

# ***The Mooney Flyer***

The Official Online Magazine for the Mooney Community  
[www.TheMooneyFlyer.com](http://www.TheMooneyFlyer.com)

November 2024



## Editors

Phil Corman | Jim Price

## Contributors

Jerry Proctor | Tom Rouch | Richard Brown | Parvez Dara | Terry Carraway | Don Peterson

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**Ask the Top Gun** – *Tom Rouch answers your questions*

**Product Review** – *iFly integrates SayWeather*

**Upcoming Fly-Ins** – *Fly somewhere and have fun!*

**Have You Heard?** – *This month’s Relevant GA news & links*

**Mooney CFIs** – *The most comprehensive listing in the USA*

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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.



## Paper, Round or Silicon

When it comes to flying their Mooneys, pilots tend to be conservative in their decisions.

We fall into multiple categories on the topic of what to trust in the cockpit for navigation.

The first and most conservative category is that “I have been using paper charts forever and don’t want to change that.” I remember using VFR charts and Jeppesen paper charts for years. Remember when you got an “update package” and needed to update a gazillion pages? The best thing about paper for navigation is that it never fails. No batteries, no electrical failures, etc. The only thing that could go wrong was when you left a key chart at home or hadn’t updated it yet.

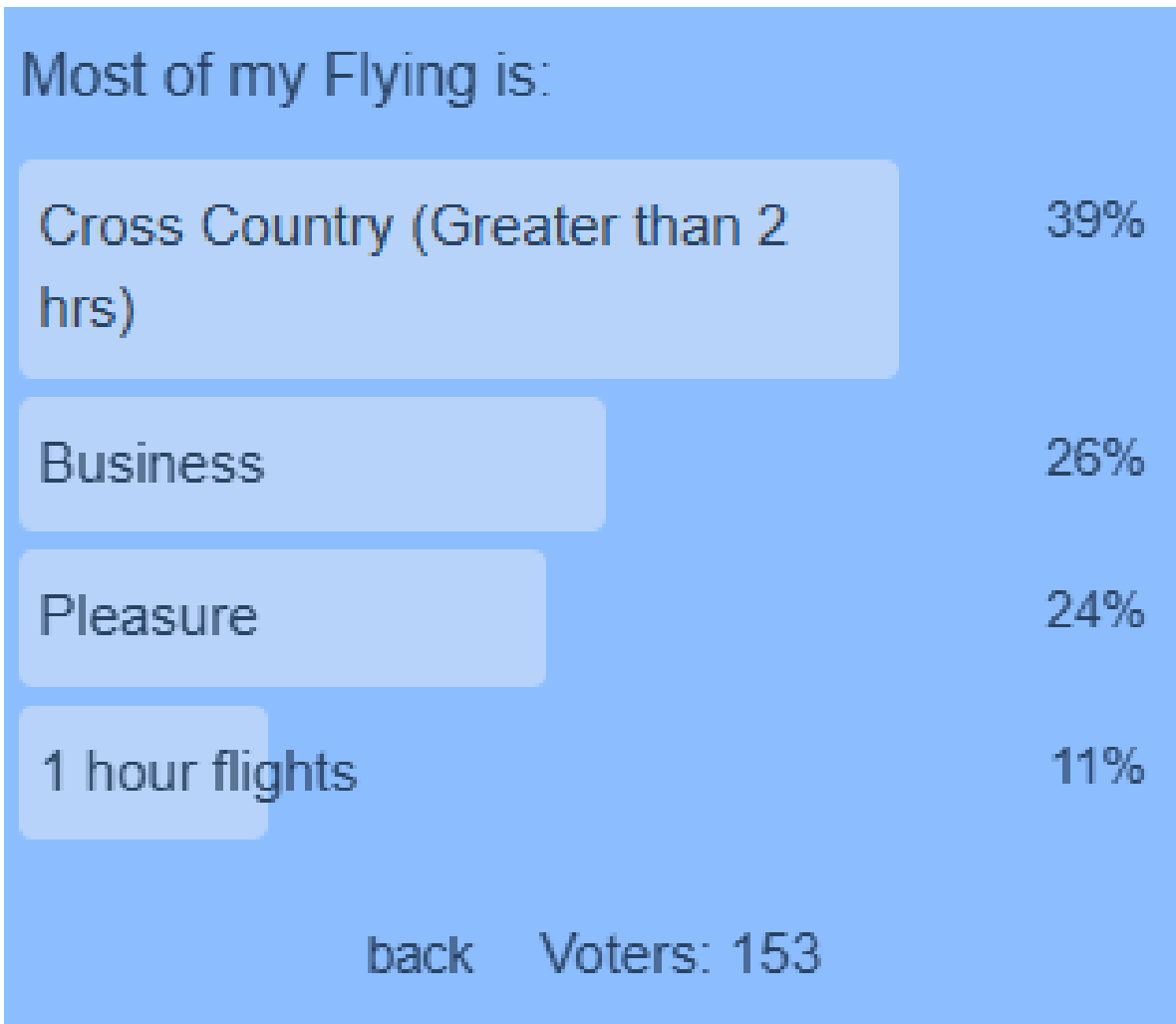
The second category are those who are willing to supplement paper with their vacuum driven round instruments. Many Mooney pilots fall into this category. Vacuum systems are pretty reliable, and you can always have electrical backup for key instruments. So, you are pretty solid.

The third category are those pilots that have jumped into glass panels with abandon. Most of these pilots still have vacuum round gauges as backup. They are afraid to be in the soup because they might have a glass panel failure. This doesn’t happen often but can happen. Also, this category of pilot typically has an iPad as a backup to a panel and avionics. iPads will shut down when they overheat. I have flown with glass panels and iPads for many years and still have not had an inflight failure. I no longer have paper in my cockpit and have yet to be burned due to that decision.

I’m an early adopter and did have paper as backup for a few years, but no longer. I have several redundant glass panel options, an iPad and an iPhone in the cockpit. Therefore, I feel pretty good about redundancy and backups.

I unduly rely on GPS, but often check my old skills of VORs and Dead Reckoning, just to keep myself sharp.





Next month's poll: "I will replace my engine"

[CLICK HERE](#) to vote

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# Need a Mooney CFI?

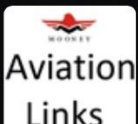
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## to find one



You can also go to <https://themooneyflyer.com/> and click on CFIS – (located in the top menu).

You can also click on the CFIs icon, found in the website's right column menu.



CFIs can list their name and contact information on our website. To modify your current CFI listing, send an email to [TheMooneyFlyer@gmail.com](mailto:TheMooneyFlyer@gmail.com)

Be sure to include your home base and state.





mail

*Letters to the*

**EDITOR**

**TheMooneyFlyer@gmail.com**

Your magazine just popped up on my iPad and caught my attention.

I have owned N91396, a 1995 201 MSE, for about 13 years. It's come time to redo the paint.

Do you have any articles or suggestions regarding paint shops?

The plane will be hangared at Spruce Creek Fly In, near Daytona Beach, for the winter.

I appreciate any assistance that you can provide.

Cheers, **Malcolm W**

**Editor Note:** *Hawk, over in Zephyr Hills. Approximately 81nm <https://hawkaircraft.com/> Hope this helps*

Tom's pre-buy misses some critical items. Prime worry for a new purchaser should rightly be corrosion. Just sold my airplane, and the buyer was welcome to do the following:

- Compression Test
- Remove rear seat and do a corrosion check of all wing spars
- 3. Oil change, filter inspection
- 4. Control Integrity check
- 5. Logbook check especially for provenance for any modifications or repairs

Annual NOT permitted until intent to purchase is signed.

During annual, severe airworthy items are negotiated. In my case I had two items affecting airworthiness that were found at annual, which I (the seller) covered.

#### **Art A**

Nice article on flying a Mooney in the Flight Levels. The author does a good job of explaining the common dangers of taking a non-pressurized aircraft up to that altitude. However, there is one effect that he missed. I have a good friend who routinely flies his Acclaim at 25,000 feet across the country. He is an airline pilot, so he is very comfortable looking at the world from that high up. However, he has told me that on several recent flights, he started to experience "the bends," a symptom which is well-known to scuba divers but not covered so much in aviation.

While I have never flown my Ovation up to the Flight Levels, I am a PADI Divemaster, so I'm well versed in decompression sickness, aka "the bends." The condition arises when a human body is quickly taken into an area of much lower atmospheric pressure, such as a diver ascending too quickly, or in our case, a pilot going from sea-level to 25,000. Nitrogen in the bloodstream starts to bubble up, exactly the way a soda can explodes when opened after shaking. (Well, not THAT dramatically, but you get the point.) This nitrogen gets lodged in joints and all sorts of weird places, causing tingling at first, then pain, and can lead to outright debilitation.

Luckily, my friend recognized the symptoms and was able to descend to a lower altitude, which will immediately resolve the problem as the nitrogen re-absorbs. He never used to experience this, but none of us are getting younger, and age can change your body's physiology. So, I'm not a doctor either, but my recommendation to anyone planning to take a non-pressurized aircraft up that high is: Get educated on decompression sickness so you recognize the symptoms and act accordingly.

Fly Safe! **Jeff S**

Good morning, Mooney Flyer,

Love the monthly newsletter and 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. On MooneySpace there are two frames of thought:

- This spring will fail, and you should replace it at the 1,000hr suggested interval
- 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 piece 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? Here's a good thread from MooneySpace with the back and forth. <https://mooneyspace.com/topic/44650-no-back-spring-update/>

Cheers and thanks for all the hard work putting this content together! **Chad**

Interesting the Charlie model POH standard. I have a 77/78 J. I have a JPI 830. Had a Garmin 530. Shortly after I bought my Sky Scooter, I started the Fly Wisconsin Passport program. You go to every airport listed, 128 for Wisconsin with 3 Activities (Aviation Museums or Events) and 3 FAA safety meetings. My 530 was set at switching tanks every 30 min. Perfect. One Saturday trip, I stopped at 12 airports all within 10 to 20 miles of each other. At the last airport before I took a lunch break, fuel was a great price, so figured I'd fill up. My tanks hold 32gal per side with 30 usable. I put 29.8 gallons into my right tank. I thought about it for a few moments and realized that every time I shut down, it reset the timer to switch tanks. Thank goodness God is my co-pilot because I could have easily assumed that I was good to keep going. The FAA does not look kindly on pilots that run out of fuel. Yes, my left tank was still almost full, but starving your engine on takeoff, how many people are fast enough to think through everything to make the necessary fuel tank switches when you are 200 ft off a 2,000 ft runway and trees are right in front of you coming up quick.

I now have an Avidyne IDF 540 and have the timer set for 15 minutes. Sometimes on a longer flight I will hold off switching tanks depending on my cargo and passenger load. (Fat Bob requires me to drain the passenger side a few times to help level things a bit. Yes, he's working on a healthier diet.)

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SERVICE CENTER

# Go ... Don't Go on Takeoff

A few years ago, we lost a wonderful Mooniac friend who attempted a takeoff on a short runway. He never got enough air speed and all four on board perished.



Phil Corman

Co-Editor

This is a type of crash that we think is eminently avoidable. It's like gear up crashes and running out of fuel crashes. To avoid them, it takes a little judgement, some personal minimums, and standard operating practices that anyone can adopt.



My wife was a deputy sheriff for 30 years. Bear with me here for a minute. She told me that 99.9999% of her time on the job was uneventful, not life threatening, and routine. But to be a good cop, you had to put it in your head that things could change in an instant, and you didn't have time to think; only react. If you stopped to think, you might die.

That's how I think every time I add takeoff power in my Mooney. 99.9999% of the time, takeoffs are uneventful. But mentally, I am prepared for an engine failure. I already know

what I'm going to do, instantly and without thinking. In my opinion, this is the correct mentality for every Mooney takeoff.

This article is focusing on a different aspect of takeoffs, and that is, "When should I abort a takeoff roll?" What conditions, when they present themselves, should cause me to abort a takeoff?

There are 5 things that we should be monitoring closely on the takeoff roll:

- **RPM** – For our fixed pitch prop Mooneys, at the onset, we need to see full Manifold Pressure and Redline RPM. This is only true at sea level and standard atmospheric conditions. As your altitude increases and/or your Density Altitude, then you need to know what to expect on your MP and RPM. If you don't achieve those numbers... ABORT.
- **Engine Instruments** – All your engine instruments should be in the green with NO ALERTS from your engine monitor.



- **Airspeed** – As your roll begins, ensure that your Airspeed Indicator is registering. Do the gentle “Mooney Pull” so that your Mooney will lift off at the correct airspeed for your current configuration and gross weight.
- **Abort Point** – For this to work, you need to know how much runway your Mooney requires to stop with maximum braking. Some pilots abort if they don’t have 70% of their takeoff airspeed at the halfway point of the runway. This does not consider remaining runway length. Is 1,200’ enough to brake at 60-65kts on a 2,400’ runway? You be the judge. In our opinion, if you have any doubt about your speed at the abort point, then ABORT. Isn’t it better to be safe than sorry?
- **Just a Feeling** – Do NOT discount that you just have a feeling that things are not right. Act on your instinct. Why not chop the power, taxi back to the ramp, and check things out? More than once, I have sensed, felt, smelled, or heard something that didn’t seem right. Most of the time, things worked out, but a few times, that feeling has saved me from a significantly bad event.



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2024

**Dallas Ft Worth, TX Oct 18 – 20**

2025

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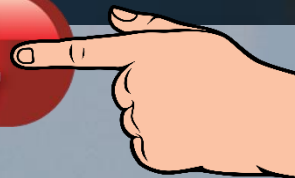
**Henderson, NV Apr 4 – 6**

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MOONEY AIRPLANE COMPANY, INC.
SERVICE BULLETIN

THIS BULLETIN IS FAA APPROVED FOR ENGINEERING DESIGN

SERVICE BULLETIN M20-312  
Date: June 27, 2011

**SUBJECT:** Mooney M20TN - Crankcase Breather Tube Inspection and Cleaning

**MODELS/ SN AFFECTED:** Mooney M20TN Acclaim and Type-S Aircraft w/TSIO550G( ) Installed.

**TIME OF COMPLIANCE:** WITHIN NEXT 15 FLIGHT HOURS - Re-inspect at intervals not to exceed 100 hours time in service.

**INTRODUCTION:** Continental Motors Inc. has found instances of oil coating and deposit build up at the crankcase breather outlet tube inside of the left hand exhaust tailpipe, which could result in the engine exhibiting higher than normal crankcase pressures and/or increased oil consumption. This Service Bulletin is to provide instructions for inspecting and clearing of the crankcase breather tube outlet and/or replacement of the crankcase breather rubber hoses. **The attached compliance card needs to be filled out and returned to Mooney Airplane Company upon completion of this Service Bulletin M20-312.**

**INSTRUCTIONS:** Read entire procedures before beginning work.

BREATHER TUBE AND HOSE INSPECTION:

- 1.1. Turn master switch - OFF.
- 1.2. Remove top and bottom cowling per instructions provided in Chapter 71-10-00 of applicable MAC Aircraft Service & Maintenance Manual.
- 1.3. Using a bright light source, inspect crankcase breather tube tailpipe fitting on the left side engine exhaust tailpipe. Viewing from tailpipe outlet look into the tailpipe and inspect for oil coating and build up of deposits at crankcase breather tube tailpipe fitting on inner wall of tailpipe (see Figure SB M20-312-1).
- 1.4. The outlet opening is approximately 5/8 in. (.625) when clear. Inspect all rubber crankcase breather tubes for damage or cracks. (See Figure SB M20-312-2).

# Service Bulletins

## Is it Wise to Adhere to Them?



**Jim Price**  
Co-Editor

September 18<sup>th</sup>, 2024, a Prescott, AZ flight school's Cessna 172, powered by a Lycoming 360, had an inflight engine failure near Paulden, AZ. The CFI and the CFI Candidate made a safe emergency landing in a field near the Big Chino Airstrip

(AZ09). There was no reported damage. Mechanics drove to the field and replaced an engine cylinder. They were able to make a safe takeoff from the field and fly the Cessna back to its home base in Prescott, AZ.

Sadly, the engine on this Cessna 172 was a brand-new Factory Reman Lycoming 360 engine with only 495 hours on it.

The mechanics found, during their field maintenance, that the exhaust valve in one of the cylinders had jammed closed and effectively blocked the cylinder push rod while the aircraft was flying at 600 AGL. The pilot had no way to climb out of the situation, thus the emergency landing.

A **MANDATORY Lycoming Service Bulletin 388C**, was published in 2004, concerning the O360, 520 and 550 engines. It requires exhaust valve reaming every 400 hours. If enough aircraft continue to lose power because of exhaust valve problems, perhaps, someday, the Service Bulletin [388C] will become an AD.

LYCOMING

MANDATORY SERVICE BULLETIN

622 Olive Street  
Williamsport, PA 17701 U.S.A.  
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www.lycoming.lettson.com

**DATE:** November 22, 2004      **Service Bulletin No. 388C**  
(Supersedes Service Bulletin No. 388B and Supplement No. 1 to Service Bulletin No. 388B)

**SUBJECT:** Procedure to Determine Exhaust Valve and Guide Condition

**PART 1 - Use of P/N ST-71 and P/N ST-310 Fixtures**

**PART 2 - A. Modification to P/N ST-71 and P/N ST-310 Fixtures to Allow Use of a Dial Indicator**  
**B. Optional Inspection Procedure Using a "Go/No-Go" Gage.**

**PART 3 - Example of Alternate Tools That Can Be Locally Manufactured**

**TIME OF COMPLIANCE:** Helicopter Engines - 300 hour intervals or earlier if valve sticking suspected.  
All Other Engines - 400 hour intervals or earlier if valve sticking suspected until exhaust valve guides are replaced with guides made of improved material. (Refer to latest revision of Service Instruction No. 1485.)

To insure positive and trouble free valve train operation, the inspection procedure described in this publication should be accomplished as recommended in the Time of Compliance section of this publication. Failure to comply with the provisions of this publication could result in engine failure due to excessive carbon build up between the valve guide and valve stem resulting in sticking valves or, broken exhaust valves which result from excessive wear (bell-mouthing) of the exhaust valve guide.

This publication describes the approved procedures for checking exhaust valve guide condition.

PART 1 - USE OF P/N ST-71 AND P/N ST-310 FIXTURES TO DETERMINE VALVE GUIDE WEAR OR CARBON BUILD UP

The illustrations used in PART 1 are primarily of a parallel valve cylinder and the P/N ST-71 fixture which uses one adjustable self-locking screw to measure valve stem movement on all parallel valve cylinders. The procedure for inspecting angle valve cylinders with the P/N ST-310 fixture is basically the same. Refer to Figure 2 for fixture installation. Valve guide wear (bell-mouthing) occurs on the inside diameter of the valve guide in a straight line with the center line of the rocker arm. Valve stem movement must be measured by moving the valve stem along this line. The P/N ST-310 fixture incorporates two adjustable self-locking screws located at different angles to accomplish this on two differently designed angle valve cylinder head configurations. Refer to Figure 2.

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**Was there any impact between leaning and lead build up on the valve?**

Who knows? However, just in case, the flight school has held some aggressive seminars with their pilots and instructors, concerning proper leaning operations. At this point, they don't think leaning techniques would have had an effect on such a new engine.

**A friend of mine** had a flight school in Nebraska, and their common practice was to ream the exhaust valves every 500 hours.

However, SB 388C requires that the Lycoming 360, 520 and 550 exhaust valves be reamed every 400 hours.

With the Service Bulletin in mind, an aircraft repair shop in Arizona plans to ream the Lycoming 360, 520 and 550 exhaust valves at the same time that they accomplish the magneto inspections - every 500 hours.

Ernie Copeland, FAA Safety Team Program Manager (Airworthiness) at the Scottsdale FSDO, told the owner of a Cessna 182 with a brand-new Lycoming engine, that he needed to have the exhaust valves reamed every 400 hours. He refused to do it, rationalizing that observing the Service Bulletin was optional and he didn't want to spend the extra money. During a flight, when his new engine reached the 600-hour point, Master Mayhem struck. An exhaust valve became



stuck and it bent a rod. He contacted Lycoming, looking for warranty relief. Lycoming said, "We can't help you. You didn't follow the Service Bulletin 388C."



## What can you do?

Service Bulletins are published to help keep you safe. Please observe them, whatever the cost.



# To Err is Human

Parvez Dara MD, MBA, ATP, MCFII



If you take a snapshot of Sunday October 13<sup>th</sup>, 2024, and look at the News, you will find a spectacular human achievement: the SpaceX “Mechazilla” embracing the multistory Rocket Booster returning after just 8 minutes of flight back to earth. And not just returning, but an amazing, physics-orchestrated, glorious embrace of the launch-pad arms. The booster gently lowered itself and as the launch-pad clamps touched its surface, the Booster extinguished its jets and cuddled itself in that embrace in front of the rising sun.

To be sure, catching it in air was the first of its kind, but there were many failures preceding this event over the past five or so years. There were some spectacular blowups and some off-center landings. But all the failures did not deter the originator of this event. Elon doubled down and went after his prize!

As pilots, we can learn from such an event. There are many events in a pilot’s life that would be considered failures, yet they should be considered a learning event, if one chooses an optimistic point of view. Yes, it is true that humans are error prone creatures, but for all the dizzying heights of space and the colorful dark depths of the oceans, humans have always marched to the beat of their own drum. To achieve, to progress, to innovate, to create; they learn from their mistakes.

Most pilots have had slips in decision-making, lapses in judgment, mistakes when conducting a flight and some, unfortunately, have let this “[James Reason](#)” flight run right through the [Swiss cheese holes](#) into an accident.

How can we arrest the process? As you know, an accident is never a solitary causal event. It is a series of events that culminate in disaster. Take, for instance, the case of a pilot who never uses a Checklist and one day in a rush, he forgets to untie the tiedowns. Other than the linemen and other pilots who see his reddened face, it will go unnoticed. But will he notice?

And therein lies a tale worth elaborating. If he didn’t notice, what else could he do? He might not raise the gear in cruise flight and drag the speedy aircraft around the patch 40kts slower at the Best Power setting. Or, in cruise mode, he could lower the flaps in haste to slow down and create a more serious problem with uneven deployment and associated drag. These are not reportable, but if these events fail to get the mental attention of this pilot, one day he will learn a bad lesson.

That is why checklists are such a great idea. They protect us from our own follies; prevent us from falling on the sword of stupidity. And hopefully, pilots will be safe from boring a hole in the ground with bent metal and loss of life.

So, to reiterate “to err is human,” but the divinity is in self-forgiveness only if the human learns from the mistake, error, or lapse in judgment. Let me take us back to Elon Musk and his Starship. To be sure, he took his hits, but with each hit, he learned to get better. With each success, he raised the bar for himself, to achieve the impossible dream.

What can we learn from all this? The single most important thing would be to never let a mistake go by without analyzing its root cause and figuring out the remedy for it. Here's an example: I forget to start the timer upon starting the IO550B engine and somewhere along the climb-out, or in cruise, I would remember. Then, with backward calculation, I would estimate it. That's a real time waster. Other times, I would look at the Aux page on the G1000 and figure out the start time. But the easiest mechanism was to add it to my laminated checklist at the bottom...problem solved.

Perhaps the single most frequent dereliction of duty by the pilot is to not put the gear down on landing. We can sit in judgment of such behavior, but it behooves us to understand the complexity of the situation while landing. There is the gear handle to lower, power to manage, what Manifold pressure and how much of the RPM, increase the mixture and add the flaps to configure for a landing. All that while some unannounced yahoo comes barreling down the final as you turn base and there goes your mental checklist. Perhaps someone in the cockpit cries, "Look at the beautiful sunset!" Perhaps a stray bird dives in front of the plane and narrowly escapes wrecking itself and the windshield. All sorts of distractions can make for an expensive landing and a higher insurance premium. What to do in that circumstance? Perhaps GUMPS may have been enough, but it didn't work with the distraction and certainly one is not going to pull out the checklist in the drama-filled environment at 1,000 feet above the runway. So, what options do we have? Maybe you could add a Gear alert system or even a LIDAR system that calls out altitude. This might be a good co-pilot. When unavoidable distractions force themselves into our midst unannounced, there is a mechanical/electronic reminder based on altitude, to bring us back from the abyss.

An electronic checklist is great, but the pilot must still command it before use. Heuristics like a GUMPS check are simple and everyone remembers them, but it is important to remember that the G is for GAS and the U is for UNDERCARRIAGE or GEAR.

In terms of electronic errors, they are going to be quite burdensome in the future. In the Garmin and other Glass Cockpit scenarios, the issue of "Buttonology," is clipping our wings in flight. One must press the appropriate button in the right sequence, otherwise the "Smart" box becomes dumb. For instance, pressing the VNAV button on the call out at TOD (top of descent) without plugging in the appropriate descent altitude, will not initiate the Autopilot descent. Not pressing the APR on the Approach will not sequence the glide path indicator nor the Autopilot for managing the Approach and following the Glide Path/Slope indicator. Remembering the magenta line gives us the 2D of horizontal guidance only, while the APR (Approach mode in the autopilot) adds the 3<sup>rd</sup> Dimension of the Z axis.

There are always a multitude of little traps awaiting in a flight. "Practice, Practice, Practice" makes a defined "rut" in the brain that follows a certain circuit each time the event unfolds and thus a sequence of events is methodically executed. It is up to us, as pilots, to acknowledge them beforehand and circumvent falling for them with "checklists," "heuristics," or any other means that keep us from descending down the wrong path.

# 1000 Mooney Hours



General Jimmy Doolittle's autobiography is titled, "I Could Never Be So Lucky Again." I often feel like I could steal that title for my own life. The few that know my whole story might think that is a stretch. Along the way, It hasn't all been sunshine and laughter, but if it were, how would I be able to appreciate all the incredible blessings I have in my life? When my wife and I were dating, she introduced me to the group Rascal Flatts and their song, "Bless the Broken Road." It sums up my journey quite well.

Everyone has significant dates in their life. Some are significant for good reasons, and others for bad. In my life, October 15<sup>th</sup> holds significance for multiple reasons. Some events were planned on purpose, like our first date in 2009. Another event, just because it happened to be the first available date the DPE had available, was my PPL check ride that occurred October 15, 2016. When I was looking at changing the N-Number of my plane, 1015 was the winner, then I went down the line to find an available letter.

While at my parents in Arizona, I was updating my logbook on Sunday the 13<sup>th</sup> and noticed that while I hit 1,000 total hours about six months ago, I had a good chance of hitting 1,000 hours in our Mooney on the flight back to California. A flight time of 2:35 would do the trick, and depending on the winds, it just might happen. It was a great flight, coming in over Palm Springs after sunset and seeing comet Tsuchinshan-ATLAS in the night sky.

About half-way into the flight, it looked like we would land before the required 2 hours and 35 minutes. My wife asked, "Do you want to slow down to hit the 1,000 hours?"

"Nope," was my reply.

There were two things going through my mind. First, is that cheating? Slowing down just to hit a number doesn't feel right. And second, what self-respecting Mooney pilot wants to fly slow? That's not the reason I bought a Mooney!

So, we landed at two hours and thirty minutes, five minutes shy of the 1,000-hour mark. That set up the perfect reason to fly on the 15<sup>th</sup>. If we went flying on the 15<sup>th</sup>, it would be 15 years to the day of our first date, 8 years to the day of my PPL check ride, and I could add another significant event to the date.

I was working at our Buena Park dealership on the 15<sup>th</sup>, which is just a couple of miles from the airport. The close proximity makes it easy to go flying after work. We would maybe go for a cruise along the coast to hit the milestone and then stop somewhere on the way home for dinner to celebrate our 1<sup>st</sup> date anniversary. I'll be honest, as much as I love to fly, some days I just want to sit on the couch in the evening, and this was shaping up to be one of those days. However, I can also say that even on those days, as soon as I start rolling down the runway and lift off, I'm always glad I'm sitting in the left seat of my Mooney, instead of on the couch.

If you want to have a long successful life of flying general aviation, you need to be flexible. Pilots who refuse to adjust plans are found in the accident reports. In life, and especially marriage, you need to

be flexible with your plans. I'll admit that while I don't have problems adjusting my aviation plans, I'm not that great at shifting gears in real life. But as they say, "Happy wife, happy life."

I pulled through the airport gate right behind my wife. I soon learned that she was running behind her planned schedule. She had a surprise up her sleeve and it would be up to me to shift gears and not ruin it.

I stopped behind her car across from the hangar, got out, and started to change from my dress shirt to a casual flying shirt.

"You can't change shirts," she said, walking over to me, and in her hands was the tie I wore on our first date.

"What?" I replied.

My amazing wife had brought dinner, a tablecloth, decorations for the table, and a nice dress to change into. Her idea of a "romantic dinner" to celebrate the 15<sup>th</sup> anniversary of our first date was setting up a table in the hangar and having dinner. I've said it before, but I must be the luckiest guy alive.

I pulled the plane out of the hangar, set up the table I use when working on the plane, and grabbed the folding chairs that were leaning up against the wall while she set the table. Then we sat down for a nice dinner, looking out at the plane that I had been flying for almost 1,000 hours.



There would be one more adjustment before we went flying. She pulled out the tripod and we took pictures in front of the plane before climbing in. I was still in my dress shirt from work and my wife was in her nice dress.



At last, we were in the world of flying, where calling an audible and making an adjustment is much easier for me. The marine layer had already moved in over the coast, ruling out the coastal flight option. I had filed a local flight plan to Chino and back and checked the weather and NOTAMS. I did all my training at Chino, including my check ride, so for a few minutes we talked about making the short flight there and back.



The sun was setting, it was hazy, and without much spread between the temperature and the dewpoint, it was possible that the marine layer could roll all the way to Fullerton (KFUL) before we were back. Rather than add the possibility of needing a pop-up clearance to get back

in, I decided on a short flight to the east to get the needed five minutes of flight before coming back to land.

After the run-up and checklists were completed, we were cleared to taxi, and I called the Tower at the hold short line.

Me: "Fullerton Tower, Mooney 1015Echo, holding short two-four at Alpha, eastbound departure."

Tower: "Mooney 15Echo, what's your destination?"

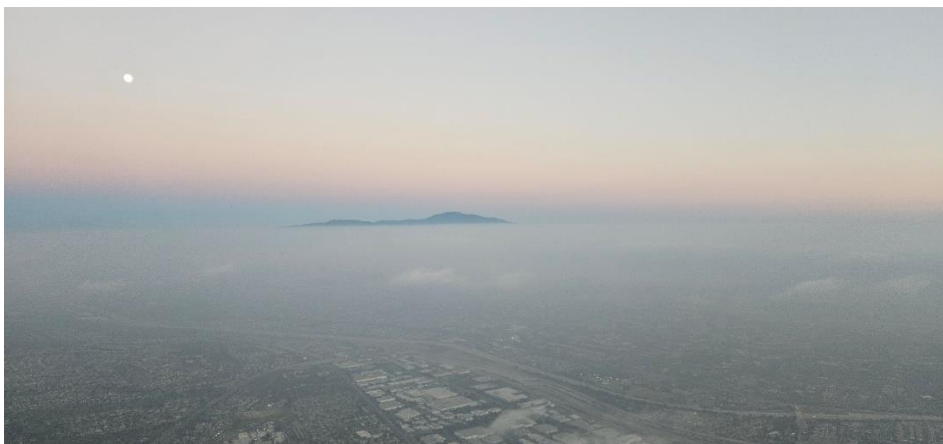
He was deciding if he would put me on a right or left downwind.

Me: "We're just going out by Irvine Lake before coming back."

Tower: "Mooney 1015Echo, left downwind approved, runway two-four, cleared for takeoff."

Me: "Left downwind, two-four, cleared for takeoff, 15Echo."

The ATIS was reporting 10 miles visibility on the ground, which may have been accurate, but as we climbed up into the haze at 3,000', the visibility was a lot less than 10 miles. For the record, we'll call it 3-4. Off to the right, we could see the marine layer slowly advancing in from the coast. Below us, here and there, a few clouds were starting to form. I cycled the transponder display to the flight timer setting and as it ticked past five minutes, I pulled out the sign I had written on one of my knee-pad sheets for a photo. It was great to pass that milestone and to do it with my wife in the right seat.



Skimming along on the top of the haze layer, we could see the mountains to the north and to the south. We could see the clouds along the coast. Below, we could see the streetlights and winding ribbons of headlights from rush hour traffic, clogging up the freeways. Ahead and below to the left were the flashing lights of emergency vehicles responding to some traffic accident, and about 8 miles to the west, was the airport, but there was no way we could see it yet.

I called Fullerton tower, and we were cleared for a straight in. With the RNAV 24 approach loaded and lined up on final, I continued towards the airport. Eventually, about 5 miles out, I could make out the PAPI's red and white lights. Fourteen minutes after lifting off from the runway, we landed smoothly, with another milestone checked off. I was reminded of the title of Jimmy Doolittle's autobiography, "I Could Never Be So Lucky Again."



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](mailto:richard@intothesky.com). If you're ever in Southern California and want to meet up, let me know.



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### **The True Beauty of Mooney Flight**

**By Richard A. Simile, Thunderbird Aircraft Sales**

I believe that sometimes, some of us may forget that we are flying one of the most beautiful flying machines ever built. The fact that we own the fastest, and most fuel-efficient aircraft in general aviation makes us all pretty intelligent. However, we rarely see ourselves actually flying the machine in the air and the true work of art that it is. This month, thanks to Frank Crawford (The Awesome Customer Service Manager at the Mooney Factory), here is a beautiful video clip to immerse yourselves in for a few worthy minutes of your life. I bet you can't watch it just once;-).

Enjoy: <https://www.youtube.com/watch?v=H01WvbJz27s>



# One Wing Over the Line

By Jerry Proctor, Mooney Safety Foundation, Director Emeritus

Well, once again I hope my feeble attempt at humor has you humming a song from the 1970s, sung by Brewer and Shipley. It's a catchy tune, but it's not so great on the meaning intended, back in the early '70s. However, humor aside, this is a serious topic.



The genesis for this article was presented, not in the air, but on a four-lane road near my home. I was driving down the right lane, and a car hotly rolled out of a left side street. It entered the left lane right in front of me. In doing so, that vehicle took a healthy chunk of my lane. I applied my horn and wanted to give the special wave, but I rejected that idea. Had this car not been slightly ahead, but parallel to me, there could have been a crunching of metal. I doubt that anything other than the vehicles would have been injured. In the grand scheme of things, while it would not be good, it would not be life altering.

Transition now to the air. Parallel runways are usually arranged with two, but sometimes there might be three. I am okay with two, but three really gets my heart rate up. If one pilot gets, as the title says, one wing over the line, it may be the last time that pilot and some other pilot gets to fly.

I will bet, if I were to ask you to recall a recent mid-air collision, I'll bet you could come up with more than one example. For me, I have come up with three. First, a little over a year ago, I wrote about a tragic event at the North Las Vegas airport that involved a Cessna 172 vs. a Piper PA-46 Malibu. In this case, a C 172 with student and instructor took off on RW 30R for pattern work; right traffic for 30R. The Malibu, with both husband-and-wife pilots, flew in from the north, got permission to overfly midfield and land on 30L. The Malibu did cross midfield, then started a descent and a continual 270 degree left turn. However, the Malibu ended up wide and lined up on 30R. There was a collision, and no one survived.

Next, I can recall a midair that happened at the last ever Reno Air Races. This time it involved T-6 Texans that had just completed their race and were in the cool down mode before landing. The first T-6 did, as per Standard Operating Procedures (SOP); an extended downwind and then turned final. For unknown reasons, the trailing T-6 turned a much earlier base to final. Thus, on final, the two planes collided. I have been a crew chief at Reno for a T-6, and I knew the pilots.

Finally, I recall in May 2021, at Colorado's Centennial Airport, a Fairchild Metroliner cargo plane collided with a Cirrus SR 22, very close to the airport. Amazingly, the Metroliner, with only one pilot on board, was able to land safely with extensive damage. The Cirrus pilot deployed his chute, and no one was hurt.

I won't go into the whys in this short article, but I will talk in general. What the HECK! In each case, someone was in the wrong lane! In two cases, a plane was too fast and turned too wide. In the other, a plane turned way too early. In each case, the causing pilot was not following the rules and put his or her plane in the wrong spot. Unlike my car example, the likelihood of fatalities is much higher in the air.

So, follow the rules, gang. Take some extra time and do your entry and traffic pattern the way it is designed to be used. I know, sometimes, we go straight in and just use base. However, if you do choose the straight in approach, you should be talking like a son of a gun, making sure you know where everyone is, and everyone knows where you are. If you appear to be in the wrong place...safely go-around.

I hope this article made some points for you, so stay in your lane! Don't be, One Wing Over The Line, Sweet Jesus.

## In Flight Emergency – Or not?

By Don Peterson

We just returned from a year touring around South America in my 64 M20E. It was my second time roaming south. Back in 2012, I broke my 9-year-old grandson out of his 2<sup>nd</sup> grade class for a three-month tour. “Rambo,” my E, was in excellent shape, with a fresh Lycoming “Rebuilt” IO360, including roller tappets and 2,200-hour TBO. Plus, I gave the shop clear instructions to fix anything that had a hint of doubt.



As hoped, we had zero failures for the first 200+ hours. Our final leg was from Taos, New Mexico, then non-stop to Rambo’s hangar in Carson City, Nevada. It was 5+ hours over the most desolate terrain in the US. We were heavy departing Taos, with a load that included 70 of the possible 90 gallons of 100LL, a 4-person raft, a loaded bag of emergency gear, a rollup bundle of tools, several gallons of water, and clothes suitable for many months, which spanned the frigid air of southern Chile to the Tango halls of Buenos Aires.



About an hour out of Taos, the EDM lit up announcing a failed alternator. I suspect most GA pilots never, or rarely have any in-flight failures. It doesn’t matter whether it’s a failed instrument light or a rough engine, the reaction always includes a burst of adrenaline, and a couple of inappropriate words.

We were at our intended altitude of 10,500. We were high enough to miss most of the peaks, avoid rough air, and be sufficiently oxygen rich for a five-hour ride. After a deep breath, I went through the list of steps, hoping to reboot the charging system. No bueno.

My one previous alternator failure was during the return trip from South America in 2013. I was exactly mid-way of the six-hour trip between French Guiana and Grenada, and well out over the Atlantic Ocean. After futilely flipping switches and breakers, I contacted Piarco Control, advised I was shutting off the electrics, and would contact them when I reached Grenada. They replied, “How will we receive your position reports?” I responded, “Sorry, not my problem.” Click.

On this day, over dry land, I had other options, and one new problem. My SureFly electronic ignition requires external electricity to operate, and the plane is placarded to not fly with a low or inoperative charging system. It was time to assess my situation. I was already flying, so the situation was complicated.

The weather was CAVU the entire route.

I had 7+ hours of fuel.

Few, if any airports along our way had much in the way of services.

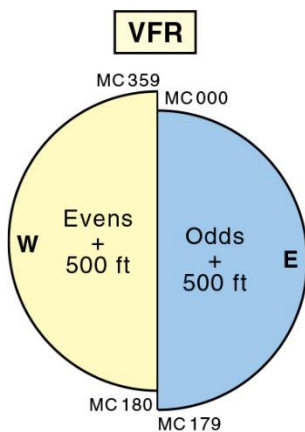
There was very little enroute traffic to avoid.

The engine had a new Slick mag on the right side.

My Annual was set to expire at the end of this day.

This was not the type of crisis that required an immediate landing on the nearest smooth portion of the desert. I didn't feel the degree of risk was sufficient to warrant a landing on a runway with no services, buildings, or humans. A detour of several hours to an airport with services might reduce our time aloft by an hour or two, but it would also include more hostile terrain, reducing the odds of a successful emergency landing. Therefore, I shut down all the electrics and monitored the little airplane avatar on my Foreflight. Our preplanned route crossed no special use airspace, so away we went.

Before flipping off the Master, I noted the gauge indicated 12.1 volts. Every 30 minutes I would turn on the electrons to see how the battery was holding up. It remained at 12.1 until one hour out of Carson City. During the last hour, it dropped to 12.0, then 11.9 as we were entering the pattern. During the final fifteen minutes, I rebooted everything because we were returning to more crowded airspace and I did not want to receive, nor cause, any midair surprises.



(About two hours earlier, an east bound Cessna crossed our bow at 10,500). Yeah. Right.

The failure was caused by the original 1964 B+ wire from the alternator to the main bus. It had sheared the ancient and embrittled copper terminal at the alternator. Some days, I feel ancient and embrittled, as well.

# The Mooney Flyer

# QUIZ TIME



- 1) You're cruising in your Mooney. All of a sudden, an engine oil line breaks, and it is now draining oil into the cowling. As you divert to an airport, the oil pressure begins to drop, and by the time you enter the traffic pattern, all the oil has drained from your engine. However, fortunately, it's still running. When you touch down, will your hydraulic brakes work?

Answer: Yes. Your hydraulic brakes will work just fine. Your brakes use brake fluid stored in a dedicated reservoir, a completely separate system.

- 2) You're caught in a down draft near terrain. What airspeed will give you the best angle of climb over the distance between you and the terrain?

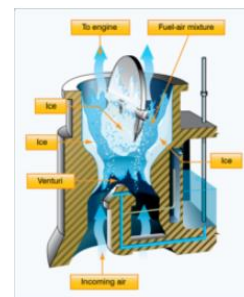
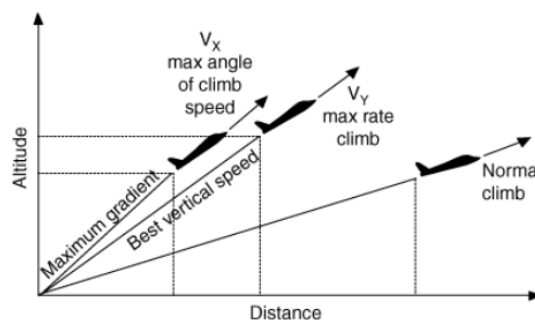
- a.  $V_{SO}$
- b.  $V_S$
- c.  $V_X$
- d.  $V_Y$

Answer is  $V_X$ . It will give you the best angle of climb.

- 3) You're cruising in a M20C when your engine RPM starts dropping. You suspect carb ice is the problem, and you turn your carb heat ON.

Your engine drops another 200 RPM when you apply carb heat and runs roughly for about 5 minutes. After that, the RPM increases 100 RPM and the engine smooths out. You wait a few more minutes, turn your carb heat off, and the RPM increases 100 RPM. Did you have carb ice? Yes or No.

Answer is Yes: You probably had carb ice. When you turn carb heat on, the RPM drops because you are introducing warmer air into the engine, and you are melting ice from the carburetor and running it through the engine. Eventually, the ice melts and the engine runs smooth again. When you turn



the carb heat off, you're running cooler air into the engine, and RPM will increase again.

- 4) You're flying a VFR cross country when you accidentally fly into a cloud. What should you do?
- A. Maintain altitude and heading and fly straight ahead so you can exit the cloud.
  - B. Maintain heading descend so you can get out of the cloud.
  - C. Maintain heading a begin a climb to get over the cloud.
  - D. Maintain altitude and make a 180 degree turn and get the heck out of the cloud.

Answer is D. You should always maintain altitude and fly out the weather the same way you flew in. When a pilot can't see what's ahead, above or below, he or she can quickly make a series of small errors that lead to disaster.

- 5) You're flying your Mooney when the alternator fails. Fortunately, you are near your destination, which is a non-towered airport. To conserve power, you wisely turn off your Battery Master switch. As you approach the airport, you select your gear handle down to extend the gear. Will your magnetos power the gear down if your Battery Master switch is still off?

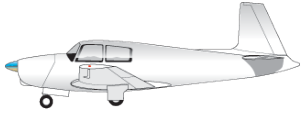


Answer: Magnetos only power the spark plugs in your plane. Everything else runs off the alternator or battery.

- 6) You're flying into a towered airport when your mic sticks and continuously transmits. You turn your radio OFF so you won't "step" on other aircraft. What transponder code should you squawk to let ATC know your radio failed? Is it 7500, 7600, or 7700?



Answer: 7600 is the lost comm squawk code. 7500 is the code you enter if you are being hijacked. 7700 is the code you enter if you are declaring an emergency.



# Mooney Maintenance

Visit our Website for all kinds of maintenance resources



*The Mooney Flyer*  
Magazine for the Mooney Community

Click here

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



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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.

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



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# Ask the Top Gun

TG



## Tom Rouch

Founder of Top Gun Aviation, Stockton, California



Send your questions for Tom to [TheMooneyFlyer@gmail.com](mailto:TheMooneyFlyer@gmail.com)



I have a 1999 Ovation with an intermittent landing-gear issue. After takeoff, when I try to raise the gear, the gear alarm goes off (and the gear won't come up) if the airspeed is below about 80-90 knots. Although, sometimes, it works just fine. My A/P said it sounded like a 25-year-old switch was sticking. Although it was squawked, it didn't get fixed at the last annual inspection.

Is there a pressure switch connected to the pitot tube? I can't find it on the schematic (a non-searchable PDF).



Now you have tested my memory and I don't have ready access to maintenance manuals. There were two systems that were built through the years. Early models have what we call a squat switch on the landing gear, which is activated when the weight is off the gear. A common problem was old shock discs, or cold ones (in the winter), that didn't expand when weight was off the gear. Repair and replace old shock discs. I think that the later models, 1990 and up, have airspeed safety switches that are adjustable. I think they were set at about 65 mph and required the aircraft to be airborne before the switch would allow the gear to retract. This can be tested with the plane on jacks, by applying pressure to the pitot tube. Place the gear lever up and apply pressure to pitot, to see at which airspeed the gear will retract. I would suggest replacing the switch per the service manual, instead of trying to clean the switch. Since I don't have ready access to the manuals, I can't verify it for you. Since it sounds intermittent, it might have passed the testing performed at the Annual Inspection.

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## FAA Interpretation Threatens GA Maintenance Sustainability



The general aviation maintenance community is up in arms over the FAA's so-called "Moss Interpretation" of how much direct, in-person supervision is required by FAA-certificated airframe and powerplant (A&P) technicians and inspectors when it comes to work being performed by owners or shop apprentices and trainees working toward certification. According to the Aircraft Owners and Pilots Association (AOPA) and others, the new ruling overrides policies in effect for more than 60 years that enable licensed mechanics to use their judgment in overseeing maintenance and modification work.

To understand the significance of the FAA's action, it's important to understand how maintenance supervision has worked for decades. The model for aircraft maintenance quality and safety is based on two separate processes: performing maintenance and approving the work for return to service.

In the language of the existing rule, 14 CFR 43.3(d), the technician holding the certificate can supervise someone else "to the extent necessary to ensure that [the work] is being done properly and if the supervisor is readily available, in person, for consultation." Of course, any work being supervised must be inspected and signed off by the licensed technician, who remains liable for any discrepancies.

In July 2022, Jonathan Moss, who was manager of the Little Rock Flight Standards District Office, requested an interpretation of 14 CFR §43.3(d), related to clarity on whether or not supervision and guidance could be performed remotely by video. More than two years later, the FAA returned the three-page [Moss Interpretation](#). Even in the post-Covid world that has normalized Zoom and Facetime communication, it specified that video participation could not substitute for in-person consultation or supervision.

But the interpretation went further. It indicated that the phrase "readily available, in person, for consultation" meant that certified technicians would no longer be able to exercise judgment on

tasks that could be left to the trainee for later inspection and sign-off. Rather, they would have to be physically present at all times as the work was being done.

According to **Mike Busch** of the well-known Savvy Aviation online maintenance information provider, "For many of us in the aviation community, this is a wrongheaded policy change. It could make owner-assisted annuals, owner-performed maintenance, and the training of apprentice mechanics difficult or impossible at a time when we are already facing a severe mechanic shortage." Busch also said that forcing full-time, in-person supervision that isn't always necessary removes the long-standing flexibility that enabled licensed mechanics "to determine how best to ensure the work is done properly."

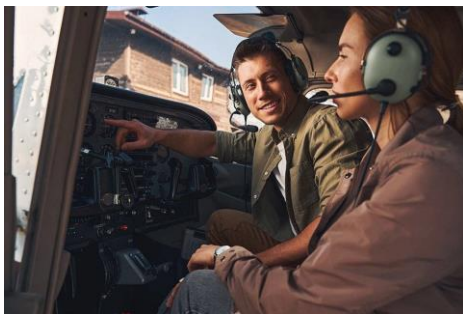
Joining AOPA's advocacy on the issue, Busch wrote a formal letter to the FAA Regulation Law Division, cosigned by A&P/IAs, shop owners and instructors, asking for a reconsideration of the ruling. The letter requests that the FAA "return to the practical common-sense interpretation we've relied on for decades."

## October 18, 2024: FAA Puts Maintenance Supervision Guidance On Hold

### Industry groups' protest led to reconsidering the interpretation.

In a one-paragraph letter, the FAA legal team reported it is placing the so-called Moss Interpretation of maintenance supervision requirements on indefinite, but not permanent, hold. Industry groups and specifically Mike Busch of Savvy Aviation had protested that the interpretation [would do irreparable harm](#) to enabling apprenticeships and aircraft owner maintenance in general aviation maintenance. [CLICK HERE TO READ MORE](#)

## FAA Drops Expiration Date on CFI Certificate



The FAA is removing the expiration date of flight instructor certificates.

The agency's [new rule aligning flight instructor certificates](#) with other airman certificates goes into effect December 1.

However, according to the FAA, instructors will still need to renew their certificate every 24 calendar months by completing a Flight Instructor Refresher Clinic (FIRC), acquiring an additional instructor certificate, or by additional instructional activity. That activity, according to the rule, includes, "at least 15 flight activities recognized under the FAA-sponsored pilot proficiency program, during which the flight instructor evaluated at least five different pilots and has made the necessary endorsements in the logbooks of each pilot for each activity."

Additionally, the rule said that CFIs who endorse at least five applicants for a practical test in 24 calendar months and have a 80 percent passage rate can also use this per 61.197(b)(2)(i) to renew their certificates.

According to the 35-page document published in the Federal Register, the removal of the expiration date will bring the CFI certificate in line with the private and commercial certificates that do not have expiration dates.

Additionally, it is seen as a cost saving measure as it will save the FAA the expense of printing and mailing reissued plastic certificates.

The final rule amends Part 61 of Title 14 in the Code of Federal Regulations (14 CFR) on the reinstatement requirements for flight instructor certificates providing a CFI who has let their certificate lapse a three-month grace period to do an FIRC to regain privileges. Prior to the rule the only option was for the lapsed instructor to take a checkride.

The removal of an expiration date will mean a change in the way instructors endorse a client's logbook per FAR 61.51, as instead of noting the CFI certificate expiration date, the CFI will note recency of experience.

This final rule also adds two new methods for flight instructors to qualify to train initial applicants and relocates and codifies the requirements for relief for U.S. military and civilian personnel who seek to renew their expired flight instructor certificate but are challenged because they are outside the U.S.

## Leaded Avgas Ban Signed Into Law in California



First such regulation in the U.S. goes into effect in 2031.

That's the day after the FAA has said it will have a fully approved replacement fuel for 100LL through its End Aviation Gasoline Lead Emissions (EAGLE) program.

It's the first such law in the U.S., but several other states are contemplating similar action.



## Dynon Autopilot Certified for Mooney M20J/K

Advanced three-axis autopilot includes a yaw damper, which is designed to improve situational awareness and reduce the demands of flying.

The approval applies to all M20J/K models that have Dynon Certified SkyView HDX systems.

The unit is approach capable when paired with a compatible third-party IFR navigation device.

### Dynon Autopilot Pricing

The complete three-axis autopilot system, including yaw damper, starts at a list price of \$6,434 for Mooney M20J/K series aircraft. The package includes all required hardware, mounting brackets, and servo harnesses.

## FAA to replace meteorologists at key traffic centers



The Federal Aviation Administration is ousting all National Weather Service meteorologists from its air traffic control centers to rely solely on automated software for its weather-related decision-making – a shift some experts say raises safety concerns.

The FAA announced it will end its over 40-year-old partnership with the NWS, effective on April 20, according to a news release by the National

Weather Service Employees Organization. The termination will remove the on-site meteorologists at each of the 21 U.S. Air Route Traffic Control Centers, who provide weather forecasting support to help prevent aviation accidents in lieu of a 24/7 accessible software.

To assist air traffic control with route decision-making, using computer models, radar and satellite data, these meteorologists currently provide daily briefings and real-time advising on quickly evolving weather events. The release said there are no current plans for the FAA to replace the in-person meteorologists.

In a statement to USA TODAY, the FAA said, "The FAA and NOAA are working on a path forward on the interagency agreement. The weather safety of our national airspace remains our shared top priority and there will be no change in service that will impact this goal."

In a letter to U.S. Senator Sherrod Brown, the National Weather Service Employees Organization said the move "will endanger flight safety across the National Air Space for the traveling public and airline industry crews" and that due to understaffing, "this new directive will increase risk."

## Reid-Hillview Airport Launching Sales Of G100UL



AVweb, Oct 30, 2024

The first retail sale of General Aviation Modifications' (GAMI's) G100UL unleaded high-octane fuel will likely take place today (Oct. 30) at Reid-Hillview Airport in San Jose, California. The airport, operated by Santa Clara County, received 7500 gallons of the STC-approved replacement for 100LL on Monday and employees loaded it into one of two fuel trucks operated by the county. GAMI founder George Braly told *AVweb* the county, which banned leaded fuel






sales at the airport last year, will be selling the fuel at prices comparable to other fuels available at the field and in the same range as 100LL at nearby airports, but airport officials were not able to discuss the price of the fuel on Tuesday.

Read more at [AVweb](#)

# Mooney

Events

## AROUND THE WORLD

	<p>Contact Dave at <a href="mailto:daveanruth@aol.com">daveanruth@aol.com</a> or (352) 343-3196, before coming to the restaurant, to have an accurate count. Events begin at 11:30</p> <p><b>November 9:</b> Sebring (<a href="#">SEF</a>)</p> <p><b>December 14:</b> Fort Pierce (<a href="#">FPR</a>)</p>
	<p>Sign Up at <a href="https://www.mooneysafety.com/ppp-registration/">https://www.mooneysafety.com/ppp-registration/</a></p> <p><b>Oct 18-20:</b> Dallas Ft Worth, TX</p> <p><b>Jan 24-26:</b> Lakeland, FL</p> <p><b>Apr 4-6:</b> Henderson, NV</p> <p><b>Jun 6-8:</b> Cheyenne, WY</p> <p><b>Sep 12-14:</b> Groton, CT</p>
	
	<p>Learn more at <a href="https://www.empoa.eu/index.php/en/">https://www.empoa.eu/index.php/en/</a></p>
	



## iFly EFB integrates SayWeather



Adventure Pilot, a provider of electronic flight bag (EFB) applications, has integrated SayWeather, an automated weather reporting system, into its iFly EFB platform.

The collaboration aims to provide pilots with enhanced situational awareness and weather information, promoting safety and efficiency in flight operations, according to company officials.

SayWeather, developed by Connectsix, offers Automated Weather Observation System (AWOS)-like advisories for airports. By using calibrated weather data from on-airport sensors, SayWeather delivers surface-weather advisories to pilots, company officials explained.

Pilots can access surface-weather advisories by keying their mic four times. SayWeather responds to the pilot with an up-to-the-minute audio advisory including winds, temperature and dew point, altimeter, density altitude and optionally visibility, present weather, sky condition and ceiling.

**Weather [METAR]** (Downloaded 4 minutes ago)

**N13, BLOOMSBURG MUNI**  
0 nm, 19:04Z (4 mins old)

Winds **250°@ 4kt** VFR  
Vis. **10 mi**  
Clouds **Few 3500' (FEW035)**  
Temp. **23°C, DewPt 17°C**  
Press. **30.12 inHg**  
DnsAlt **1546'**  
Rmrk **ADVISORY A02**

**N13 041902Z AUTO 25004KT 10SM FEW035 23/17 A3012 RMK ADVISORY A02**

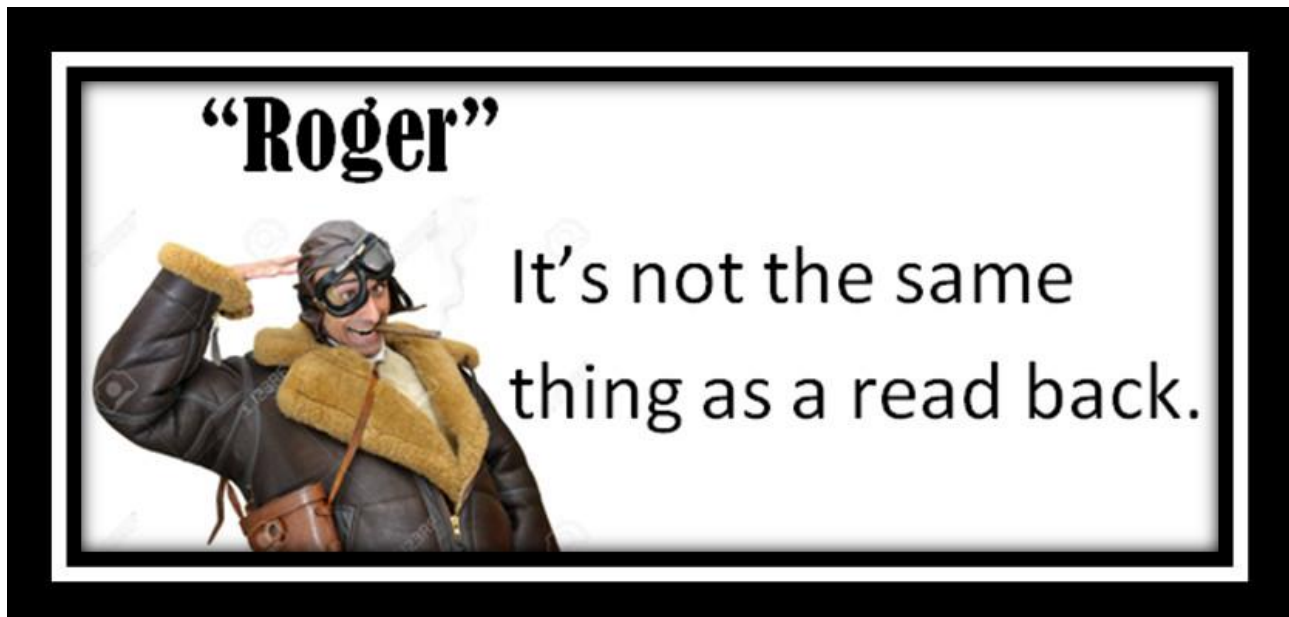
**KN79, NORTHUMBERLAND COUNTY**  
11 nm @ 209°, 18:55Z (13 mins old)

Winds **180°@ 3kt** VFR  
Vis. **7 mi**  
Clouds **Scattered 2100' (SCT021)**  
**Scattered 2600' (SCT026)**  
**Broken 3400' (BKN034)**  
**Broken 4400' (BKN044)**  
Temp. **21°C, DewPt 18°C**  
Press. **30.14 inHg**  
DnsAlt **1805'**  
Rmrk **A02 T02120179 \$**

METAR  
 TAF  
 Winds  
 PIREP

Options  
Visual Forecast  
Close

No specialized equipment or aircraft modifications are required — any VHF-equipped aircraft can access a SayWeather airport’s weather advisory, company officials noted.





## 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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto:jhl1csrs@yahoo.com)





# *Rusty Pilot* or *Old Pro*



## **INSTRUMENT PROFICIENCY CHECK** Study Guide

J D Price, CFII, MEI, ATP



## **FLIGHT REVIEW**

*Study Guide*

J D Price, CFII, MEI, ATP

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