

The Mooney Flyer

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

December 2024



Editors

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Contributors

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Don Peterson

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The views expressed in each author's article are their own.
The Mooney Flyer's goal is to educate, inform, and entertain Mooniacs.



Crash Analysis

We welcome all crash analysis for one reason. It enables us to learn from them and hopefully avoid the same fate. It is NEVER intended to judge the PIC. That would not be productive. We were not in the cockpit, and we simply cannot have the knowledge and information that the PIC had during the emergency.

Having said that, my Co-Editor Jim, shared some information about the tragic November 5th crash of a HondaJet:

A Honda HA-420 HondaJet, N57HP, was destroyed when it crashed during a takeoff attempt from runway 22L at Falcon Field Airport (KFFZ), Mesa, Arizona.

Four occupants of the aircraft, including the pilot, and a vehicle driver perished.

ADS-B data suggests the airplane had accelerated to about 133 knots groundspeed before it aborted the takeoff roughly 3,400 ft down the 5,100 ft runway. The airplane was unable to stop, overran the end of the runway and went through the airport perimeter fence before crashing into a vehicle on North Greenfield Road. A post-crash fire ensued. The estimated distance between the end of the departure runway and final resting position is 700 ft.

Runway 22L is 5,101 x 100 ft, asphalt and in good condition.



The pilot's 18-year-old son, who was sitting in the back of the plane, reported that he heard his father announce a "brake failure." At 133kts, the PIC decided to abort the takeoff roll.

From the HondaJet Handbook: V_1 (takeoff

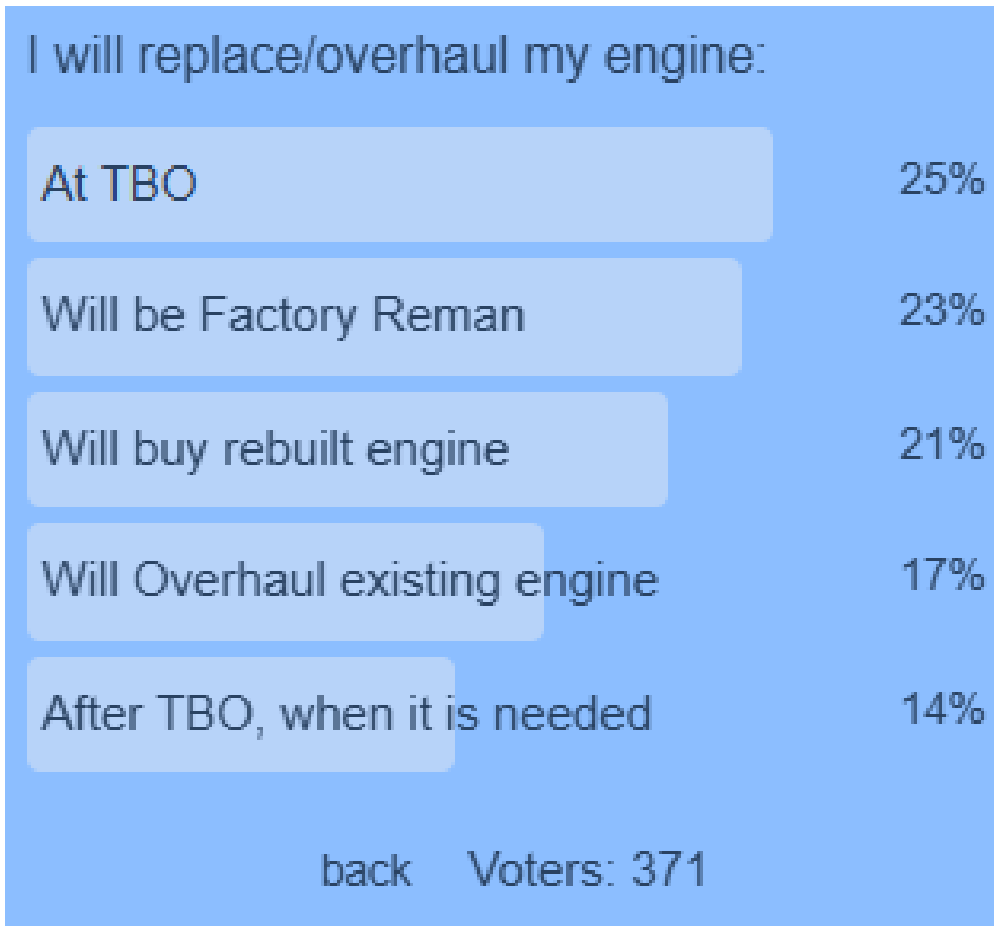
decision speed) is 110 knots. V_R (rotation speed) is 115 knots.

At over 90kts, the aircraft crashed through the airport fence and the fuselage broke into two pieces with the surviving 18-year-old in the back half of the fuselage.

Many pilots we consulted felt that the takeoff was obviously achievable. Therefore, an alternative would have been to depart normally and then seek an airport with a long runway, obviating the need for good brakes.

What do you think you would have done in this instance?

Aviation continues to be an unforgiving endeavor and we offer our prayers and support for the families of the deceased.



Next month's poll: "For Navigation I Rely Upon"

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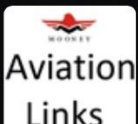
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mail

*Letters to the***EDITOR****TheMooneyFlyer@gmail.com**

Looking at your quiz, I have a couple of comments. My comments will be prefaced with the question number.

2. When caught in a down-draft the best thing is most likely to be to quickly penetrate rather than try to out-climb it. So, while V_x would give you the best angle, it will keep you in the downdraft longer. If the vertical velocity of the downdraft exceeds the climb rate, you ARE going to hit the ground. Lower the nose and increase the speed to best penetration speed (it's a glider thing) and get out of the sink. I am going to vote for something a lot closer to V_a than any option you presented.

3. The M20F has an injected engine. No carb heat.

4. The FAA says climb. Remember: "Climb, Communicate, Confess, Comply." Depending on conditions I might still opt to turn around. Of course, I am also instrument rated, current, proficient, and a CFII. Regardless, the correct answer is climb.

Brian L

Regarding the Quiz - Mooney M20F does not have a carb

So, the quiz is wrong.... it's definitely NOT carb Ice.

Derek B



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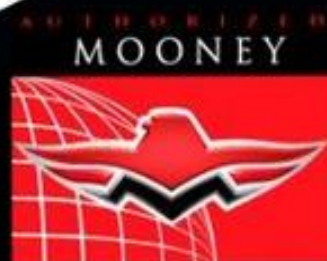
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Traits of Excellent Mooney Pilots



I have often pondered about the traits of an “excellent” Mooney pilot. In general, I know one when I see them and hear their flying philosophy or see them in action, doing things so very professionally. Excellent pilots also understand the most about flying, weather, FAA regulations, and their aircraft. They tend to be most excellent with multi-tasking and hand eye coordination. They also know their limitations and live by their minimum requirements for flight. They are so self-assured that they are not worried about disappointing their passengers because of the need to cancel a flight. For these pilots, safety comes first.

Let’s delve deeper and determine exactly what constitutes an “Excellent Mooney Pilot.”



You’ve heard the old saw, “Having good judgement reduces the need for good skills.” Another quote comes from Will Rogers, "Good Judgment comes from experience and a lot of that comes from poor judgment." This suggests that good judgment often results from personal experiences, including mistakes and poor decisions. It recognizes that individuals learn valuable lessons from their errors and misjudgments, contributing to the development of sound judgment.



The acquisition of “Good judgement comes from a bunch of poor judgement.” That’s a nice way of saying that we learn from personal experiences. But when it comes to aviation, it is often safer and less painful to learn from other pilots.



Good judgement can start with being thoughtful. Making an on-the-ground decision about an upcoming flight; learning all the important information to determine that flight, is one aspect of good judgement. Another aspect is to “assume nothing.” It is better to check twice than to assume anything.

This past week, a pilot experienced fuel exhaustion and landed on a freeway in Cupertino, CA. Before driving to the airport, he asked the FBO to fuel his plane. When he arrived at the airport, he

did not check the fuel levels, assuming the FBO had done as he asked. Assuming nothing is another aspect of good judgement.

Once you are airborne, good judgement comes from analyzing the current situation and turning around or landing if the situation indicates that course of action. Good judgement also means not being overly confident, but rather being honest with yourself. Pilots who are honest with themselves about their skills, capabilities, and conditions, generally make better decisions.

Lastly, even if you are legally “current,” ask yourself if you are currently competent! It is imperative that you be honest with yourself about your experience and skill set.

Quick Thinking & Quick Acting

Our Mooneys are faster than most other general aviation aircraft and they demand precise actions and quick responses.

An engine out on departure requires quick action to aggressively lower the nose. There is very little time for problem analysis. The same goes for a bad approach that results in a porpoising event in your Mooney.

I remember my instructor saying to me during my primary training, “You don’t have to worry about crashing in this airplane. You are about a mile behind it.”

Quick thinking must be accompanied by “good reactions.” This comes from experience.

Knowledgeable, but with a Thirst for Learning

You cannot learn too much about aviation, flying weather, etc. When you received your certificate, it was not only a certificate to fly, but a certificate to “learn.” To be excellent, you must be committed to a lifetime of learning. To do this, you can fly with strong CFIs, go to seminars, be the kind of pilot that welcomes feedback from other pilots, and constantly want to be a more perfect pilot. Be a pilot that imparts knowledge to other pilots and also one that is receptive to feedback from other pilots.

No flight is perfect, and every flight is a chance to learn and expand our knowledge and experience.

Methodical and Structured

An excellent pilot has many engineering attributes. Engineers do lots of planning upfront and then methodically follow that planning. They are also rigid in the following of proven methodology. The best example is a pilot who checks his landing gear is down and locked at least three times. He/she does this by checking the gear is down as they enter the pattern, when they turn base and on short final. Saying aloud, “The gear is down and locked,” is another tried and true method. Most gear ups are not mechanical, but rather occur because the PIC was interrupted or distracted by events in the cockpit and/or the traffic pattern.

Having methodologies and sticking to them is another attribute of an excellent Mooney pilot.

Flexibility

Structure is important but rigidity is not. An excellent pilot is flexible. For gosh sakes, flying demands that we be flexible. Our ability to remain flexible, create options, and decide when we have had enough and should get back on the ground, makes us a safer and happier pilot. One of

the best tools we have in our flight bag is a credit card. It makes it so much easier to land, spend the night, and fly again another day.

Like the military proclaims, "The best plan goes out the window after the first shot is fired." Well, flying is like that. Earlier, you laid out a great flight plan, but things have changed. The weather might have changed, or you might be a little sick or tired. Perhaps your airplane is not feeling 100% with a little extra vibration of engine roughness.

Being flexible in circumstances that didn't match your plans is a huge attribute of an excellent Mooney pilot.

Luck
is where
preparation
meets
opportunity

Confidence

Confidence is a fine edged sword. Confidence mixed with a respect for the immense task ahead of a flight is fantastic, but overconfidence can push the pilot to arrogance. Real confidence comes from taking the time to learn our craft, understand our machine, plan our flight, and account for unforeseen events along the way. This approach improves the odds.

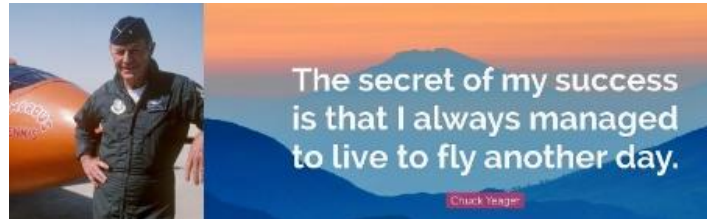
Decisive

Flying is truly about making good decisions in a timely manner. Having said that, the best pilots understand that they will occasionally make a poor decision. The good ones are quick to acknowledge this and are happy to head off in a better direction.

We all make mistakes, even excellent Mooney pilots, but we should not continue to dwell on the mistake. Those that fail to course correct are most likely to make additional poor decisions.

Summary

I hope that in an article with a lot to think about, you found at least one or two things to bring you closer to the pilot you want to become. There are many regs regarding which aircraft has the right-of-way. My philosophy is I'm going to choose courtesy and yield to the other aircraft if that's easy to do and facilitates a safer pattern. Live to fly another day and be that pilot who is always striving to improve.



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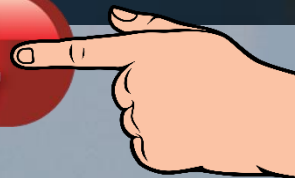
Henderson, NV Apr 4 – 6

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Branson, MO Oct 17 – 19

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Many people remember a day in 1977, when three Lynyrd Skynyrd band members, including founder Ronnie Van Zant, died in a plane crash in the woods of Mississippi.

When the band chartered the 1948 Convair CV-240 passenger aircraft, it had 29,000 flight hours under its belt. They needed the aircraft for a 700 mile flight from Greenville, South Carolina, to Baton Rouge, Louisiana, where the band would perform at [Louisiana State University](#).



Lynyrd Skynyrd History

The Lynyrd Skynyrd Band began in 1964 at a Florida baseball field. Ronnie Van Zant got a hit, and the ball knocked out drummer Bob Burns, who happened to be a friend of guitarist Gary Rossington. After a quick apology, Van Zant, Burns and Rossington were making music. They decided to form a band and soon added guitarist [Allen Collins](#) and bass player [Larry Jungstrom](#).



Ronnie Van Zant

After experimenting with several different names for the band, the group settled on Lynyrd Skynyrd. The name was meant to roast Leonard Skinner, who worked at Robert E. Lee High School in Jacksonville. In the late 1960s, he sent a group of students to the principal's office because their hair was too long. The long-haired group included Van Zant and two other band members. America embraced Lynyrd Skynyrd and their first four albums would eventually earn silver, gold, and platinum.



Leonard Skinner



The Convair versus a Learjet

Lynyrd Skynyrd's drummer, Artimus Pyle, once said they were flying in a plane that he believed belonged to the Clampett family. In fact, the band had decided that after landing in Baton Rouge, Louisiana, they would get rid of the 30-year-old Convair and acquire a Learjet.

Get on the Plane!

Most of the band members were afraid of flying in the old Convair. Nevertheless, Van Zant, also known as "Papa Ronnie," overruled their anxiety and basically forced everyone to board the Convair. Ronnie quipped just before boarding, "If it's your

time to go, it's your time to go." Thus, the entire band — Allen Collins, Steve and Cassie Gaines, Leslie Hawkins, Billy Powell, Artimus Pyle, Gary Rossington, Leon Wilkerson, and Ronnie Van Zant — boarded the plane along with eighteen other crew members and prepared for takeoff. One band member, [JoJo Billingsly](#), was sick and unable to make the flight. She planned to meet up with the band in Arkansas to continue the tour.

October 20th, 1977

The Lynyrd Skynyrd Band was headed for Baton Rouge, Louisiana for their next concert. After taking on 400 gallons of fuel, the Convair 240 was ready to depart Greenville, South Carolina. McCreary received a weather briefing and at 4:02 pm, he told the tower that they estimated Baton Rouge at 6:45 p.m. McCreary also told the tower that he had five hours of fuel on board.



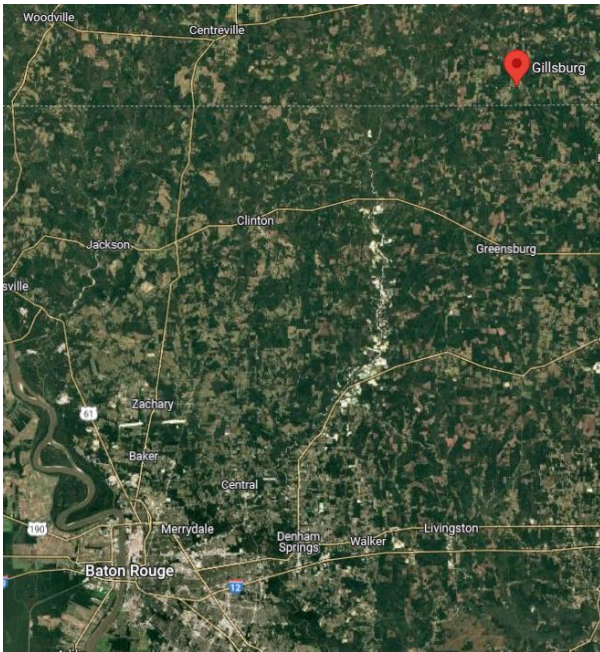
Two and-a-half hours later, McCreary radioed Houston Air Traffic Control Center, "We're low on fuel and we're just about out of it." Houston granted McCreary's request to land at McComb Airport in Mississippi. McCreary reported, "We are not declaring an emergency, but we do need to get close to McComb as straight and good as we can get, sir."

Less than a minute later, the pilot announced, "We're out of fuel." Houston asked McCreary to confirm that. The response was, "I am sorry, it's just an indication of it." It was the last communication from the plane.



The pilots soon realized that the plane would not make the McComb Airport, and the passengers became aware that something was wrong. Drummer [Artimus Pyle](#) entered the flight deck and a terrified Captain Walter McCreary, told Artimus to go back and strap himself in. With the gravity of the situation clear, the passengers sat in silence. Some were praying and fearing for their lives. It would be ten harrowing minutes before the plane touched the Earth.

As a last resort, the pilots attempted an emergency landing in an open field. Despite the pilots' efforts to make the open field, at approximately 6:52 pm, near Gillsburg, Mississippi, the plane skimmed along the top of the tree line before smashing into a large tree and splitting into pieces.



As the Convair began striking trees, Guitarist [Gary Rossington](#) recalled hearing what sounded like hundreds of baseball bats hitting the plane's fuselage. The sound got louder and louder and Rossington was knocked unconscious. Later, he awoke on the ground with the plane's door on top of him.

Keyboard player [Billy Powell](#) suffered severe facial and leg lacerations. His nose was nearly torn off. Artimus Pyle suffered broken ribs but managed to leave the crash site and notify a nearby resident. Van Zant, who was not wearing a seat belt, was thrown violently from his seat. He died immediately when his head hit a tree. In addition, guitarist/vocalist [Steve Gaines](#), backing vocalist [Cassie Gaines](#) (Steve's sister), assistant road manager Dean Kilpatrick, Captain McCreary

and First Officer William John Gray all died in the crash. The top of the plane tore open as it glided through the trees, throwing people out and leaving a path of instruments and other items from the passenger section. At last, the aircraft slid to a stop in a swampy, wooded area. Most of the survivors had been seated toward the back of the plane. They were seriously injured and transported to different hospitals for treatment. They were not immediately aware of the other fatalities.



Aerosmith "Dodges the Bullet"

It was later discovered that Aerosmith musicians [Steven Tyler](#) and [Joe Perry](#) had pressured their management into renting the same Convair for their [Draw the Line](#) tour. Aerosmith's assistant chief of flight operations, Zunk Buker, and his father inspected the Convair and observed the pilots, McCreary and Gray, sharing a bottle of Jack Daniel's. Flight operations rejected the plane because they felt that neither the plane nor the crew met professional and safe standards.

As you can imagine, after receiving word of the Lynyrd Skynyrd crash, Aerosmith's touring family were quite shaken.



Rescue

Rescuers had to cross a 20-foot-wide, waist-deep creek and dig through an overgrown forest, while digging out rescue vehicles that got stuck in the mud. Locals worked with rescue officials and drove victims to the hospital in the back of pick-up trucks. One local resident recalled, "I found someone on the ground alive. When I walked to the other side of the plane, I tripped on another person."

Another resident said, "Some of them were out on that highway directing traffic. Some of them went home and got tractors. My wife was home on a CB radio. I'm relaying messages on CB to her, ten miles away."

NTSB Investigation

After the accident, the National Transportation Safety Board (NTSB) removed, inspected, and tested the right engine's ignition magneto and found it to be operating normally. They concluded, "No mechanical or electrical discrepancies were found during the examination of the right magneto." The inspection also determined that, "All of the fuel cross-feed and fuel dump valves were in the closed position."

During a flight in the Convair just days before the crash, Billy Powell and other band members, spoke of seeing flames shooting out of the plane's right engine. The subsequent report by the NTSB listed "an engine malfunction of undetermined nature" in that same engine as a contributing factor in the crash.

Most Importantly

The NTSB learned that the Convair's fuel gauge was known to malfunction, and the pilots had neglected to manually check the tanks before taking off. Toxicology reports from both pilots' autopsies found no traces of alcohol or other drugs. "Crew inattention to fuel supply" was ultimately determined to be responsible for the crash.

Probable Cause

The National Transportation Safety Board determined that the probable cause of this accident was fuel exhaustion and total loss of power from both engines due to crew inattention to fuel supply. Contributing to the fuel exhaustion were the pilots' inadequate flight planning and an engine malfunction of undetermined nature in the right engine that resulted in "torching" and higher-than-normal fuel consumption.

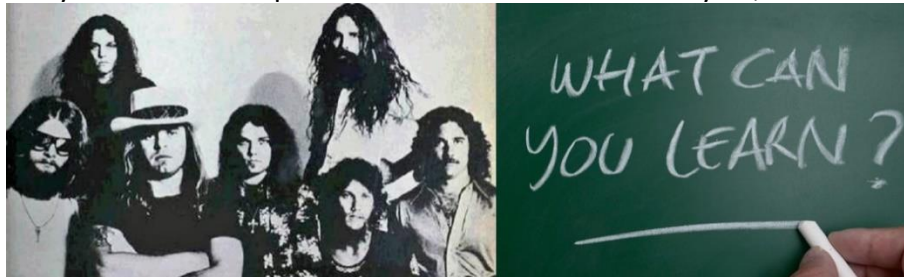


Legacy

The crash took place three days following the release of the band's fifth studio album [Street Survivors](#). The album cover showed the band surrounded by flames.

Following the plane crash, [MCA](#) replaced the image with a new cover, showing the band against a simple black background, which was on the back of the original sleeve. The site of the crash has become a memorial for fans, rescuers and survivors, with an oak tree that has been carved with Lynyrd Skynyrd [iconography](#), while the site was also the location of a fortieth anniversary memorial by survivors and rescuers.

In 2017, surviving members of the band and families of those who died in the crash, filed a lawsuit to block production and distribution of a film entitled [Street Survivors: The True Story of the Lynyrd Skynyrd Plane Crash](#). The dispute stemmed from an after the crash "blood oath" that was taken by the survivors. They promised that they would never use the name Lynyrd Skynyrd to capitalize on the tragedy. The film premiered at the Hollywood Reel Independent Film Festival on February 18, 2020.



Even though this story is not about a Mooney, you can learn a lot from this accident. Hopefully, you will never take anything for granted, especially the amount of fuel on board! In addition, if instrumentation or gauges are not working properly, get it fixed! Never work around a bad gauge. Your life and the lives of your family and friends depend on your steadfast professionalism.

*Fly Safe,
Jim*

Idaho or Bust



This article has been sitting in the draft folder for about 18 months. At the time, I couldn't remember the last time I flew commercial. I think it was somewhere around the end of 2020, and that's been a pretty good run. It is a little ironic that as I was finishing this up, I was in seat 12F of a Delta flight at 34,000', on my way back to California from Nashville. I'm not positive, but it really feels like there's more shoulder room in the front seat of my Mooney than my current lot in life, and that is even with the "Comfort +" seating. I'm glad I'm not in "Comfort -."

I don't miss any of the Commercial experience; security checks, sitting around for a couple of hours at the airport, people from boarding zones 5+ crowding around the gate even though they're only boarding zone 2, or the guy behind me who has been practicing the foot pedal to his base drum on my seat all during the flight, and someone nearby that halfway through the flight, got out some strong smelling hand lotion.

April 2023 						
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Let's hop in the "way back machine" for this flight in our Mooney, which took place April 5, 2023.

We were going to Idaho and we had a choice of the Mooney, the aluminum cattle car (airliner), or a 13-hour drive.

A couple months ago, my oldest son sent a message that he would be graduating from BYU Idaho on Thursday, April 6th. Those of you who know what I do for work to fund my love of General Aviation, know that for me, the first 5 business days of

the month are my busiest time. During these six days, for three stores, I must get the financials closed and upload them to General Motors.

However, your son's college graduation is not something you miss, if there is any way possible to be there. So, I started mapping out a strategy. I have been able to consistently get the books closed by the fourth day, and there have been a couple months where everything worked out and they were all closed the third day. However, my son would "walk" early in the afternoon on the 6th, which meant I needed to be almost 700 NM away in Idaho Falls, on April 5th.

In March, to avoid a forecast of moderate to severe turbulence in IMC (Instrument Meteorological Conditions), I had to adjust my departure to Arizona for a nephew's wedding, to a day earlier. My wife and I flew there on a Thursday evening, and that Friday, I spent the entire day working remotely at the kitchen table in my sister's house. It was a great trial run, as I learned that there were reports that I could print to the system and then pull up as PDFs to work from. This was a necessary step if I was going to work on closing the financials remotely.

The plan was coming together. I figured that if I worked over the weekend at home on the 1st and 2nd of April, I could get a lot of the data together into my spreadsheets. So, I could hit the ground running on Monday the 3rd. Depending on the workflow through the office, I hoped that I would have at least one store finished by the end of the day on the 4th, or the morning of the 5th. I

planned to work at our store by the airport on the 5th, and if we were airborne by 1:00 pm we could be landing in Idaho Falls (KIDA) at sunset. Graduation was the 6th and then I would spend Friday the 7th working from the hotel to finish everything up.



The only thing that could derail my master plan was the weather. If you know anything about Idaho weather in the Spring, anything can happen. A friend once sent me a list of Idaho's 12 seasons which can often change in less than 24 hours.

A week before the flight, it looked like it might be doable. But five days before, I was beginning to get a little concerned that I would be driving or spending a substantial amount of money to fly commercial. Then, we caught a break in the forecast. There was a major storm that would be going through Utah and Idaho the day before the planned flight, and should be cleared out the next day for our flight.

There was some risk that remnants of the storm might linger in places along the route, which made my plan to be on the ground by sunset a requirement. I didn't want to be flying around the mountains after dark, with possible clouds and scattered snow showers that you wouldn't see until you were in them. During the day, scattered snow showers are easy to navigate around, but after dark, it's a no go.

I put in the hours over the weekend and by the 2nd working day (Tuesday the 4th) I had one store done. So far, so good. The planned flight time was 5 ½ hours, with a 30-minute fuel stop at Delta, UT (KTDA). From there, we needed to be wheels up at 1300 PDT (1pm), so we could touch down at sunset, which was 1958 MDT (7:58pm).

I worked until noon and then headed to the airport to meet my wife, load, and pre-flight the plane. I had enough fuel to get to my planned stop at Delta and land with my personal minimum, ten gallons on board. I called the fuel truck to come top off the right tank, which gave us an extra eight gallons. Later I would be glad we had the extra fuel. We were wheels up at 1302, right on schedule.

It was a beautiful clear day. There was snow on the San Gabriel and San Bernardino mountains, and you could see for over 100 miles. As we passed over the mountains between Silverwood and Arrowhead Lakes, there were the usual bumps. Later over the high desert when the bumps hadn't subsided, my wife looked at me and said, "Should I have taken a Dramamine?"

I replied, "I don't know, there wasn't any forecast for turbulence."

Anyone that has flown knows that sometimes it's bumpy when the forecast says it won't be, and sometimes it's smooth when it says it will be bumpy. Fortunately, it smoothed out for the most part.



Lake Mead looked beautiful with the water levels coming up and the surrounding red and brown rocks. Next were the snow-covered mountains near Cedar City and Enterprise, UT along with the remnants of yesterday's storm. A long way off, back when we were still near Las Vegas, we could see little puffs of clouds on the horizon. As we proceeded north, the clouds got thicker in places, but even though the mountains to the east were completely shrouded in clouds, the ceilings were high as we flew up the valley where Milford and Delta are located.





As I had anticipated, there were some scattered snow showers, but the valley is between 20-35 miles wide, and there was plenty of room to go around them. Well, unless there is a snow shower at your destination. As we got closer to KDTA, I was keeping an eye on a particular snow shower that appeared to be about where the airport should be. The automated weather was reporting few clouds at 800' and scattered at 1,400'. However, the closer we got, the more I was thinking the snow might be an issue.

KDTA is right on the flight path to Salt Lake and Idaho, and with typically the cheapest fuel for 100 miles around, it is a great fuel stop. I have landed there 12 times, but still have trouble picking the runway out of the surrounding brown landscape. With only a couple of hangars the airport, it doesn't exactly stick out.

I put the approach into my navigation for guidance and kept looking for the runway. At about five miles out, I saw it just poking out from the edge of a snow shower in front of us, and I decided to break off the approach. As we turned to the northeast, I looked off my left wing and I could just read the 35 at the end of the runway before it disappeared into the falling snow.

"Looks like we'll head over to Nephi instead," I told my wife. I knew that the Fillmore airport behind us was clear, at least when we flew past it, but I didn't want to go backwards. Because I could see the mountains north of Nephi, 45 miles away, I was confident we would be able to land there for fuel.

We landed in Nephi with 13 gallons on board. If we hadn't taken on the extra fuel, we would have been right at the VFR minimum of 5 gallons, but well below my personal minimum of 10 gallons. Although it was cold and there was a snowstorm about five miles to the north, the landing and fuel stop were the best kind – uneventful. The reported winds were 13 knots from 10°, and I was hoping that the upper-level winds were different and that the snow would remain to the north of us. The weather cooperated, and although there was a random snowflake that drifted past as I was fueling, the snowstorm never got any closer.

With the plane fueled up and a restroom break, we were back in the plane and soon airborne. We departed on 35 and made an early crosswind turn to the south until we had climbed high enough to clear the mountains west of the airport, and then turn on course.

We flew up the Tooele Valley, over the Army Depot and its row after row of munition bunkers, and then out over the Great Salt Lake at 6,500'. The skies were mostly clear, with a few clouds here and there and the occasional snow shower.



Just north of Antelope Island, we had a surprise visitor.

“Oh Dude! There’s a jet that just went underneath us!” My wife exclaimed as she looked out the right side of the plane.

“That’s an F-35. Wow!” I replied, as I watched him screaming away from us 500’ below our altitude. I tapped his icon on the tablet to pull him up. “386 knots, that’s what he’s doing,” I said.

With a smile on her face my wife said, “You got that on video.”

Sadly, I didn’t get the video. When we got to the hotel and I pulled the data card from the camera under the wing, I found that while I had turned the camera on during our fuel stop, I failed to press start. To make myself feel better, I reasoned that an F-35 flying underneath us perpendicular

to our flight path at 386 knots, would have been in the frame for less than a second. (386 knots = 651 feet per second, sounds reasonable enough to me).

Continuing north along Interstate 15, we passed Malad, ID and the majestic snow-covered peaks of the Bannock Range. The sun was getting lower on the horizon and peeking through the gaps in the clouds. Just north of McCammon, ID, Interstate 15 turns toward the west and Pocatello, but the valley continues north to Idaho Falls.



We were at 7,000' with the valley floor sitting at 5,500'. The overcast layer was around 8,000', although it was difficult to tell exactly where it began. Looking ahead my wife asked, "Are you nervous?"

"No, I can see the sun and clear skies on the other side of the pass," I replied. I had already picked up the weather at Idaho Falls (KIDA) which was reporting few clouds at 4,900, so knew if I could see the sun on the other end of the pass, that once we were through, we would be in clear skies.

One rule when flying in the mountains is to always have an out and never be afraid to take it. Continuing up the pass that is about two miles wide, I watched as the sun at the far end of the valley, about five miles ahead, disappeared and was replaced by the white haze of snow. As soon as I saw that developing, I began a left turn back towards the south and the clear skies. Out of the pass and over the interstate again, we followed the valley, comfortably beneath the clouds and 1,500-2,000' above the ground below us.

I have seen a lot of beautiful sunsets, but passing Blackfoot ranked right up there with the best of them. There were a few clouds above us and some low clouds near the ground with patches of snow breaking up the brown fields. The sun was just above the horizon, radiating a golden yellow which faded to a blue above and bathed the clouds below us in varying shades of orange and gold. It was spectacular.



Normally I would wait until about 7-10 miles outside of a Class Delta airport to make a radio call, but we had a nice tailwind and were cruising along at 180 mph over the ground, so I called at 15 miles out.

Me: "Idaho Falls Tower, Mooney 1015 Echo, six thousand two hundred, fifteen miles to the southwest, inbound with Alpha."

Tower: "Mooney 1017 Echo, Idaho Falls Tower, information Alpha is current, altimeter 30.15, enter left traffic runway 21."

Me: "One-Zero-One-Fiiivveee (*drug it out just a little*) Echo, left traffic two-one."

Conversation on the intercom not broad casting.

Me: "He said one-seven."

Wife: "I thought he said one seven five."

Me: "I don't know, whatever it was, it wasn't right."

A few seconds later.

Tower: "Mooney one five Echo, we're going to be closing on the hour, that's five minutes or so and we'll be class Echo airspace."

Me: "Roger, one five Echo."

Intercom

Wife: "The tower closes?"

Me: "Yep, which is fine. They're closing in five minutes, and we'll be there right as they close."

Me: "We're coming screaming in, groundspeed of 185, eight miles out, I better start slowing down a little bit."

I pulled the power back, and it barely helped.

Me: "Seriously, we have a ripping tail wind, groundspeed is still 176."

It's amazing the difference sometimes between winds on the ground and just 1,500' up. The tower reported winds 180 at 9 knots to the helicopter 10 miles behind us but we had about 25 knots pushing us along.

"We may sneak in before he closes. We have two minutes," I said over the intercom.

Tower: "Mooney 1015Echo, I have you in sight, runway 21 cleared to land, wind one nine zero at one zero."

Me: "Two one cleared to land, one five echo."

We didn't quite make it before closing time. Just as we were getting ready to turn base, tower made their last broadcast of the day.

"Attention all aircraft, time now zero-two zero-zero zulu, Idaho Falls tower is closed. Air traffic control and delta services are terminated until zero-seven hundred local time tomorrow. Class echo airspace is now in effect."

During his announcement we had turned base with the only other traffic in the area being the helicopter inbound from the south. Nine seconds after his announcement we were turning final.

"Idaho Falls traffic, Mooney one-zero one-five Echo, turning final two-one, Idaho Falls."

One minute and fifteen seconds later we touched down on the 1000' markers with one of my smoothest landings ever.

"Oh wow, that's like butter!" I proudly proclaimed.

My wife who has been with me for hundreds of landings even agreed saying, "That was amazing!"

"If I can do it again" I thought out loud.

As we pulled onto the ramp at the FBO, they were there directing us to a parking spot. Shortly after shutting down the engine, they had us tied down. My son was there waiting, and seeing the new paint job for the first time in person, he declared that it looked "awesome!"

The sun had set at 1958, and we were on the ground at 2002. We had just flown 847 miles with a fuel stop, and if you consider we departed two minutes late, we landed within a minute of what I had planned. Without the detour from the snow that closed our route through the pass, we would have been early, but I'll take it! Just another trip in the Mooney Time Machine.



As always, thank you for taking the time to read. If there are things you would like me to write about (or not write about), or if you just want to say hello, drop me an email at richard@intothesky.com. If you're ever in Southern California and want to meet up, let me know.



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Hello Mooney Flyer Gang,

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Mooney Airlines vs Commercial Airlines

This week has been the perfect example of comparing Mooney travel to airliner travel. I have just had two FULL DAYS of Hell, traveling on commercial airliners with THREE LEGS, trying to get to Green Bay, Wisconsin and, in the end, I had to stop in Chicago, IL and DRIVE the last leg 3.5 hours to get there!!!! I missed an important business dinner meeting etc. Many commercial flights are now oversold or canceled without notice. I was bumped twice yesterday, (one was a mechanical). I have said it before, and I will say it again, many more times before I take my last breath. A personal Mooney airplane is a PERSONAL AIRLINER and also THE ULTIMATE BUSINESS WEAPON!!! If I had a Mooney this week, I could have gone direct to Green Bay non-stop and had a good rest period prior to dinner. The next day, I could have flown non-stop to Washington DC, non-stop, without having to drive back to Chicago last night etc.... etc..... etc... etc. I am writing this from the Admirals Club at the KDCA airport and I am about to go visit the SMITHSONIAN AIR AND SPACE MUSEUM, which I have not been to for many years. Yes, I will also hit the Udvar Hazy, (I can feel your jealousy, please don't shoot the author;-). In closing, there are many cases where you will beat airliner travel by several hours. USE YOUR MOONEY LIKE AN AIRLINER. YOU WILL BE VERY GLAD YOU DID!!!



Mooney Safety Foundation's Pilot Proficiency Program

By Terry Carraway

I recently attended the MSF PPP at Alliance airport in Fort Worth, Texas. For those that do not want to read the entire article, just DO IT. 😊



The program is two days long – Saturday and Sunday. There were 20 students plus instructors who flew in and most of those arrived the day before (Friday). There were so many Mooneys on the ramp that Ground Control called the parking area the “Mooney Ramp.”

Upon arrival, they had name tags, and a book personalized with our names and tail numbers. On Saturday, the classroom portion started quite early. Luckily, the classroom was in the host hotel, so we didn't need to commute. Saturday consisted of a series of presentations on various topics. Most of these were specific to operating Mooney aircraft, but a few general areas were also covered. A box lunch was provided. Overall, the classroom sessions ran about eight hours and a LOT of information was covered. I wish they had provided the slides from the presentations, as there was information that would be nice to have later. A number of people took pictures of the slides.

On Saturday, after the presentations were over, they introduced the instructors. Each instructor was assigned two students. The flying program consists of two, 2.0-hour flights. The first flight is a VFR flight, and, for most pilots, it is counted as a Flight Review. The second flight is typically an

instrument flight, if the student is instrument rated. That flight counts as an Instrument Proficiency Check (IPC). I met with my instructor and his other “student”, and I learned that there was time to fly Saturday, so I opted to do this. I saw a couple of advantages. First, I would only have one flight on Sunday, not two. More importantly, I would be the middle flight of the day, so I didn’t need an early wake up.

The VFR flight consisted of the normal Flight Review. We did steep turns, slow flight, stalls, unusual attitude, and simulated engine out. Stalls were a specific interest, as I had not really done any to the break, and I wasn’t used to having an experienced Mooney instructor in the right seat. I found that stalls are not a big deal and not the Boogeyman that seems to be the opinion on the Internet. We returned a bit early due to the early sunset, since neither of us was night current. The flight lasted 1.8 hours. I was not sweating, but I knew I had a workout of my skills.



The next day we did the instrument flight. We started some air work, with some emphasis on timed turns and combined timed turns with climbs and descents. We did some standard rate turns for one minute to see how close we were to 180 degrees. Then we added a 500 fpm climb and descent. The goal was to turn 180 degrees in one-minute plus an altitude change of 500 feet. It was a good exercise that I had not done in a LOT of years. We practiced some unusual attitudes and flew four instrument approaches. Some approaches were flown to the Decision Altitude (DA) or the Minimum Decision Altitude (MDA), and then the published missed approach was flown. Some approaches were flown to a landing.



We practiced at three different airports, so I had a buttonology workout on my new panel. We did four different types of approaches: RNAV, LPV, VOR, LOC, and ILS. Overall, it was a very intense 2.2 hours.

With so many Mooney flights, (at least 40), there were a couple of exciting times. One aircraft lost their radios and had to recover NORDO. This ended up closing one runway about the time several Mooneys were coming back to land as the sun set. All was well and the airplane was fixed for

the second flight on Sunday. There were so many Mooney flights, for traffic calls, the Tower Controller called other Mooneys “Company.”

My favorite thing was when my instructor commented that I “oozed professionalism.” I guess if I have to ooze something, that is a good thing.

Sunday evening, the hotel catered a Mooney Safety Foundation banquet, featuring a nice Texas BBQ brisket.

As I said at the beginning, the program is well worth it for any Mooney pilot, no matter his or her flying or Mooney experience. Several students had previously attended one or more Mooney Safety Foundation Pilot Proficiency Programs. Some had attended several years in a row. Depending on your insurance carrier, you may even get an insurance discount for attending. Most importantly, you will be a better and safer pilot. I plan on doing the program again, maybe not in 2025, but definitely in 2026.

Don't be a Big Heel

By Jerry Proctor, Mooney Safety Foundation, Director Emeritus



Well, based on the title, this article could be about being kind, considerate, and friendly while you are preparing for and flying your beautiful Mooney. Yes, that would be a worthwhile topic, and maybe someday I will. However, this story is about heels you take with you every single flight. It is about the two horseshoe shapes at the back of your footwear.

So why in the world would I write about a part of your shoe? Let's dive in and explain. When I bought Mooney #3, it was off the 2015 line a year before I took her home. She was the demo bird, and then Mooney sold her me in Dec 2016. Now, having flown well over four decades, I didn't think I needed much transition training. However, Mooney brought a great friend of mine, MAPA Safety Foundation founder Jerry Johnson, down from Ft Worth to give me a few hours of transition training. I was delighted.

As we began our first flight, I started down the runway and as I lifted off, I thought I heard a little squeal. Hmmm, said my mind's voice, but then I had to focus on keeping up with this new hotrod. Also, it was my first experience with a G1000, so lots was going on in my little head.

We did some touch and goes and had a wonderful flight. The next day, Mooney Corp was giving my plane it's final prep and they informed me that one tire had a bit of a flat spot. Yikes! I then remembered the little squeal when I landed. I felt terrible. My Wife and I had driven two days to get to Kerrville and I only had running shoes, not my normal flight shoes.

Well, to make a long story shorter, it turns out, when Mooney started up the assembly line in approximately 2014, they put a shorter push pull tube in the brake linkage. Thus, in this plane, one needed very little rudder pedal movement to engage the brakes. Mooney also realized this was a problem and had developed a fix. They took a few hours and put in that new linkage and kindly replaced the tire.

However, this highlighted the way many of us sit in a Mooney. We are prone to accidentally have some brake pressure during our landing or take off phases. When flying a Mooney with thick heels, they automatically tilt your toes forward. I realized this with my first Mooney. From then on, I wore low heel shoes. I never flat spotted from then on, except in Kerrville. A well-known aviation writer wrote an article many years ago about the same heel issue. His name is Budd Davison. As such, he had a technique to shave down sneaker heels. Give this a thought or two. So, in summary, don't be a Big Heel, (person). It just may save you a tire or two.

Fly Safe

PS. Note, I said we almost always fly with shoe heels. Well, as a young Lieutenant, flying weekend glider tow on the north shore of Hawaii, I wore flip flops to work. I kicked them off when I got in the plane, so I flew barefoot. Ok, no T-shirt either. Ahhhh, to be young again!!

Random Note & Mystery Knots

By Don Peterson

I completed my annual in about the normal two weeks and I was able to meet my new Great Grandson. Maria and I reviewed our continuing adventure plans and danced a little tango. All are things guaranteed to lower the blood pressure and induce smiles.

The only actual repair required on Rambo were the two inner pivot bolts on the cowl flaps. I admit I had noticed them having slack for quite some time, but it didn't register as a significant flaw. The uncomplicated design relies on bolts inserted through the side flanges of the flaps, and into flanges along the opening in the lower cowling. No bushings or bearings, just two snug but not tight bolts per flap, letting them droop open, or snug up closed.

It appears these bolts were originally AN3. One had already been enlarged to AN4. I opened that one to 5/6" and the AN3 bumped to 1/4". I normally keep flanged bushings in stock for such repairs, but didn't have the ones that fit, so that'll wait for the next visit. During this repair, I found that one of these areas had received a riveted repair patch allowing a return to the 3/6" bolt. The past foretelling the future.

I was impressed by how the previously loosey goosey flaps became well behaved and fit the opening snugly all the way around with well-fitted bolts.

I also revised my EDM730 sensors. I originally used the four CHT sensors provided with the analyzer to help our diagnostic work. That eventually revealed the injection servo mounted by Lycoming to my fresh "Rebuilt" engine had a 16% greater airflow than the original Bendix. They stonewalled me about this being a departure from the TCDS, but I'm not rich enough to take on Lycoming's lawyers. In any case, the fresh Bendix servo got back my economy and matched the performance and limitations published in the Mooney manual.

Having finished the diagnostics, I reverted the #3 CHT sensor to the factory original as the EDM STC requires and installed a washer-style K-Type temperature sensor under the original Mooney sensor adapter.

On my test flight, after signing off the Annual Inspection, I was stunned to see all five CHT readings well below what I have been accustomed to for several decades. Was this just cool air? It was a typical fall day, but I was at a low altitude and the OATs were ordinary. We have since flown to Texas with the same pleasantly low CHTs remaining the new norm. Where I used to see 385-390 on the #3 cylinder, it is now more often 350 – 375, with the others in the same range. The original Mooney CHT gauge in the six-pack is confirming the EDM730 numbers. I'm still happily using my Surefly with variable timing, and all procedures are the same as previously reported.

Either all of my CHT measuring devices have gone wonky, or something has improved the cooling efficiency in a material way.



Cowl flaps?

The manual tells me that, when closed, the right cowl flap should be flush and the left set to droop by 2". We must assume that the factory's flight testing determined more cooling air needed to be routed out of the left side than the right. I am wondering if having the two inner hinge-bolts flopping around in over-large, worn-out holes, caused the forward edges of the cowl flaps to hang down in the airstream. Might this create turbulence under the lower engine cowl, causing a positive pressure area at the rear of the cowl flaps? Many of us might remember the discussions of cooling drag back when the J-model interrupted our naps, describing how this could contribute 10% or more of the total drag created by the airplane. We are less than half-way on this particular trip and should have at least 50 hours accumulated in May, when we return to Nevada. Stay tuned.

This kind of stuff makes me want to run around the plane with several rolls of Duct tape.



Let the Games Begin – Follow Up

By Terry Carraway

Over several issues of The Mooney Flyer, I have chronicled my major avionics upgrade.



Since then, I have put about 50 hours on the new panel and thought that an update was in order. I had hoped for more hours, but some family issues intervened. The bottom line is, I LOVE it. The more I fly with this panel, the happier I am with the equipment choices and

the layout of everything. It just makes sense to me. Even during the first few flights I knew where things were because the layout was logical.

There have been a few minor issues which my avionics shop addressed quickly and easily. I had an issue where I was not receiving SXM weather, but it turned out the antenna had come loose and moved under the glare shield. All the labor to tweak this has been at no cost to me.

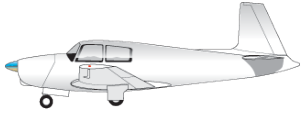
I have had one larger issue. On longer flights, the autopilot would disconnect, then it would immediately reconnect. That is not correct behavior. I supplied the log files to my avionics shop, and they couldn't see anything wrong. I mentioned this issue online and a Garmin representative reached out to me to offer his assistance. Originally, they could not see any issue, but later noticed that the navigator was reporting a GPS Fix Status of 3D- instead of the preferred 3DDiff. They suggested that it might be an antenna issue and that the lower level of Fix Status could be causing the autopilot to disconnect. One antenna is from the original installation of a GTN-650 in May 2017. The shop is not sure which navigator is connected to which antenna. A short flight using the #2 GPS showed more time in 3DDiff status, so they swapped the antennas between the two Navs and will check the performance over the next few flights.

One thing that did seem to help was changing the gains. I had noticed that every time the autopilot had disconnected, it was during some pitch event. When we originally test flew the airplane, mine was one of those of with significant pitch diversions in IAS climbs. The shop applied the Garmin service bulletin for revised gain settings and that solved the issue. They suggested going back to the original STC gain settings to see if that would help with the disconnects. In doing so, they found that Garmin had changed the gains in the STC, so they corrected it to the new gains. This seems to have helped. After the new gains, I had one disconnect, then I was able to fly over 14 hours without any issues. In IAS climbs, the autopilot now has a very small and smooth pitch hunt.

We are going to keep working on the issue with the GPS Fix Status.



I am very happy with the support from the avionics shop and still highly recommend [Smart Avionics](#) at Donegal Springs Airport (N71) near Lancaster, PA.



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Click here

The image shows a red box with white text on the left. To its right is the cover of 'The Mooney Flyer' magazine, which features two Mooney aircraft flying over a sunset. A blue button with a hand cursor and the text 'Click here' is overlaid on the magazine cover.

Click here

Download Mooney's 100 Hour Inspection Guide

A cartoon mechanic in blue overalls and a cap, holding a large wrench. To his right is a blue button with a hand cursor and the text 'Click here'. Below that is the text 'Download Mooney's 100 Hour Inspection Guide' and the Mooney logo.

Search Mooney's new website for Service Bulletins (SBs) and Service Instructions applicable to your Mooney



[CLICK HERE](#) for the FAA's Airworthiness Directives (ADs) for all Mooneys.



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Good morning, Tom,
Love The Mooney Flyer and I'm a religious reader of it since I got my Mooney a little over a year ago. Admittedly, I started reading the flyer before then. But passing along a topic idea in case it has not been covered and that's the no back clutch spring inspection/replacement from SB M20-279. There

are two frames of thought:

- 1) This spring will fail, and you should replace it at the suggested interval of 1,000 hours.
- 2) If mine hasn't failed yet, I don't want to touch it and it will be fine. Wondering what the experts say/recommend with this, since it's such a hard and expensive part to get. Are our springs OK if they haven't broken yet and are we at risk of infant mortality with a new spring? Or, should we get this done, because it's just a matter of time before they fail?



I wish I could say they don't fail, but I will tell the story of the last one I dealt with that failed. I had a customer who lived in Florida that decided to fly her J model around the world. It was very adventurous, but doable. Everything went well until she got to Thailand and on gear extension, the spring broke.

When the spring breaks, you can't retract the gear. I could have shipped a spring, but no one in Thailand could do the job. At the time there were a couple of Mooney capable shops in Australia, so I called one in northern Australia and made arrangements for her to get it fixed. To get to Australia, she had to fly many hours with the gear down. She was able to get the new spring installed and completed her trip.

I highly suggest you change the spring when it is due to be changed. If there was a test for the spring, I would love to tell you about it, but there is none. It would require some system to break springs to establish a standard and I would never suggest using a used spring since you can always fly the plane gear down if needed. The idea of continuing flying after 1,000 hours is very risky because if it breaks, raising the gear after retraction you are guaranteed a gear up landing, which by the way is by far the most common accident for all Moonies. Just review the FAA incident reports to verify that.

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FAA Issues New Airworthiness Directive For Lycoming Engines



The Federal Aviation Administration (FAA) issued an [airworthiness directive](#) (AD) on Thursday targeting specific Lycoming engines that are equipped with certain connecting rod assemblies.

The AD was issued in response to multiple reports of connecting rod failures that led to serious engine issues and in-flight shutdowns.

According to the agency, the AD requires regular oil inspections to check for bronze metal particles, and if any are found, further checks of the connecting rod bushings for damage or wear. If necessary, these parts must be replaced with approved ones.

Some 16,000 Lycoming engine models manufactured between January 2009 and February 2017 will be affected by this rule. Meanwhile, the FAA estimates costs to U.S. operators to be \$3.76 million for oil inspections, \$1.36 million for connecting rod bushing inspections and roughly \$12.19 million for necessary replacements.

After reviewing information and taking feedback into account, the FAA determined adopting the AD was essential for air safety—noting it will take effect Dec. 5, 2024.

The Federal Aviation Administration (FAA) has issued the following AD:

[2024-21-02](#)

FAA Says it Will Keep ATC Meteorologists



Contract Negotiations with the Union Continue.

The FAA says it will keep staff meteorologists at 21 air traffic control centers. A few days after the union representing the weather specialists issued a press release saying the agency planned to get rid of them in favor of automated systems, the agency said it wasn't so. "The Federal Aviation Administration and the National Weather Service will continue our long-standing partnership to provide weather services to ensure the safety of the National Airspace System," an FAA spokesperson [told USA TODAY](#) in a statement.

An earlier statement by the agency left the possibility of automating the service open. Placing NWS meteorologists at Air Route Traffic Control Centers was authorized by Congress in the early 1980s after a Southern Airways DC-9 lost both engines in a thunderstorm and made a forced landing on a road in Georgia. A total of 72 people, including nine on the ground, died and 20 survived. The NTSB said the crew was not warned of the dangerous weather.



Beginning December 1, 2024, the FAA will remove expiration dates on flight instructor certificates, which brings updates to renewal requirements you should know about.

This rule **does not eliminate the instructional proficiency requirements every 24 calendar months** as outlined in [14 CFR § 61.197](#).

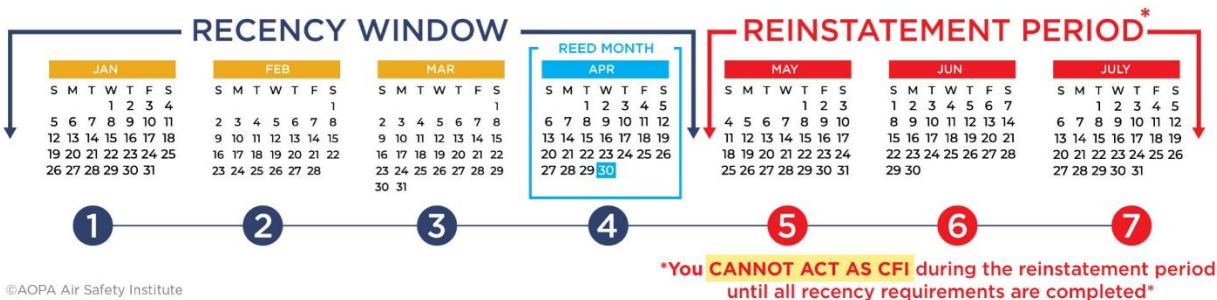
Please note the following key takeaways:

CFIs Expiring In or After December 2024:

- You must complete the 24-month instructional proficiency requirements by your recent experience end date (REED) during your 4-month renewal window. This is identical to the previous expiration date requirements.

CFIs Who Fail to Meet the 24-month Instructional Proficiency Requirements by Their REED:

- You are allotted an additional 3-month reinstatement period to take a flight instructor refresher course (FIRC) and regain instructional privileges.
- **You cannot instruct during the 3-month reinstatement period.**
- You must complete a FIRC within the 3-month reinstatement period. Failure to do so will require a practical test to regain instructional privileges.



CFIs Whose Certificates Expire in November 2024 or Sooner:

- You **MUST** comply with your expiration date. Failure to do so will require a practical test to regain instructional privileges.
- You will NOT benefit from the 3-calendar month reinstatement period until your next 24-calendar month renewal.

REVIEW NEW RULING & FAQs

BasicMed *BasicMed expansion allows for six passengers (seven seats) in aircraft up to a maximum certificated takeoff weight of 12,500 pounds*

On May 16, 2024, the [Securing Growth and Robust Leadership in American Aviation Act](#) (H.R. 3935), sponsored by Representative Sam Graves, was signed into law. Title VIII of the Act (General Aviation) includes [Section 828, “Expansion of BasicMed.”](#)

Section 828 amends BasicMed and includes the following changes:

- Increases the number of allowable passengers to six from five, and the number of occupants to seven from six.
- Increases the maximum aircraft takeoff weight from 6,000 lbs. to 12,500 lbs., excluding transport category helicopters.
- *Allows pilot examiners using BasicMed to conduct flight checks in aircraft that are covered by the BasicMed rule. (Max 7 seats, 12,500 lbs. or less, no flying in Class A, and no faster than 250 knots).*
- The new BasicMed allows the pilot to be able to act as safety pilot without needing to be the pilot in command (PIC).

Pilots must meet specific conditions to operate under BasicMed:

- They must have held a valid medical certificate at some point after July 14, 2006.
- The most recent medical certificate cannot have been denied, revoked, or suspended.
- BasicMed allows a pilot to be examined by either an aviation medical examiner or his or her own state-licensed physician every 48 months. The pilot must also complete an online medical education course.
- The pilot must hold a valid U.S. driver’s license.

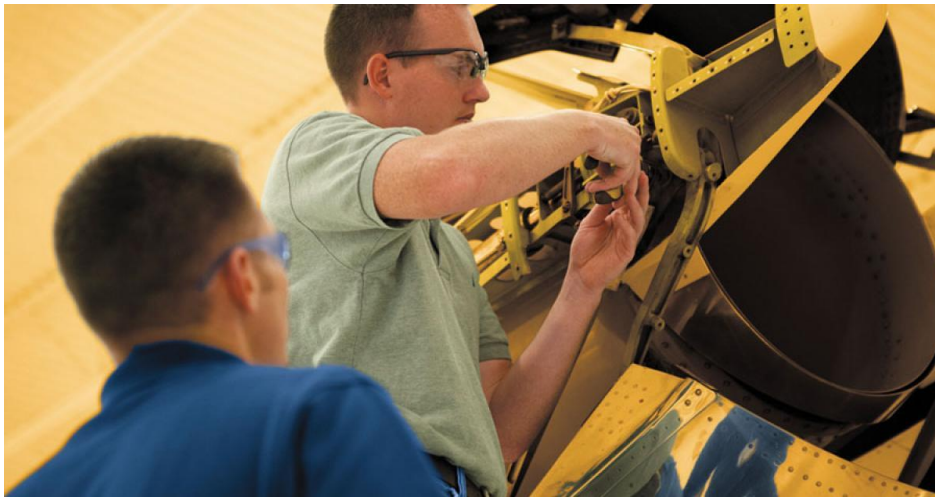
BasicMed also includes certain limitations:

- BasicMed pilots cannot fly for compensation or hire
- BasicMed Pilots are altitude restricted and must fly at or below 18,000 feet altitude (Only pilots with a 3rd, 2nd or 1st Class physical can fly in Class A airspace).
- BasicMed Pilots cannot fly at a speed greater than 250 knots.

The amendments made by Title VIII of the Act begin 180 days from the May 16 enactment of the bill—**November 12, 2024.**

FAA Rescinds Burdensome Maintenance Interpretation (The Moss Interpretation)

Industry experts believed the FAA letter overstepped bounds



The FAA has rescinded a [legal interpretation](#) that would have required supervising aircraft mechanics to observe apprentices closely enough to intervene if needed, according to the Aeronautical Repair Station Association (ARSA).

Referred to as the Moss Interpretation, the response was from an FAA lawyer to a request for clarification by Little Rock, Arkansas Flight Standards District Office manager Jonathan Moss. His request sought to determine whether it is legal for mechanics to supervise non-licensed technicians remotely—for example, via streaming video calls or similar technology.

The response to the request disallowed that remote supervision capability but then went further to define the meaning of “in person” when a supervising mechanic is overseeing a non-licensed technician’s activities, such as an apprentice performing work under the supervision of a licensed technician. According to the legal interpretation, “in person” means essentially that the supervisor be watching the non-licensed technician closely enough to intervene if something was done incorrectly.



Caution: Be Aware Of Varying Fuel Types








“It is important to note that while the new unleaded fuels are designed to mix with 100LL, it remains uncertain whether they can be safely mixed with each other. Until more information is available, unleaded fuels must not be combined. Again, each engine and/or aircraft may have specific limitations that aircraft owners need to be aware of when fueling their aircraft.”

“Resources such as the Energy Institute’s [Misfuelling Resources](#), AOPA’s [Safety Brief](#), the National Air Transportation Association’s (NATA) [Misfueling Prevention Program](#), and the EAGLE’s [Guidance on Transitioning a Flight School to Unleaded Avgas](#) offer valuable guidance during this transition. As unleaded fuels become more widely available, diligence and adherence to proper protocols will be essential to maintaining safety and protecting your aircraft.”

Mooney

Events

AROUND THE WORLD

	<p>Contact Dave at daveanruth@aol.com or (352) 343-3196, before coming to the restaurant, to have an accurate count. Events begin at 11:30</p> <p>December 14: Fort Pierce (FPR) January 11: Winter Haven (GIF)</p>
	<p>Sign Up at https://www.mooneysafety.com/ppp-registration/</p> <p>Jan 24-26: Lakeland, FL Apr 4-6: Henderson, NV Jun 6-8: Cheyenne, WY Sep 12-14: Groton, CT Oct 17-19: Branson, MO</p>
	
	<p>Learn more at https://www.empoa.eu/index.php/en/</p>
	



Roger, an AI App for Pilots

This might be the first Artificial Intelligence App for General Aviation pilots.

It is in Beta testing now, but you can download it to your iPhone or iPad now.

[CLICK HERE](#) for more details.



AI conversational tools are transforming industries by enhancing decision-making, automating tasks, and providing real-time insights. In aviation, this technology plays a critical role in optimizing flight operations, improving safety, and increasing efficiency. By leveraging AI, pilots—who are at the core of operational decision-making—can gain better situational awareness, reduce workload, and make more informed choices during every phase of flight.

Roger is designed to empower pilots as the key decision-makers in flight operations. This AI-driven tool delivers real-time, context-aware insights that support pilots in optimizing in-flight decisions, from route adjustments to fuel management and weather avoidance. Roger enables faster access to critical information such as live NOTAMS, SIGMETs, and weather data, streamlining operational workflows and minimizing delays caused by inefficiencies or unexpected changes.

By integrating comprehensive aviation knowledge—including Federal Aviation Regulations, airport procedures, and airspace management—Roger helps pilots make more accurate and timely decisions, directly improving flight efficiency. Whether it's avoiding turbulence, refining approach paths, or selecting optimal routes, Roger provides data-backed recommendations that enable pilots to enhance both operational performance and safety.



Parts for Sale

1959 Mooney 20A - Seeking Mooney Purist * \$17,000

Hangar stored for years, now ready for overhaul(s) and refurbish. * Airframe and engine 1439.1 TT. McAuley prop. O360 engine. Wood-wing.

* Would consider selling only the engine and prop. However, sentimentally prefer to find a Mooney Lover seeking a great project. * Telephone: 419 591 6477 for further information.

This Cowling was removed from a M20E and replaced with a M20J (201) cowling. The cowling is located at Fullerton Airport (KFUL) and is in excellent condition. Offers accepted.

Contact: Bernard Lee – leebern@msn.com (562-865-2547)

P/N 310309-501

P/N 310309-502

These fairings are new and priced @ \$280.00 each or \$525.00 for both. Priced elsewhere @ \$362.69 each.

Contact: Bernard Lee – leebern@msn.com (562-865-2547)

Bushing P/N 914007-003 - 2- Bushings in the original package @ \$35.00 each. Priced elsewhere @ \$45.00 each.

Bushing P/N 914007-005

1-Bushing in the original package @ \$59.00

1-Bushing loose @ \$50.00

Priced elsewhere @ \$69.00 each

Contact: Bernard Lee – leebern@msn.com (562-865-2547)

Access Covers P/N 3000-901 (2-available) - 1-without nuts attached.

Make offer. Contact: Bernard Lee – leebern@msn.com (562-865-2547)

Mooney gear actuator and parts FOR SALE

- Manual extension Spool and Cable for Plessey. Installed 2021, 206 hours. Best offer.

Contact: CarolAnn Garratt, cagarratt@gmail.com or leave msg at 352-342-7182.

For Sale: Complete exhaust system from 1975 M20C. Excellent condition. Drilled for EGT sensors. Approximate 2,750 hours TT. Removed for Power Flow upgrade. \$350. For information: 541-382-6752; 541-410-1121; jhl1csrs@yahoo.com

For Sale: Polished Hartzell 3 blade spinner P/N: A-2295-4P. Fits Mooney M20J and M20C with STC and other applications. Complete with bulkhead. \$500. For information: 541-382-6752; 541-410-1121; jhl1csrs@yahoo.com



FOR SALE

I have some as removed instruments from my 1965 M20E. All were working when removed. I'd like to sell them as a lot, for best offer. Shadin fuel flow computer with transducer, tachometer, combination manifold pressure and fuel pressure gauge, Alcor EGT, and Mooney cluster gauge. Shipping will be by Canada Post, cost to the buyer. Call me (Chris) at 250-256-8599, or email at chris.strube@purenote.ca





Rusty Pilot or Old Pro



INSTRUMENT PROFICIENCY CHECK

Study Guide

J D Price, CFII, MEI, ATP



FLIGHT REVIEW

Study Guide

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