my Mooniac friends wash their planes the old fashioned way. They taxi over to a wash rack or pull the Mooney out of the hangar and wash it there. Next, they wipe it down, and learn how much surface area there is on a Mooney. Finally, they apply a wax. **This is a big job.** Linda and I never use water. We wipe the loose dust/dirt off the surface areas with a light dust mop (a California Duster). Then we apply the Blue version of Wash Wax ALL with a couple of blue shop rags. We do this in the hangar without water and without moving the Mooney. After a few applications, the bugs don't seem to stick as much. We also clean the belly with Wash Wax ALL Belly Degreaser. No fuss… no muss!

When Flying VFR

Poll created by Phil Corman on 09/04/2018

Poll Results



Next month's poll:"What is your Engine Philosophy on Tops and TBO? " **CLICK HERE** to vote.

RE: Palo Alto Lessons - Without making any judgment in the first part I have a couple of comments:

1. The Mooney was not a long body. It was a J Model
2. The pilot had purchased it a couple of months prior, according to Top Gun.
3. It's not known by me if he had any transition training.
4. What caught my attention was a newspaper article that said the pilot asked the Mother if she would like to sit in the front seat. She declined.
5. I did what I think was a reasonable weight and balance. While it was within CG range, it was right on the back edge and high on the envelope.
6. Had she sat in the front there may not have been the accident, since the CG would have been further forward on the go around.
7. At sea level, it is my opinion that full power can be added, but that the gear should be raised before any flaps, since either the gear or full flaps produces nearly the same drag.
8. Seven above allows the nose to be trimmed down before the flaps are raised.
9. Climb straight ahead until at Vx, then raise the flaps with a more balanced airplane to takeoff flaps.
10. At Vy remove the balance of the flaps.
11. Don't begin any turns until at Vy. In fact, if I know I'm going to be turning, I keep the takeoff flaps in until the turn is completed, since approach flaps produce more lift than drag.

And now for my judgment on the Accident and what I think the NTSB report will say or should say:

Stall/Spin on a go around as a result of a pilot inexperienced with the airplane with a very rearward CG. The plane nosed up and stalled on the go around and turn due to the rearward CG and pilots lack of experience in executing that maneuver in part, by not adequately re-trimming the airplane and gaining adequate airspeed before beginning a turn.

Don K

RE: Palo Alto Lessons - Just for the record the Mooney that crashed at PAO was a 1992 M20J MSE and John was new to the airplane and Mooney. John had approximately 38 Hours in 701JM and was familiar with PAO because of past Angel flights into that airport. He was a good man.

Best, Barry B

Editor Note: *We agree. John was a good man and doing a lot of good with his Angel Flight Work. Our article was intended to give his death a little meaning by helping us all think of similar situations and plan.*

RE: Palo Alto Lessons - Thanks again for the Mooney Flyer, I always enjoy reading it cover to cover. For clarification, I think N201JM is a J model not a M20M Bravo.

It is important to consider the KPAO deteriorating runway condition as one factor in the accident chain of events. I have based my Mooney M20M and operated from KPAO for 25 years and have some perspective on this tragedy.

Runway 13's approach end resembles a washboard, not a runway. Runway 31 (primary runway due to wind conditions) approach end was "*repaired*" a few years ago to remove 3 major bumps. The runway bumps are problematic such that take-off requires forward pressure on the nose until passing the bumpy area to avoid prematurely launching airborne (usually just about flying speed). Landing on 13 always results in bounces and landing long (beyond the washboard) is not possible as the runway is too short.

The facts we know: (1) the pilot was unfamiliar with KPAO, (2) high on final, (3) no speed brakes, (4) managing air speed on a Mooney is essential, (5) Mooneys porpoise when bounced, (6) the recovered prop showed significant damage, (7) listen carefully to the Live ATC recording and you can hear the stall warning horn during the pilot's last radio communication (8) unless you are based or operate @ KPAO it is impossible to know about these unsafe runway conditions; they are not documented in the A/FD.

This may be a case where a pilot, unfamiliar with the runway conditions, was: high and fast, encountered a nasty washboard runway surprise, bounced and encountered the well-known Mooney porpoising, which may have resulted in a prop strike; was unable to develop power to successfully go-around, and entered a stall-spin.

The airport sits on non-engineered surface adjacent to the bay where the tide goes in and out twice daily causing expansion and contraction. The tidal effects on the asphalt are strong; the runway is bumpy, significant cracking and potholes abound and they show signs of salt residue from salt water below the surface. The asphalt and base layers are so thin that the weeds grow prodigiously in the many cracks. Fortunately, the City has a 3 – 4 year plan to replace the deteriorating apron, which involves removing existing asphalt, replacing with new base material engineered for the site conditions by mixing ~25% concrete with rock, and laying new asphalt.

This tragedy should prompt discussion to understand the runways potential involvement in the accident chain of events.

Thanks, David F

Thank you for advertising my Mooney. I sold it to a Mooniac in Baton Rouge.

I have an empty hanger in Cartersville, GA (KVPC) for a Mooney owner who would like to time share with me. 20-30 hours

Claude "Sandy" T

Landing VFR at San Jose International always requires good radio and 100% compliance with ATC. On our latest approach, Tower asked us to give him best speed to the runway. If I couldn't do that, I was probably going to end up being asked to Go Around. Dropped the gear then dropped the nose with some additional power. Touched down and cleared the runway before a 757 behind me. Tower thanked us for the quick landing. I replied, "Don't thank me… thank Mooney!"

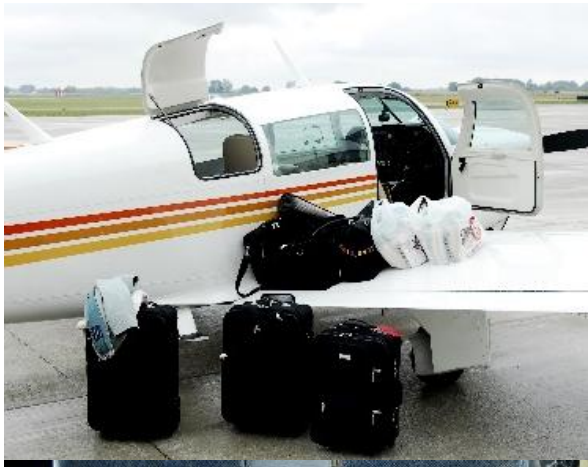
Cockpit Overload

by Bruce Jaegar

Seriously? Three GPSs in the panel, another attached to the control wheel and one more in your phone. This alone is overload, at least for a 50-year pilot. Throw a failed alternator in the mix on a bad weather day and it's all downhill from there. As a flight instructor, seeing pilots with heads down, searching a portable GPS for information readily available on the panel is disappointing. More is not always better.

I can still recall a cockpit overload from long ago, when flying a nearly new 1968 F model. This was my first solo instrument flight, using the latest tube type Narco radio. Good thing the weather improved before pilot overload took over. As with many pilots today, time and experience were needed. A bit of the next generation equipment to include an autopilot would have helped.

Everyone would agree that GPS revolutionized aviation and dramatically improved safety. However, the latest navigation equipment and autopilot do not replace good judgement and piloting skills. There are still plenty of difficult situations that can spoil a day, not the least of which can be financial. Any aircraft owner should anticipate the worst and hope for the best when it comes to an annual inspection. Mechanics are trained to find problems and they are generally good at it. None of us would want to work with a mechanic who is more concerned about cost than safety. Anyone would hope that an investment in avionics would not compromise a needed airframe repair. Fifteen years since propeller overhaul, or even longer on an engine will not fare well when the time comes to sell or trade your Mooney. Doing our part as a pilot to help extend engine life can make a difference. Reasonable power settings, conservative leaning, frequency of flight and oil changes are great examples. Not being prepared for an inevitable expense creates an overload no one needs.



As a Mooney owner, you are aware that useful loads have not increased. No one seems to care, unless there is an incident and now it's too late. We need to pay more attention.

When faced with a critical in-flight situation no one wants legalities and failure to prepare for the flight weigh on a decision. An inept preflight, incomplete maintenance, that outstanding AD, lack of a weather brief, an expired medical, flight review or instrument currency would make any difficult situation dramatically worse. By now you may be thinking of what is next on your flying to-do list. Maybe it is time to have that intermittent low voltage warning, lazy gyro or rough running magneto checked out. What about your personal currency? Being a responsible owner will reap benefits.

There is one more kind of irritating overload. Look seriously at your storage pockets. Rejuvenating interiors for nearly fifteen years I feel

sorry for those overstuffed pockets. Stretched binding and fabrics, screws pulled through and rips. Culprits seem to be the POH, logbooks, fire extinguishers, large water bottles and generally things that simply are not needed. Regulations require that performance charts, weight and balance records, and emergency procedures be available. How about putting these documents in a nicely bound thin folder along with your iPad? Certainly, a fire extinguisher needs to be permanently installed, not put in a pocket. Unless going for service, logbooks should be duplicated and protected in a safe place away from your airplane. Storage pockets are for organization of paper or electronic charts, condensed checklists, flashlight, cell phone, small items needed for routine flights or that possible emergency. Take a serious look at your airplane. I would bet there is a way to organize it better.

Owning a Mooney is an exciting privilege, but keeping up with it can be a challenge. A plan that keeps both the airplane and its pilot current is a must. Knowing your limits will help you enjoy your Mooney for a long time to come. Do not set yourself up for an overload.

Fly Safe,

Bruce Jaeger

PHIL CORMAN

RIGHT SEAT PASSENGER COCKPIT MANAGEMENT

When is the right seat occupant more than just a weight and balance factor? We all know the various types of right seat occupants. Some just plain don't want to be there. Some just want to get to the destination. Others enjoy the views, but are uneasy with the unknowns at altitude. And so on. But then there are the right seaters who want to be actively involved, especially if the PIC encourages it. My wife is one of those. Here's how she contributes to her enjoyment of our Mooney and to the overall safety of each flight. Like the movie One Six Right, "This is a love story".

During PreFlight

Of course I perform a thorough pre-flight on my Eagle before and/or after each flight. My Right Seater takes her own look on her **walk-about** as well. (Yes, I have been influenced by the Australian Mooniacs). On one occasion, she found the first bird's nest ever deep inside our engine cowling during a 2 night stay in Prescott, Arizona. She's found tiny blue streaks under the wings and oil drippings as well as an occasional popped Camlock. She wipes off suspect oil or grease spots, informs me, and then checks to see if there are new spots upon landing. She's involved and learns more about our Eagle every pre-flight. We recently had our vacuum systems removed, and she was asking our mechanic questions about our Mooney. She's seen enough over the years that I am confident she will spot anything amiss that I might have overlooked. Of course, that never happens. Ha!

Pre-Takeoff

I have the checklist for our pre-flight run-up, etc., but she has her own as well. She runs her fingers over all the circuit breakers… checks the oil pressure and oil temp. She will never let me start the run-up on a cold day until the oil pressure and temp are appropriate. Is all this redundant? Sure, but we are all human and redundancy is a good thing when flying airplanes. If she feels a little roughness while doing the mag check, she vocalizes it. I then retest it.

At a Class C airport, she independently writes down our clearance. Once in a blue moon, I might transpose a radio frequency and read back incorrectly. She sees my pad and corrects me before I do the readback. Again, harmless stuff, but a very cool backup. She's involved.

Departure

Once aloft, when departure gives us a heading, she's aware of it as I bring the Eagle around. If she does not detect that I am beginning to roll out on the heading, she'll say something like "Did you want to roll out on heading 180^{o}?" She's better than my STEC-55 for altitude and heading information… Ha Ha.

All the while she is looking for traffic on our ADS-B equipped GTN750. I told her it's more valuable for her to look outside the cockpit for real traffic. With her 20-20 eyesight, she detects traffic that sometimes is not on the GTN750. It makes her feel safer… it makes us safer…

Enroute

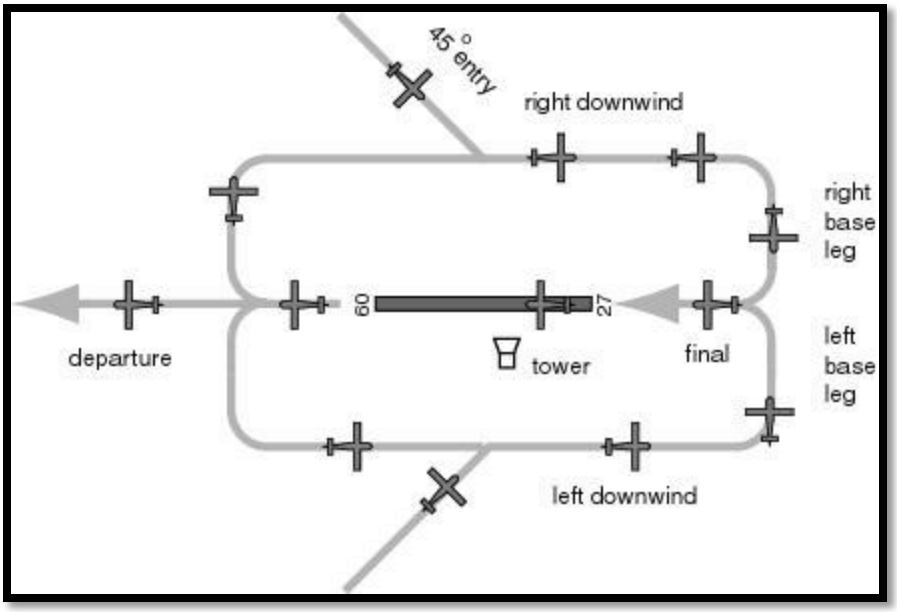
My Right Seater is as good as I am at spotting traffic; sometimes she's better. It's hard to see a small GA airplane at 5 miles, but not for her. Sometimes, we play "who can spot the traffic first". It's all in the name of being just a tad safer. Two sets of eyes on traffic are better than one. Another fun game we play is "Where would we land right now if the engine stopped?" This came up the first time one afternoon when we were flying the Grand Canyon from Lake Mead to Lake Powell. We were looking down at the amazing spectacle of the Grand Canyon (a view afforded only to GA pilots). She asked, "Where would we land if we lost the engine now?" I thought for a bit and told her, "We would enjoy the view down". Now every once in a while, one of us will ask the other, "Engine out, where would you land?" We compare our choices and discuss the pros and cons. I cheat now that I have ForeFlight showing me our glide distances in every direction based on wind and terrain.

We have a top of the line JPI engine monitor and she knows what all the EGTs and CHTs look like in cruise and notices a "delta" when the data is askew.

She is also very "fuel aware". She hates it when the annunciator light goes on for a tank reaching 9 gallons. She wants me to switch tanks before the light goes on. She does not like an illuminated warning light – ever. The point being, I will never run out of fuel with such an involved "backup fuel annunciator".

Arrivals

In VFR, there are always options for pattern entry and runway selection. She's terrible with math, but enjoys figuring out the favorable runway. She's learned to listen to CTAF to hear the runway in use at uncontrolled fields. Her next challenge is which pattern entry is best. Over the years, she has figured out that most of the decision is the direction we are entering from, but also knows it's also based on the level of traffic in the pattern. Aware that the 45° is the most preferred entry for most pilots, that's her default. But she likes a straight in if we are aligned. Often at our home field in Paso Robles, we enter the pattern from the opposite side. She likes the midfield entry and turn to downwind. My point is, we talk about the pattern entry and



compare notes sometimes. She's learning right of way, although she realizes my philosophy is that I give way to all other aircraft unless we are talking to each other.

FAA APPROVED MOONEY M20C

EMERGENCY OPERATIONS & PROCEDURES

In case of engine fire, turn cabin heater off.

Turn carburetor heat FULL ON if icing conditions are inadvertently encountered.

WARNING: A discharged storage battery may prevent the gear from fully extending by electrical power.

EMERGENCY GEAR-EXTENSION

To manually extend the landing gear:

1. Pull landing gear actuator circuit breaker to OFF position.
2. Place gear switch in DOWN position.
3. Push handcrank engage lever forward to engage drive mechanism.
4. Crank handcrank clockwise to fully lower the gear. The gear is down-and-locked when the green light comes on. In case of electrical malfunction, check the visual gear-down indicator marks for alignment.

CAUTION: Do not attempt to manually retract the electric landing gear.

WARNING: Do not operate landing gear electrically with handcrank engaged.

Emergency Practice

Years ago, I made my Right Seater an Emergency Checklist. She does not want to become a pilot, but is interested in being prepared. You know the drill: 1) Fly the Plane straight and level, 2) Set the Transponder to 7700, 3) Set the Comm to 121.5, etc. It also includes how to set a DIRECT TO to any airport on the GTN750. So once in a while, I simulate loss of consciousness, which she claims is easy for me to do. She goes through the checklist, switches to 121.5 and calls ATC. I play the role of ATC. She informs ATC that I am unconscious, that we have X gallons of fuel, etc. ATC vectors her to a suitable airport. She always asks for a close one with a long runway. ATC gives her the identifier and she enters it into the 750. She's done it enough that it's almost routine. Of course, it's a simulation and nerves are not frayed, but it is becoming muscle memory for her. That's valuable for the safety of our flight.
She always asks for a long straight in as she hates doing turns in the pattern. I think this is good. She's assertive like a PIC, even though she's not a pilot. She was a cop in her career, so she handles emergency situations with lots of composure. I hope this never happens, but she's trained and ready. A nice backup.

Could she land the Eagle? I doubt it, but I think she can get it on the ground and walk away.

Summary

A second set of eyes on a pre-flight inspection… a second set of eyes and ears on the run-up… a second set of eyes for traffic in all phases of flight… seeing/hearing/smelling/feeling something amiss in the cockpit… emergency training…. These all add up to two key things: 1) Redundancy and Backup and 2) A more Involved and satisfied right seat flyer.
Referring to Bruce Jaegar's article on Cockpit Overload, I hope it never happens to me or anyone else, but if it does, having an involved Right Seater could tip the scales in your favor. Could happen.

Han Solo had Chewbaca and I have Linda!

MooneyMAX Round-Up 2018

By: Michael Rodgers - Editorial contributions and photos provided by Jan Maxwell

As a new Mooney owner and pilot of only ten months, my experience with my 67 M20F (N9268M) is extremely limited to say the least. I make up for that lack of experience, however, with a near fanaticism for learning about my airplane and all things Mooney. The past few months I have also had the pleasure, *(with the guidance and advice of Phil Corman, who used to manage the VMG),* to begin working to establish a West Coast Mooney Club. If I have learned one thing in my short time as a Mooniac, it's that when Mooney owners have a plan to take to the sky to meet up with each other, it's best not to stand in their way. Mooniacs from across the USA proved this point two weeks ago when even with a major hurricane on the East Coast pounding Florida, and another hurricane threatening on the West Coast, dozens of pilots and non-pilots alike came from across the United States to meet up in East Texas.

The MooneyMAX Round-up Educational Conference and Workshop event took place at the Hilton Garden Inn in Longview, Texas and the event was a huge success.

Some people from the East coast were not able to fly in due to weather and of course safety is the most important consideration in any trip. There were a few of us from the West Coast that were also not able to bring our Mooney's to Texas, but gratefully the airlines kept flying and there were still a large contingent of Mooney's parked on the ramp at Don Maxwell Aviation at KGGG (Longview Texas).

Wednesday evening kicked off the MooneyMAX festivities with a Welcome Reception featuring a beautiful selection of hor d'oeuvres, wine and beer, and as always old friends thrilled to see each other and catch up on life. But while we all love visiting with old friends, the chance to meet the new and younger Mooney owners and pilots was very encouraging to experience as well.

The Round-up was filled with a varied and dynamic group of exhibitors and presenters this year. Among those present were ForeFlight, Mooney International, AmSafe, Bob Kromer, Kelly Aerospace, Chuck Crinnian, LASAR, Inc.; Zeftronics, Falcon Insurance, Concorde Battery, Houston Tank Service, Mooney Caravan, Mooney Girls, Smooth Power, LLC; Premier Aircraft Sales, Midwest Mooney, Loewen's Mooney Salvage, and TruTrak, the autopilot people.

The presentations were held each day from 8:00 AM to 5:45 PM in the Hilton's Ballroom and Meeting Rooms. During this time everyone had the opportunity to benefit from a vast amount Mooney experience. Presentations on day one included an overview of the current Mooney Aircraft company and their future projects, maintenance and safety issues and how to get the most from your Mooney.

A large Italian Buffet was brought in daily for all participants and the desert trays each day were bound to create some weight and balance issues for the flights home.

The Venerable Don Maxwell Maintenance Clinic

On Friday morning, transportation began early from the hotel to East Texas Regional Airport (KGGG) and Maxwell Aviation, where an all-day workshop was set up to take pilot/owners through what SHOULD take place during a Mooney annual. Don and Paul Maxwell, and the entire Maxwell Aviation Staff provided an in-depth review of maintenance items to look for. They answered hundreds of questions and shared a lifetime of priceless knowledge and experience. Everyone in attendance gained a huge amount of insight into taking care of their airplanes and getting the most out of the pilot/owner experience. Don even had a Mooney raised up on a custom-built lift so we could walk underneath the exposed belly of the plane to see all the control systems and the construction of the airframe. I came away from the day at Maxwell Aviation with a newfound understanding and respect for our airplanes; the high level of design and safety that is built into each airplane. It was a rare opportunity indeed.

Back at the hotel during Workshop Day, Jolie Lucas and Jan Maxwell presented their program "Right Seat Ready!"© and they began their aviation day schedule for the non-pilots. RSR has been presenting seminars across the U.S. for the last several years.

"Right Seat Ready!"© included Alex Montgomery, ForeFlight's Marketing Product Designer. He demonstrated the use of ForeFlight on iPads and iPhones and explained its safety value. The updates to the ForeFlight application are numerous and they benefit every pilot who uses their product.

On Saturday the weather was a little low, however, that didn't stop folks from going to the airplane museum, enjoying lunch and homemade ice cream. It was a relaxed and very fun day. Later, everyone traveled back to the hotel to rest up and prepare for the reception and banquet that evening. The reception and banquet were enjoyed by all and when dinner was completed, we settled in for our special guest speaker, Mr. Ken Bowersox,

Michael Rogers, Don & Shirley Kaye

U.S. Naval Aviator (Ret.), former NASA Astronaut and Shuttle Pilot. His credentials are listed below and are most impressive.

The MooneyMAX Round-up Educational Conference and Workshop events could not have taken place without the dedication and hard work of our hosts Don and Jan Maxwell and the entire Maxwell Aviation staff and family. We are all indebted to them for creating such a magnificent opportunity for all of us to share these few days together. I hope that they are able to continue with this event in the coming years and that more and more of us Mooney owners and pilots will make the journey to Longview and support their efforts. It was wonderful to meet like-minded lovers of aviation, share experiences with one another and most of all, to learn from Don Maxwell and his team at Maxwell Aviation, and a growing list of sponsors and supporters about all things Mooney. It was an incredible event and one that should not be missed in the future.

Kenneth Bowersox served as the Interim Chair of the NASA Advisory Council from June 2016 to January 2017. He is a retired U.S. Naval Aviator, with over 19 years of experience at the National Aeronautics and Space Administration (NASA). Selected for the astronaut corps in 1987, he has flown five times on NASA's Space Shuttle, serving as a pilot, commander and mission specialist, and once on a Russian Soyuz, where he served as the flight engineer during descent. During his five orbital missions, Bowersox has logged over 211 days in space, including five and a half months aboard the International Space Station (ISS), where he was the mission commander of the 6th expedition. He was also a crew member for the first two Hubble Space Telescope repair flights and two United States Microgravity Laboratory flights.

Subsequent to his mission aboard the ISS, Bowersox served as the director of the Johnson Space Center's Flight Crew Operations Directorate, retiring from NASA and the U.S. Navy in December, 2006. After retirement, he remained involved with the U.S. space exploration program as a member of the standing review boards for ISS, Space Shuttle, and the Constellation Program. From 2009-2011, Bowersox was the Vice President of Astronaut Safety and Mission Assurance at SpaceX. Currently, Ken works as an independent technical consultant, advising clients on spacecraft design, proposal development, and providing independent assessment of technical programs. He joined the NASA Advisory Council in November 2013, and served as Chair of the Human Exploration and Operations Committee.

*Ever want to know the nearest airport to a place you want to fly? Now there's a website for that: **https://wheresmyairport.com/***

Just type in the place you want to visit and up comes the nearest airport(s) with links

WHERE'S MY AIRPORT

Some of the most common accident events that can cause damage to your aircraft:

- Hard landings
- Bird or wildlife strikes
- Gear-up landings
- Collisions with hangars, buildings or support vehicles
- Taxiing incidents
- Wind, lightning, or hailstorms

Here are some examples where you might be liable to a Third Party:

- Damaging a runway light
- Colliding with a hangar or ramp aircraft
- Damaging automobiles
- Jet/Prop wash
- Paint Overspray
- Injuries to your passengers
- Injuries to people on the ground
- Injuries to people in other aircraft

Because each aircraft incident or accident is unique, it is important to be familiar with the provisions of your insurance policy and what the process is for getting the insurance provider involved to protect your interests.

When aviation incidents or accidents cause damage to the insured aircraft, here's the typical claims process:

STEP 1. Immediately following an incident or accident, you should first seek medical attention for anyone who has been injured. When it's reasonably possible, contact your insurance broker or the insurance provider directly to notify them of the loss and to coordinate the next steps. It is also important to protect the aircraft from further damage.

STEP 2. Gather pilot information, such as:

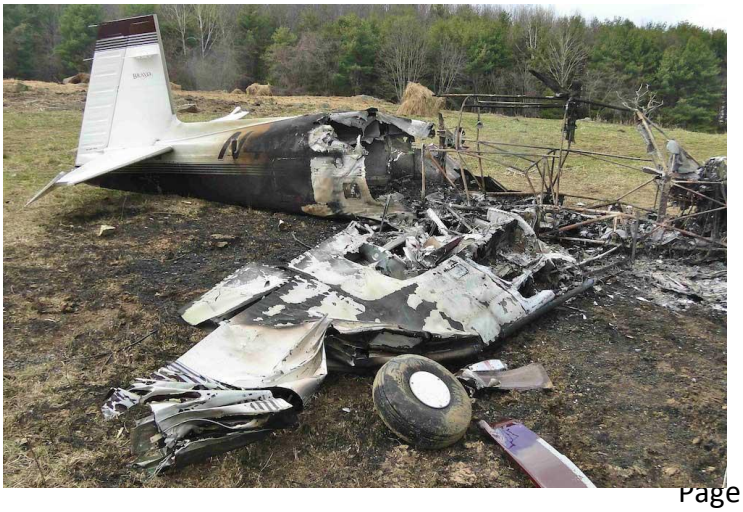
- The pilot's license
- The pilot's logbook
- The pilot's medical certificate
- The aircraft log books
- All other aircraft documents.

In addition to cooperating with any investigating authorities such as the FAA or NTSB, the insurance provider may ask that you complete an incident report describing the pertinent details.

STEP 3. You and the insurance provider begin the process of determining whether the aircraft is economically repairable. It may be necessary to obtain repair proposals to determine whether the damage is repairable or whether the aircraft is a total loss. A number of factors, including the aircraft's insured value, the complexity of the repairs and particular policy provisions may come into play.

STEP 4. In the event the aircraft is repairable, you will authorize the repair facility to make the repairs. Virtually all policies pay for the cost of repairs with "materials of like kind and quality." In other words, the goal of the repair is to restore the aircraft to the pre-incident/accident condition.

STEP 5. When the final cost to repair is established, the insurance provider will calculate the amount it will pay you. You can use that payment, plus your own payment for any deductible amount or uncovered costs, to pay the repair facility. Then aircraft is returned to service. In most cases, the process is then complete.



If it's a Total Loss

The insurance provider will write a check for the insured value, less any deductible. The policy will specify how the loss will be made payable, and typically requires that you and any lienholders are included in the payment. The insurance provider is entitled to benefit from the remaining value once a total loss is paid. Your preference as to the disposition of the aircraft may be taken into consideration as part of an agreed cash settlement.

You should expect to work with your insurance provider to finalize the transaction through an FAA Aircraft Bill of Sale and an insurance document known as a Proof of Loss which is used to document the transaction.

POLICY NUMBER

_____

POLICY AMT. AT TIME OF LOSS

$_____

DATE ISSUED

_____

DATE EXPIRES

_____

Sworn Statement

IN

PROOF OF LOSS

COMPANY CLAIM NUMBER

_____

AGENT

_____

AGENCY AT

_____

To the __[INSURANCE COMPANY NAME]_____

of _____[CITY STATE]_____

At time of loss, by the above indicated policy of insurance you insured-

_____

_____

against loss by _____ to the property described according to the terms and conditions of said policy and of all forms, endorsements, transfers and assignments attached thereto.

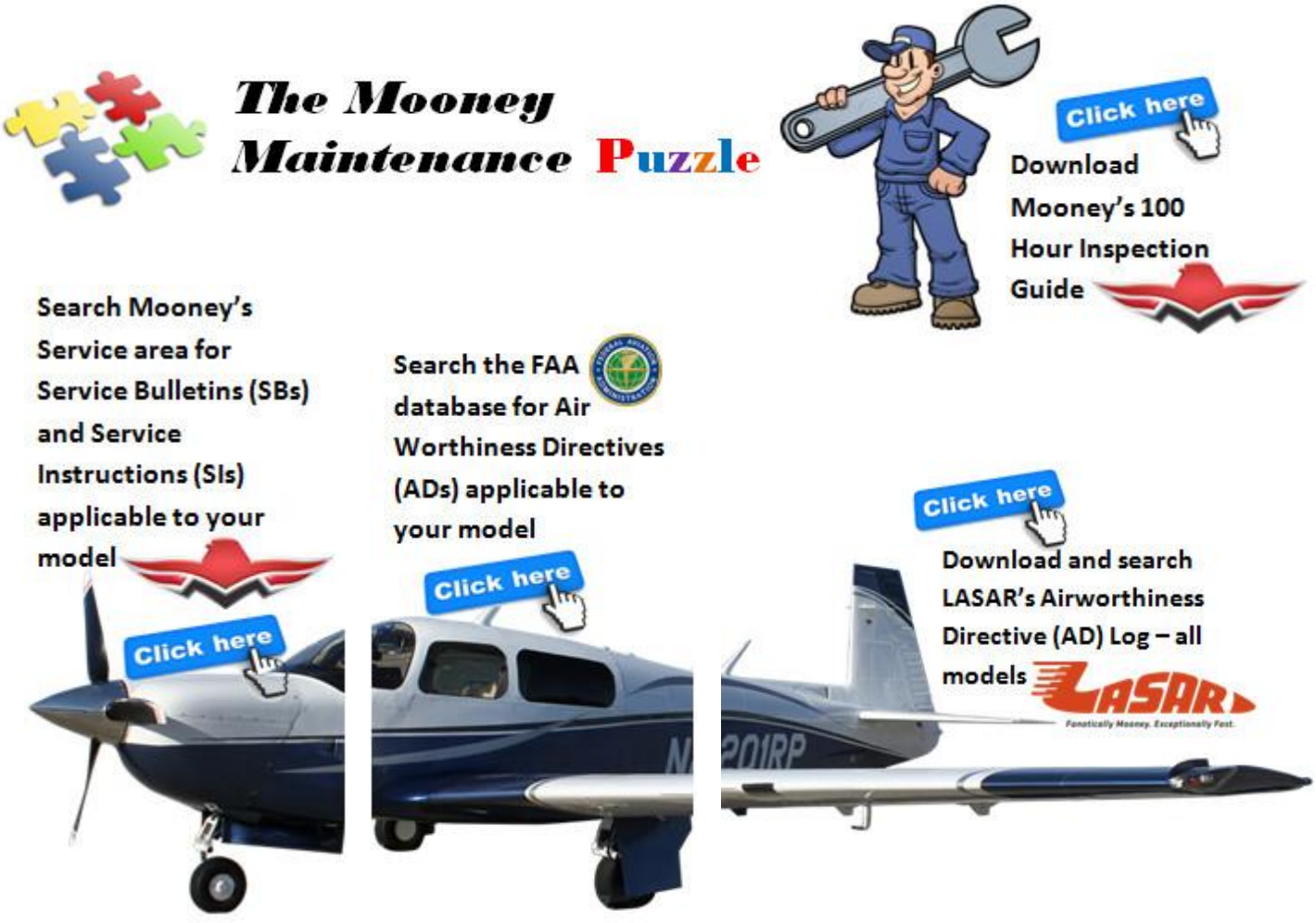
TIME AND ORIGIN — A _____ loss occurred about the hour of _____o'clock AM/PM., on the _____ day of _____, 20__ .
The cause and origin of the said loss were: _____

OCCUPANCY — The building described, or containing the property described, was occupied at the time of the loss as follows, and for no other purpose whatever: _____.

TITLE AND CHANGES — At the time of the loss, the interest of your insured in the property described therein was_____ INTEREST _____ . No other person or persons had any interest therein or encumbrance thereon, except:

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 www.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



Musings from a Lone Mooniac

by Phil Corman

Here's a small compilation of random Mooney Tips for your consumption.

Prolonging the life of your Mooney Biscuits

Increase the life of your Mooney biscuits by putting your Mooney up on jacks if you will not be flying for a while. Another easy thing to do is spray a Tire Protector on your biscuits. It has UV inhibitors.

Spark Plug Gaskets Installed correctly

The gaskets are made from copper sheets. When manufactured, stamping copper sheet stock causes plastic deformation of the surface on the non die side of the ring. This radius, if installed on the cylinder side of the spark plug, will Brinell (dent) the aluminum around the installed helicoil. Just makes the plug slightly more difficult to remove. Who knew?

Increasing the Life of your Door Seals

There are two easy things to do to prolong the life of your door seals (they are a bear to replace). First, if you hangar your Mooney, leave the door slightly ajar… ditto for the cargo door. That way, the seals are not compressed for long periods. Also, don't let them dry out.

Prolonging the Life of Your Battery

First, invest in a BatteryMinder specifically designed for your battery (i.e., 12v/24v, wet/sealed). Second, run the jumper cables (supplied with the BatteryMinder), from the battery to an accessible location. For long bodies, run the wires up through the base of the hat rack. Third, place the BatteryMinder on the hat rack (for long bodies). Lastly, plug your battery into the BatteryMinder after each flight. You'll be amazed how long your battery will last. By putting your BatteryMinder permanently in your Mooney, you are able to recharge if necessary when at other airports.

Don't ever let your battery run down to "dead". This shortens life more than anything else we can think of.

Prolonging the Life of Your Back

Invest in a powered tug. Yes, Martha, you can buy a gas powered tug or a golf cart with a tow bar. But if you invest in a lightweight electric tug, such as the SideWinder from Redline Aviation, then you can throw it in your cargo area and use it while you are travelling. We subscribe to starting your engine only when you have to do so, since during the start, that's when you get the most wear. (I know, we are slightly anal). We previously pulled our Mooney over to self serve fuel. Now, we just hook up the Sidewinder and drive her over. It's even more useful after we fill the tanks; 100LL is heavy.

Setting Up for Perfect Landings

It's easy… Remember "Stabilized Approach" results in great landings. Slow down, drop your gear, put in some flaps and trim for your approach speed (70kts for my Eagle most of the time). You are looking for a 3^{o} slope, or about a 500fpm descent. If you are high, reduce the power… if low increase slightly. If trimmed properly, you'll stay right on your airspeed, and everyone knows you gotta be on the numbers when landing Mooneys. That's the easiest way we know how to do that. Once you are over the numbers, reduce the power and nose down a bit… Voila… you touch-down with a squeak, squeak.

Easier Winter Starting

Whenever the temps go below 32^{o}F or 0^{o}C, it's good to pre-heat your engine. We have the Tanis heater with pads for the crankcase and rings for the cylinders. Turn that baby on 1-2 hours before departure and the start is effortless, even on those nasty cold winter mornings. The oil is warm as are the cylinders. You'll get a lot less wear on your cylinders with warm oil.
Can't afford to install a heater? You can set up a warm light bulb on a small platform and place it under your engine the night before departure. Throw a horse blanket over the cowling and you will have a poor man's version of an engine pre-heater. Happy Legal Notice: Remove the light platform and horse blanket before starting your engine.

Want a Smoother Ride

Passengers hate turbulence? Mooneys are already pretty good at handling turbulence due to the high wing loading, but deploying speed brakes in moderate of worse turbulence will help a great deal. Make sure you tell your passenger this, because some of the uneasiness is psychosomatic and telling them will help. Don't forget to slow down a bit also for a smoother ride.

ROP, LOP – It Doesn't Matter below 60%

Avoid the ROP/LOP arguments and lean your engine as much as you can if you're operating below 60% power. Lean until the engine goes a little rough and then enrichen until it's smooth. Below 60%, you cannot hurt your engine.

Want to Avoid a Gear Up Incident?

The vast majority of gear up incidents are not mechanical. They are caused when the PIC is taken out of his/her normal procedural habit pattern. This could be caused by someone cutting into the pattern, a passenger talking, a sick passenger, a weird directive from the tower, etc.
To significantly reduce, if not eliminate, gear ups, try this simple procedure: 1) When you drop the gear, check it and say ALOUD "Gear is down and locked". When you are on Base leg, check it again and say ALOUD "Gear is down and locked". On short final, do it all once more. It is imperative that you say it ALOUD.

If you are taken out of your routine, for whatever reason, it will register in your brain that there was no human annunciation of "Gear down and locked". It's a psychological thing.

Summary

I hope that at least one of these random thoughts is useful.

1,634 were manufactured from 1977 to 1987.

The J has 4 cylinders that produce 200 HP and an average TAS of 158 Knots.

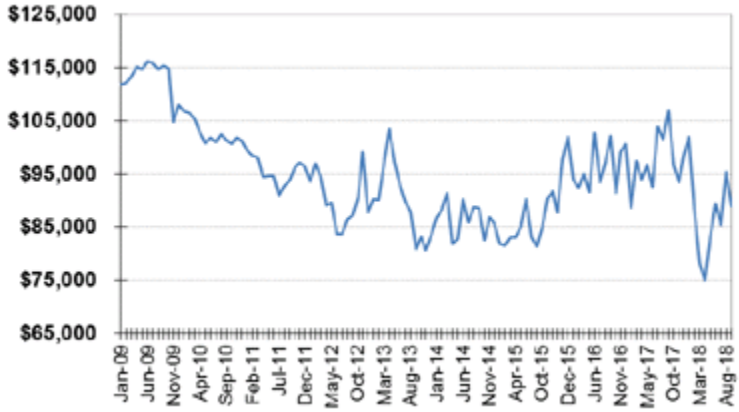
CLICK HERE to view the M20Js for sale at Aircraft Shopper Online (www.aso.com)

High asking price: $139,500 (1988 / 254 TSOH / 2,035 TTAF)

Low asking price: $56,000 (1981 / 3,410 TSOH / 3,410 TTAF)

Average asking price: $85,477

5 Year Average Asking Price Trend



Send your questions for Tom to TheMooneyFlyer@gmail.com

Question: There is a lot of confusion surrounding the TBO of an engine. At TBO, most owners overhaul or replace their engine. Mike Busch claims that if the engine is in good condition, overhaul is unnecessary.

Based on your long experience, do you feel that is necessary at TBO? If not, what would you want to see in an engine in order to continue past TBO?

Answer: First, I need to address regulations. If the airplane is used commercially, then all TBOs are mandatory. If only used for PART 91 ops, then TBOs are not a mandate. You must have very thorough maintenance to make sure the engine meets all minimum requirements.

Some of the basic requirements are oil consumption, compression, exhaust condition, power production, etc.

It is important to follow all the manufacturer's inspections at all times, but especially when extending the life of the engine.

In my experience, the non-turbo, lower power engines tend to be able to go past TBO. Just a fact of less stress in operation. TLC makes a big difference. We have run many TIO-540s past TBO, although I have a personal feeling that 10% past TBO is my goal/limit. On the flip side, the one engine I don't feel very good about extending is the TCM TSIO-360, because the cylinders are not as sturdy as Lycomings.

Running past TBO is safe as long as you really maintain the engine almost like new. That means your oil consumption should be good enough to not run out of oil before you run out of fuel. Yes, I have seen that.

EMPOA News

Christmas Weekend

Flyout

30.11.2018 - 02.12.2018

Friday, 30.11.2018

After a nice After-Landing-hot-Wine at the Airfield of EDFR we will take you to the beautiful Christmas Market around the famous Truss houses of Rothenburg.

Dive into Käthe Wohlfahrts „Winter-Wonder-Nutcracker-World".

It's like being in a Christmas Wonderland when you step inside Käthe Wohlfahrt's unique "Christmas Village" in the romantic town center of Rothenburg ob der Tauber.

The Käthe Wohlfahrt "Weihnachtsdorf" ("Christmas Village") with its unique decorations is truly impressive.

Over 30,000 different items are presented around an indoor Franconian market square; featuring a 5.7 meters tall, white Christmas tree.

After we enjoyed a fantastic Dinner it's time for our cozy hotel. We will be chauffeured through the winter landscape to our hotel in Bad Windsheim.

Saturday, 01.12.2018

A Wellness-Morning in the **Bad Windsheim Therme** – Submerse yourself and experience soothing relaxation in the thermal pool facilities, which will enchant you with a "symphony of brine".

Revel in pure sauna enjoyment: Whether Classic Finnish, Swiss Pine Sauna, Aroma Steam Bath or "Brechelbad" (herbal sauna) – you will love the variety in of the sauna world! Indulge in daily offers of aromatic infusions and peelings, and cool off in the snow sauna.

Or back in Times at the **Franconian Freilandmuseum** – A walk around the Frankisches Freilandmuseum is like travelling back in time through the past 700 years of rural life in Franconia.

More than one hundred buildings, most of them furnished with authentic furniture from their period – farmsteads, craftsmen's cottages, shepherd's huts, barns, stables, bakeries, drying houses for fruit and flax, a school, a municipal building and a manor house – make for an amazing journey of discovery, showing how Franconian people lived, worked and built their homes in times gone by.

After Dinner we can switch over to the Hotel Bar and have some well-known good Communication with our Travel Companions. We will have nice Chats and indulge in reminiscences about fantastic flyout memories in 2018 and find out about exclusive glimpse to the secretly planned Flyouts in 2019.

Sunday, 02.12.2018
After Breakfast Transfer back to Rothenburg.

Enjoy a guided town tour through the historic Old Town with its romantic alleyways and picturesque squares offers an overview of the various aspects and epochs of the history of the town of Rothenburg.
Treat yourself to a tour of the most important and beautiful historic buildings and find out what life was like in a medieval town.

After the tour it's time to wish a merry Christmas and say good bye for this time.

266 € p.P. (double room)

send your booking request with tail number, pob and names to: tower@thefastflyers.com

See you again in 2019!!

2 Things about "Line Up and Wait"

1: Don't line up and wait at an uncontrolled field. It's just plain not safe. Who's going to tell you that there is someone on final when you are finally ready to roll? Want to count on that?

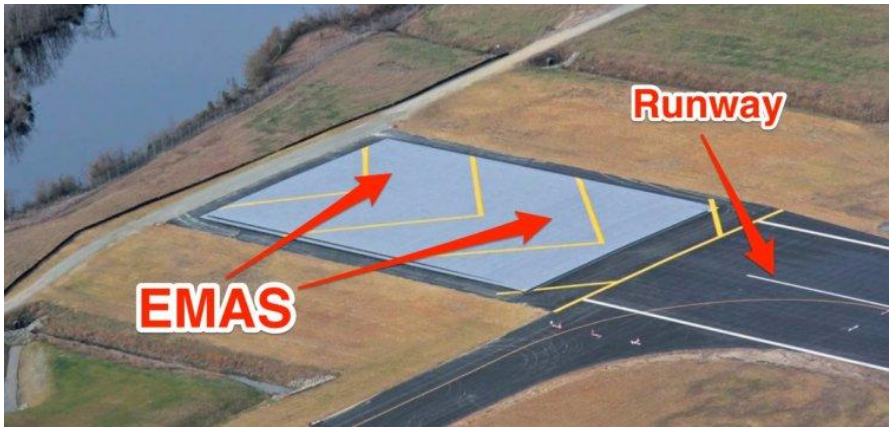
2: At a towered field, consider lining up and waiting at a 45^{o} angle so you can still see and avoid someone on final. Again, redundancy is your friend.

Oh, here's a third consideration. My Mom would smack me if I said "Line up and Wait"… she would admonish me to be more polite and say something like "Position and Hold". Just sayin'

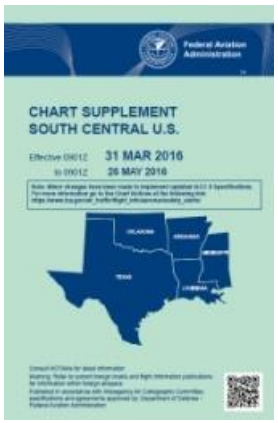
1) What can the area with yellow chevrons be used for?

A. Landing
B. Takeoff
C. Taxi
D. None of the above

It's D, none of the above. Chevron markings are used to show pavement areas aligned with the runway that are unusable for landing, takeoff, and taxiing. This area could be constructed with solid, weight bearing material, or it could be an Engineered Materials Arresting System (EMAS).

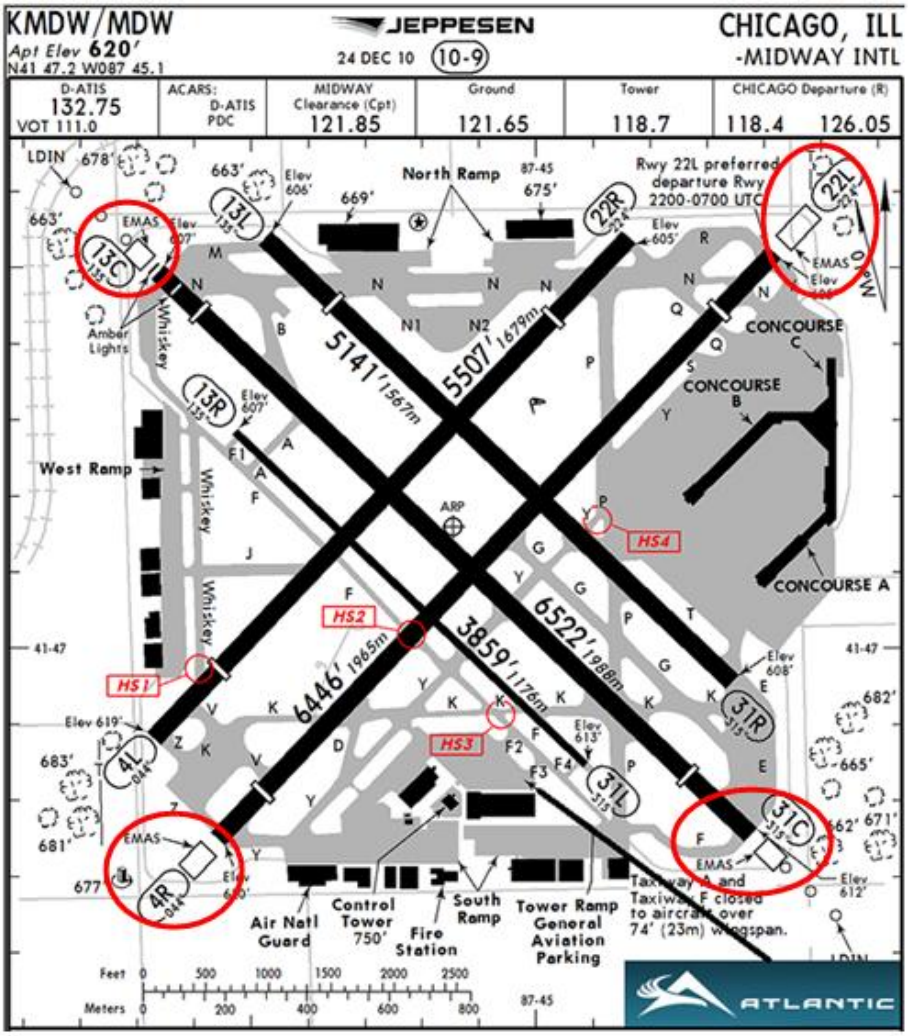


EMAS has the appearance of a full strength pavement, but it's actually designed to help bog down an aircraft before it runs off the runway.

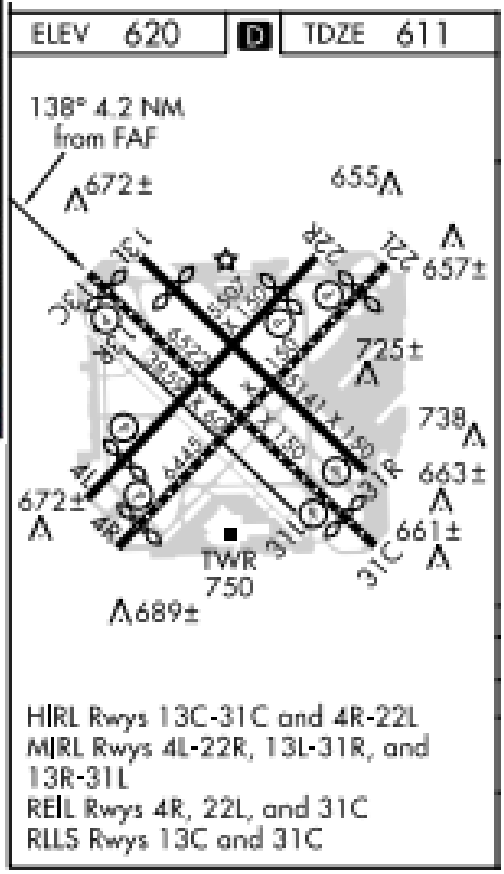


Here's an EMAS listing in the Chart Supplement, also known by its old name, A/FD:

"ARRESTING GEAR/SYSTEM RWY 28L: EMAS"



Chicago's Midway Airport has 4 EMAS areas.



Note that on the tiny airport diagram, (found on the MDW approach plate), it depicts EMAS areas the same way as a displaced threshold, (which is usable for takeoff and landing rollout).

2) You're taxiing to runway 33, and ground control has instructed you to hold short of the runway. Which side of the runway hold position markings do you need to hold short of?

A. Side A
B. Side B

It's side B. Never cross a solid line without clearance. When coming from side A, "Dash across the dashed line" to side B.

3) How wide is this runway?

A. **60 feet wide**
B. **100 feet wide**
C. **150 feet wide**

It's B, 100 feet wide. Why? There are 8 threshold stripes on Runway 32. So naturally, it's 100 feet wide.

Here's a chart from the AIM. From 75 through 200 feet, the number of stripes can be multiplied by 12 to get the runway width.

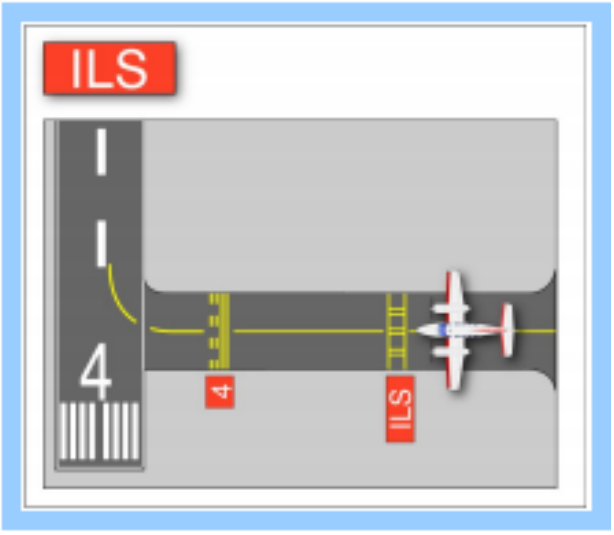
Runway width	Number of stripes
60 feet	4
75 feet	6
100 feet	8
150 feet	12
200 feet	16

6 or more stripes?

Just multiply by 12 and "round up".

4) This marking is the _____.

A. **ILS Critical Area**
B. **Runway Hold Short Line**
C. **Land and Hold Short (LASHO) marking**

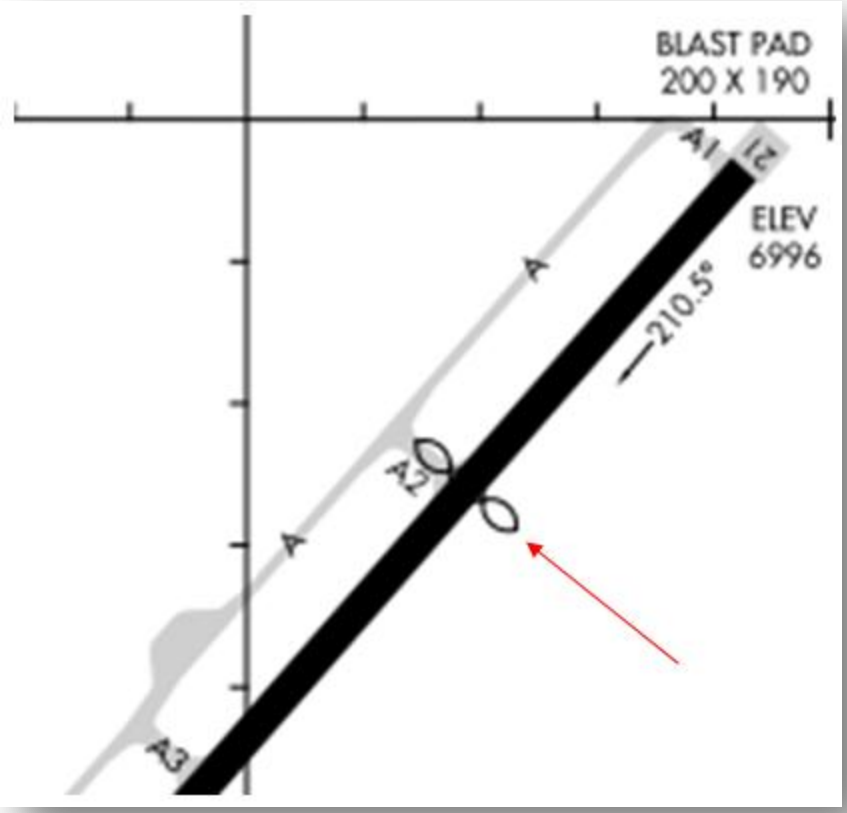


The answer is A. This marking depicts an ILS critical area. When the ceilings are less than 200 feet or RVR 2,000 feet, ATC instructs aircraft to stay clear of the critical area.

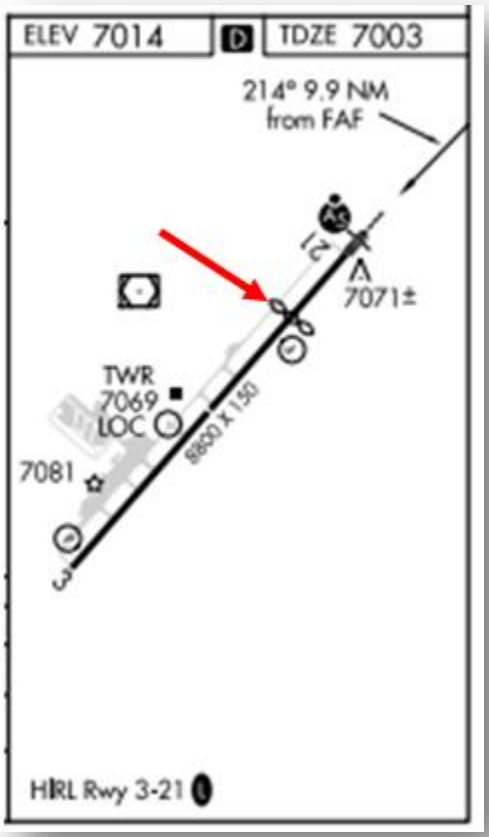
5) What can the area with the white arrows be used for?

A. Landing rollout
B. Takeoff
C. Landing
D. A & B

The answer is D, A & B. This area is a Displaced Threshold at Flagstaff, AZ (KFLG). Displacement of a threshold reduces the length of runway available for landings. The portion of the runway behind a displaced threshold is available for takeoffs - in either direction and for landing rollouts from the opposite direction.

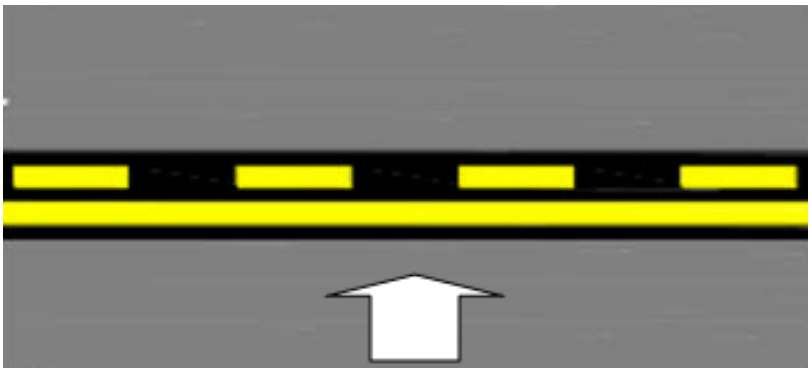


A displaced threshold depicted on the airport diagram.



A Displaced Threshold depicted on an approach plate tiny airport diagram.

6) What can you do in the area with the white arrow?



A. Must have a taxi clearance from Ground Control before moving

B. Taxi without contacting Ground Control

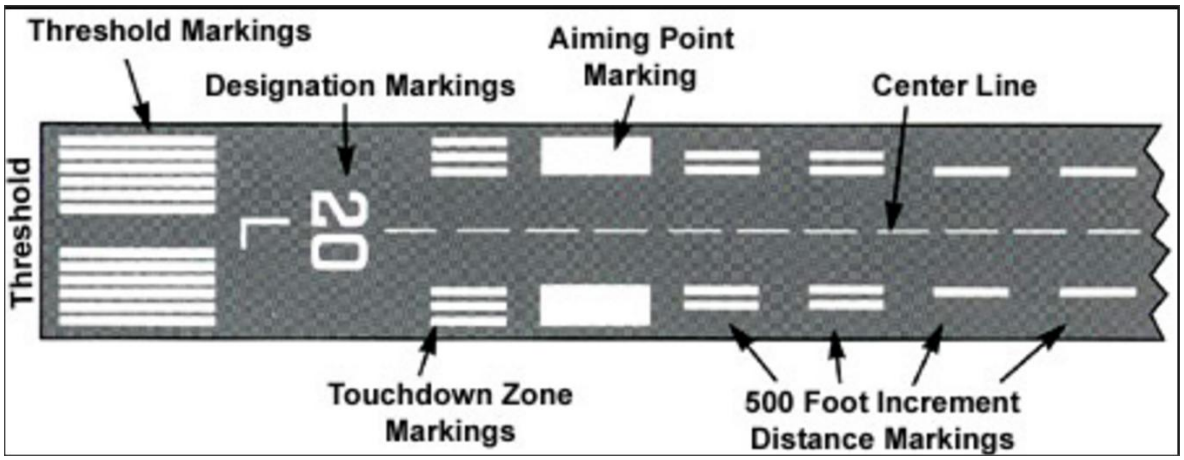
C. Must remain in this area until cleared onto the runway by the Tower Controller.

The answer is B. This is the non-movement area and you can taxi all day in this area without contacting a Controller. To cross the solid line, you'll need clearance.

7) Touchdown markers are spaced in _____ foot increments.

A. 300
B. 500
C. 700
D. 900

The answer is B. 500 foot increments.



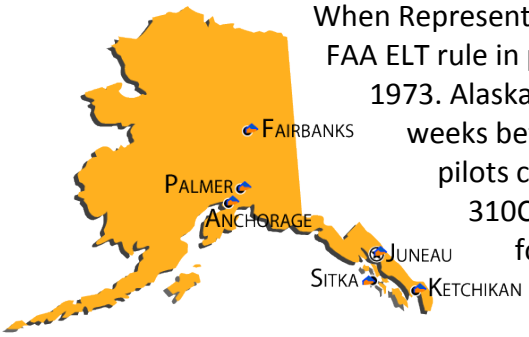
The ELT

by Jim Price

What's the cost to upgrade to a 406 MHz ELT? Are there better ways to transmit an emergency signal? Is ADS-B a better solution? Is the 406 MHz ELT more reliable? Let's take a look.

The 121.5 ELT Mandate

In the early 70s, particularly in Alaska, there were a series of unfortunate events where downed aircraft turned out to be difficult or impossible to find. On October 16, 1972, a Pan Alaska Airways, Ltd., Cessna 310C was reported missing while flying between Anchorage and Juneau, Alaska. This wasn't just another Alaskan aircraft crash, for two U.S. Representatives were on board, Hale Boggs (LA) and Nick Begich (AK).



When Representative Boggs and Begich disappeared, there was already a pending FAA ELT rule in place which was to become effective 14 months later on Dec 30, 1973. Alaska had already implemented an ELT requirement on Sept 6, 1972, five weeks before the Boggs and Begich crash. The Alaska ELT rule required that pilots carry a portable ELT. But unfortunately, Boggs' and Begich's Cessna 310C pilot didn't have his on that fateful flight. His portable ELT was later found in a parked aircraft in Fairbanks. The Cessna 310 is still missing.

Enter the Analog ELT

The new FAA ELT mandate stated that all aircraft operating in the United States, with some published exceptions, must be equipped with an Emergency Locator Transmitter (ELT). Other countries soon established an ELT mandate.

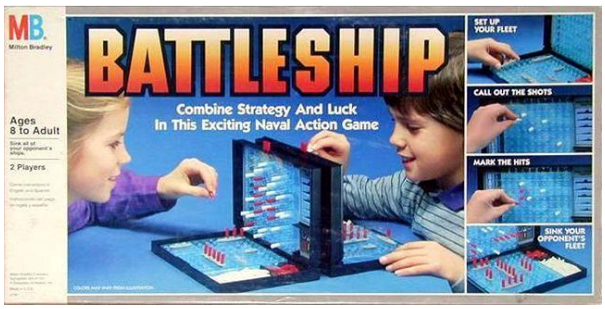
The ELT device needed to be relatively durable in order to survive a high-G impact and to have a self-activating shock triggering mechanism, its own antenna and an internal power supply, sufficient for an extended broadcast period.

The ELT broadcasts a pulsating analog homing signal. It's just a noise with no other information. In the early days of the ELT, false alarms were difficult to screen out, and rather large search areas were calculated when signals were detected. At best, downed aircraft usually took several hours to locate. In spite of their severe limitations, there can be no doubt that when an ELT is activated by a crash, lives are saved.

121.5 – Unmonitored by Search and Rescue

In 2009 SARSAT announced that they would no longer monitor 121.5/243 MHz analog signals. Certain ground stations and specialized search and rescue aircraft, like those assigned to the Civil Air Patrol, have the equipment available to "direction find" (DF) and to home-in on ELT signals.

Airliners have been “asked” to monitor 121.5 on backup radios when they aren’t in use. Sometimes, when I think of it, I will also monitor 121.5, hoping that I can help save a fellow pilot. So far, I’ve just heard Joe and Eddie talk about their airplanes.



Pilots that monitor 121.5 can only report, “I’m picking up an ELT”. They can then add whether the signal is decreasing or increasing in intensity. This increasing or decreasing intensity game is somewhat like playing Battleship over a gigantic area.

A Digital World Introduces the 406 MHz ELT

Around the turn of the century, the digital advancement in radio technology developed the 406 MHz ELT. In addition to a homing signal, a digital signal can send vital information that will help determine the legitimacy of the alert and the actual location of the transmission. Each 406 ELT is pre-registered with the operator’s contact information and is assigned a unique digital hex code.
When a 121.5/243 MHz ELT broadcast is detected, it can tell SAR that the downed aircraft is within a 12-15 NM radius and SAR crews start a search of a 782 square mile area.

The 406 units, reduce the search area to 17 square miles. Most 406 units also digitally broadcast precise lat/long GPS data, pinpointing the target to mere yards/meters, effectively taking the “search” out of search and rescue. 406 units are monitored globally, 24/7 by a network of Satellites operated by Cospas-Sarsat. Additionally, 406 ELTs include upgrades that have better shock, fire and water-resistance standards.

Since the digital signal can be pulsed a few seconds every minute rather than continuously like the analog units, the internal Lithium Ion (Li-ion) batteries can sustain the broadcast for a much longer period. The “transmission power” of a new 406 unit is advertised as 50 times greater.

A Quicker Rescue

The average rescue time after a 406 MHz ELT is activated is only 4.5 hours. Compare that to 40.25 hours for a 121.5/243 MHz ELT.

Pilot Advocacy

AOPA supports the installation of these more advanced ELTs on a voluntary basis. General aviation is an industry already struggling under the weight of increased regulation and mandated equipage, and the decisions to replace an existing ELT should be left to the discretion of the aircraft owner. **Therefore, AOPA does not support any attempt to mandate** or otherwise require the replacement of existing 121.5/243 MHz ELTs with 406 MHz units. However, the association does support the education of pilots and aircraft owners as to the limits of 121.5/243 MHz ELTs and the benefits of 406 MHz units.

406 MHz is Mandatory if You Fly to Mexico

Mexico, after several extensions, now has a 406 MHz mandate, which started on June 30, 2018. After that date, pilots can be ramp checked upon arrival at Mexico destinations.

406 Costs

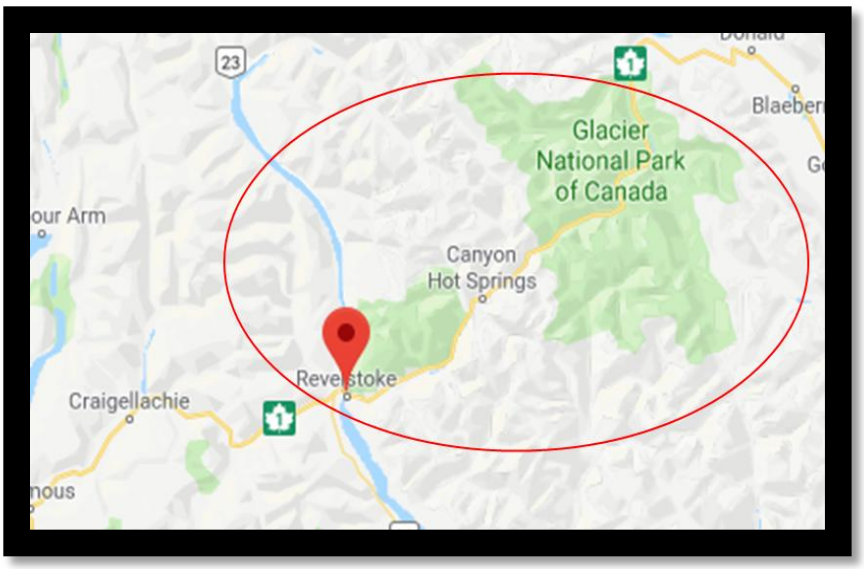
As is often the case with new technology, the passage of time and market presence has dramatically reduced the purchase price of the new units. Some manufacturers like ACK, offer new units that are plug and play replacements of their old designs. These use the same mounts, control heads and antennae. Complete 406 ELT packages are available for less than $500.

GPS Signal?

Some 406 ELTs feature an internal GPS while others require a GPS signal feed from the panel mounted GPS, such as a GNS 430 or 530. Wiring issues can get complicated and expensive in certain installations. The GPS signal isn't required for FAR compliance, but it's probably the greatest safety advantage of the 406 ELT.

SAR and the Mobil Phone

Some pilots think that the 460 MHz ELT is great for complex airplanes, but contend that a mobile phone can do the trick when it comes to Search and Rescue. Sure, since cellular networks cover most of America, they can certainly find a downed pilot and his or her aircraft. But in some areas, locating a mobile phone can be difficult to impossible.



A Mobile Phone Ping

On November 25, 2017,
Pilot Dominic Neron and his girlfriend Ashley Bourgeault, took off from Penticton, B.C. on a cross country flight to Edmonton, Alberta in a Mooney M20D. Air Traffic Controllers lost the aircraft while the Mooney was in a controlled descent from 9,500 to 7,000 MSL. The ELT did not activate, but later, during the search effort, a signal from the pilot's cell phone was picked up by a cell tower northeast of Revelstoke, B.C. This was later tracked to a location 18 kilometers outside of Revelstoke.

Finally, in September, 2018, the wreckage was finally found when a British Columbia Ambulance Service helicopter crew spotted the wreckage East of Revelstoke in Canada's Glacier National Park.

Jean-Claude Audet, Director of Operations, Canadian Owners and Pilots Assocation (COPA) wrote, "Our research . . . shows that the ELT's work in approximately 40% of cases. I say approximately because various databases, from different institutions, in different countries, state numbers from 30% to 60%. This is a wide range of statistical figures and I would not call any of them more reliable than the next. They all agree on one thing: ELTs do not work reliably. A piece of aeronautical equipment that does not work reliably is always extremely expensive, particularly when used for life saving purposes.

"Canada has been considering mandating the 406 ELT for a few years and it does look like it will happen soon. The Canadian Owners and Pilots Association (COPA) has been pushing back on this potential mandate because we believe 406 is an old technology that does not work reliably, it is the wrong tool for the job, and this makes it expensive.

"We are currently leading a joint effort between COPA, Transport Canada, NavCanada, [*Civil Air Search and Rescue Association]* (CASARA), and some elements of [Dept of National Defense] (DND) to identify a better, more reliable technology for the purpose. We have come to notice that too many lost aircraft remain unfound for too long with resulting loss of life due to unreliable ELTs."

Will it Work?

Like a parachute, you'll never know if your ELT is going to work until it's needed. To increase your chances of survival, you could buy a Personal Locator Beacon (PLB). If the ELT is damaged in the crash and you're still alive, you can still activate the PLB and transmit an emergency signal. PLB's normally have a built in GPS, which provides the accuracy of the ELT.

When my wife and I fly together, we have a rescue plan. That is, if we are in trouble, she is to activate our ResQLink PLB well before we strike Terra Firma.

Can ADS-B Replace the ELT?

Some pilots contend that now that we have ADS-B, we have tracking options that never existed before. Knowing where a plane was BEFORE it crashed is far more useful than searching for a signal from a crashed airplane. Perhaps we are getting ahead of ourselves, but we shall see.

Fly Safe,
Jim

SI

Spatial Interior for your vintage Mooney

Simple, quick and effective repair methods add new life to cracked and discolored plastics. Optional STC approved lower side panels add space and elegance. Installed without screws will please any mechanic.

For details, visit:

www.jaegeraviation.com

Jaeger Aviation

Email: bruce@jaegeraviation.com

320-444-3042

Twin

New Transponders will add “8” & “9”

You may notice an 8 and 9 key on newer transponders. This is for data entry such as a tail number, making it easier for Avionics Technicians to program the device during an ADS-B installation.

Sporty’s Introduces the Quick Case

For a short flight where you need just the minimum of items in your flight bag, Sporty’s Flight Gear Quick Case, is the perfect bag.

Each side of the bag has room for a headset, an iPad or logbook, a flashlight or fuel tester, and a pen or pencil. Three additional mesh pockets store charging cables, car keys, or other small objects.

The small footprint of this bag makes it really handy to sit on the floor between the front seats of a Cessna (pictured), or you can open up the center portion and put it over the headrest of your empty copilot seat.
$34.95

New X-Naut cooling case introduced for the 10.5" iPad Pro

The new Active Cooling Mount for iPad Pro 10.5" is specifically sized for Apple's latest 10" class tablet. The iPad slides into the mount quite easily, with a simple latch at the top. It is a custom fit, so an iPad in a case won't work – but then again, a case will increase the chances of overheating anyway.

Like the model for the iPad Pro 9.7" it features four fans stacked along the left side of the iPad, which targets the hottest part of the tablet. These fans are powered by either 8 AA batteries or by plugging the mount into a micro USB cable. The batteries last between 10 and 15 hours, and the status can be checked by pushing a small button on the right side of the mount. It measures 10.1" x 7" x 1.5" and weighs under 10 ounces, and the fans are surprisingly quiet (X-Naut says 26 dB).

While the X-Naut is not a miracle cure (you can still get an iPad to shut down if it gets hot enough), our experience has been very positive. In almost all normal conditions – high wing/low wing, direct sun/indirect sun – it prevents overheating. Two years of customer reviews generally agree, with high marks for cooling performance. Here's a representative quote:

"I flew with a friend from Torrance (KTOA) to San Bernardino (KSBD) and back, in a low-wing plane with a clear green house canopy. The sun was shining brightly and it was a hot day. I used my X-Naut with my iPad Pro 9.7, and it worked perfectly for the entire 2-hour flight. My friend used his iPad mini, without an X-Naut, and his iPad overheated and shut down about mid-way through the outbound leg."

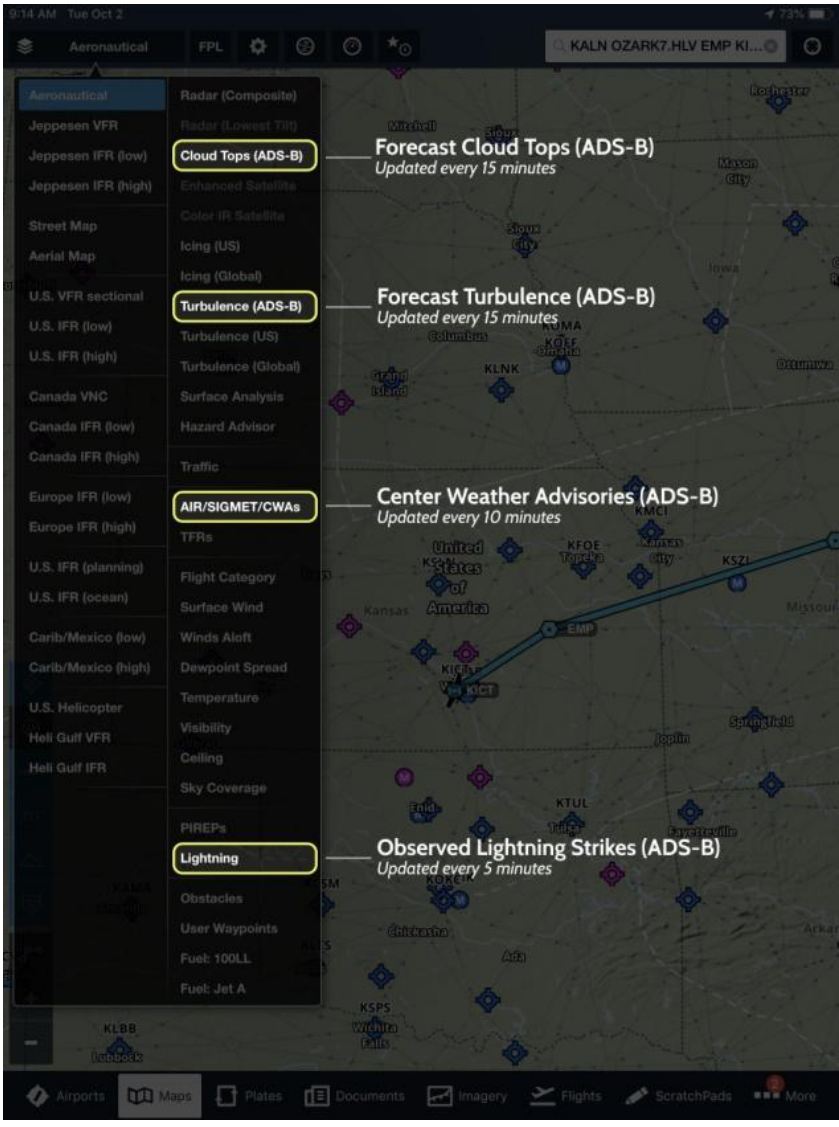
The X-Naut Cooling Case for iPad Pro 10.5" is available for $199.95. The models for iPad Mini 1-4 and iPad Air 1-2/Pro 9.7" are also available.

ForeFlight debuts new ADS-B Weather Products in Version 10.4

In September, ForeFlight quietly released version 10.3, which primarily focused on improving speed, battery life, and overall app performance. October's release of Version 10.4, is all about new features, and brings several new ADS-B weather layers to the app.

When connected to one of these ADS-B receivers, you'll have access to four new weather layers in flight: turbulence, cloud tops, lightning and Center Weather Advisories.

To read more, CLICK HERE



Review ForeFlight Messages After Filing

While still connected to the internet, ForeFlight checks for important alerts along your route. Tap on the Messages tab to scroll through alerts, and tap on an alert to see details about it. To watch a "how-to video", click on the icon below

Florida Mooney Lunch Group	***Contact Dave at daveanruth@aol.com or (352) 343-3196, before coming to the restaurant, so we can have an accurate count*** November 10, 2018: Vero Beach (VRB) December 8, 2018: Punta Gorda (PGD) January 12, 2019: Leesburg (LEE) - EAA Chapter 534 will cook us hamburgers and hot dogs in their hanger, then after lunch we will car pool to our house to see Ruth's Garden Railroad. Weather permitting we will probably run around 6 trains on the approximately 1,000 linear feet of track.
Mooney Caravan	Yuma, AZ sometime this winter.. TBD July 20, 2019: AirVenture Caravan (KMSN)
MAPA Safety Foundation Mooney Pilot Proficiency Program	April 5-7: Santa Maria, CA June 7-11: Oklahoma City, OK September 6-8: Atlantic City, NJ (Tentative) October 4-6: Ogden, UT
Mooney Summit 2019	September 27-29, 2019: Mooney Summit VII, Panama City www.mooneysummit.com
Australian Mooney Pilots Association	March 28-April 1, 2019: 2019 AGM in Ararat, Victoria, Australia
European Mooney Pilots & Owners Association	November 30-December 2, 2018: Christmas Fly Out – CLICK HERE for details

TMF PRODUCT REVIEW

Gear Snake

Tired of tying down your Mooney with ropes or chains and having to tie all those knots?

We thought so, and so did Ultimate Survival Technologies.

The Gear Snake from Ultimate Survival Technologies is a nice alternative to traditional rope for tie downs or other gear connection needs. The durable cord is built out of bendable steel wire and a malleable plastic coating that glows in the dark. The cord can be set in place with a simple twisting of the ends, meaning knots and hooks are not necessary. The 16.5-foot cord can be cut to length as needed.

Features include:

- Cut-to-length wire twist-tie material
- Strong and durable
- Flexible plastic coated bendable steel wire
- Perfect for attaching gear or equipment together
- No knots to tie or hooks to slip – just twist the ends
- 16.5-foot length of bendable wire cord with safe foam rubber coating; glows in the dark
- Easily attaches and ties down camping and hunting gear without tying knots — just twist the ends
- Won't rust, slip, or stretch
- Easily cut with scissors or a knife

Comes in Orange, Black or GLO.

CLICK HERE for details and to order.

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

For Sale

King KT76A Transponder (with tray). Pulled from service in April 2018 during a panel update of my M20J. Works great. Asking $275 plus shipping.

Mike Martin, 607.398.9009, michael@polytest.org

For Sale: 1978 M20J

Price Reduced to $120,000

1978 M20J

Model M20J - 200HP FI Serial 24-0388
Lycoming IO-360-A3B6D

TTAF 4400
TTSMOH, SPOH, prop governor, “0” by Zephyr
New Hoses, oil cooler O/H, “0” magneto
Annual 2/18

Same owner 33 years, Mooney Service Center maintenance

AIRFRAME
No damage history. No corrosion. Always hangared.
Mooney brochure plane in 1978, panel “Those Incredible Moonies”
Electric Standby vacuum system & pump
Bladders, no leaks
Donuts, brakes, tires, good
New Plane Power Alternator
Concorde Battery
3 David Clarkes
Graphic engine monitor with fuel flow
Portable Oxygen, certified 2016
4 life vests
New seat belts and shoulder harness pilot/copilot
Electric gear & trim
Rosen visors
Grey leather interior & refurbished plastic

INSTRUMENTS
Garmin 430 WAAS
KNS 80 with second LOC/GS
Stratus ADS/B in, moving map, weather
IFR certified 3/16
KFC HSI
KFC 200 Flight director, coupled to Garmin 4300 3-axis, altitude hold
KY 197 COMM #2, flipflop
O/H electric DG 2016
BFG Stormscope
Davtron 811B clock, flight timer, stopwatch
4-Place Intercom + Music player
Electric Digital tach
JPI EGT CHT Fuel Flow

Contact: Claude “Sandy” Thomas
(770) 612-8221
mooney201@gmail.com

Why should you spend $45 on annual SAFE dues?

https://www.safepilots.org/

Here are three reasons:

Save on Annual Aviation app fees

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"Regular" SAFE members get 33% off ForeFlight annual subscription. Basic Plus plan is **$99.99**/yr. **(Save $33)**. Pro is $199.99/yr. **(Save $66)**

25% OFF

25% discount on WingX Pro7 for iPhone or iPad **$74.99/year. (Save $18.75)**

Save on Pilot Supplies

10%discount on purchase, plus referral program rebates
(Save $100 on a $1,000 headset)

Save on Education

A waiver of the $199 new member fee and a reduction of the monthly membership fee from $29 to $19.
(Save $120/year)

https://www.safepilots.org/


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