The Mooney Flyer

The Official Online Magazine for the Mooney Community

www.TheMooneyFlyer.com

January 2025

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Departments

Features

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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.

Mooney New Year Resolutions

New Year resolutions are promises that we make to ourselves. Many times, we break those promises, but I think we can achieve them if we have the will.

My 2 cents in this "Editor on the Loose" presents Mooney-specific resolutions for your consideration.

Get a New Certificate

Maybe you are a Private Pilot and might want to garner a Commercial or Airline Transport Certificate. Even if you don't want to fly commercially, these certificates can help make you a better pilot with more precise flying skills.

Get a New Rating

How about an Instrument Rating? Once again, this rating will increase your pilot skills and make you a better pilot. If you ever get caught in IMC, you'll have the rating and the skills to deal with it. Sounds like a solid resolution to me. I'm 80% of the way to an IFR rating, so I'm considering finishing it in 2025, even at my old age.

How about a Glider Rating? This is quite a kick and very enjoyable. In addition to the fun of flying a glider, imagine how it will improve your approaches since in gliders, there are no go-arounds.

Endorsements

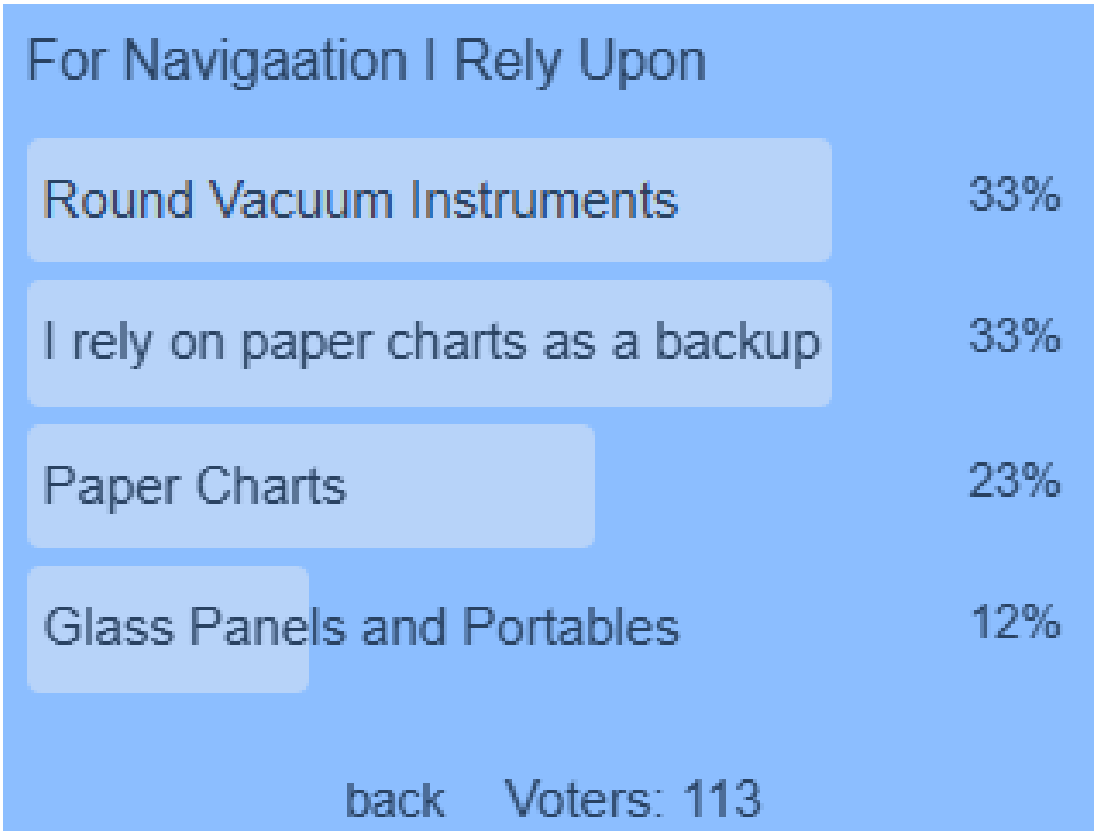
You could also add a Tail Wheel endorsement. This will definitely sharpen your alignment when landing. In a conventional gear Mooney, if you are not perfectly aligned when touching down, your Mooney will correct that, despite the adverse effects to your gear. But in a tail wheel, if you are not aligned, you will suffer the consequences. Again, this is fun and will sharpen your skills. It can be achieved with 7-10 hours of instruction.

Other Stuff

If you are not busy learning, you are busy preparing to fail. Consider attending FAA Safety Seminars. Over time, you will pick up a few diamonds while you become part of the FAA's Wings Program, which might help with your insurance costs.

Maybe you can set or reset your Personal Minimums for 2025 and commit to adhering to them.

Regardless, picking a resolution that can end up making you a better and safer pilot is always a good thing. Happy New Year!

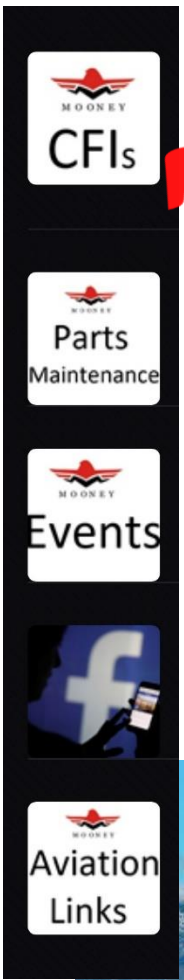


Next month's poll: "My Primary EFB is:"

CLICK HERE to vote

Need a Mooney CFI?

CLICK HERE 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

Be sure to include your home base and state.

Letters to the EDITOR

TheMooneyFlyer@gmail.com

The allowance to fly as Safety Pilot is not part of the new changes, it was changed a couple of years ago. And even before the change, it was legal for a pilot with BasicMed to act as Safety Pilot, if they were acting as PIC. The original BasicMed had a prohibition about acting as a Required Crew Member, but not PIC.

While you cannot fly for compensation with BasicMed, you can instruct. FAA determined that the student is paying for instruction, not for flying them.

The speed limit is 250 knots indicated. This can make a big difference in some airplanes. :)

Also, the changes went into effect on November 12, 2024. This was 6 months after the law was signed, and the FAA made a case to waive the 30-day enactment requirement.

They also fixed a slight issue where the medical exam duration was based on Calendar Month and the training requirement was Month. Both are now Calendar Month.

https://www.federalregister.gov/documents/2024/11/18/2024-26935/regulatory-updates-to-basicmed

Terry C

A SUPERIOR AIRPLANE
DESERVES SUPERIOR SERVICE & SUPPORT

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Wireless internet for customers
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903.643.9902
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AUTHORIZED
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Al Mooney, part 1

The Mooney brand has had many different owners and titles, but the original founders were a pair of brothers from Colorado, Albert and Arthur Mooney. In 1929, they started Mooney Aircraft Corporation.

Many companies emerge but then fail, and as a result, many talented designers and engineers hop from company to company. That's the essence of Al Mooney's story. In fact, when the M-20 design was certified in 1955, both Al and his brother Art had left the Mooney aircraft company.

Today, the name of **Albert W. Mooney** evokes the image of a major aircraft manufacturer and a respected aeronautical engineer. His professional career started at Alexander Aircraft in the mid-1920s and ended when he hung up his slide rule while working at Lockheed in the early 1960s.

Art Mooney was born July 10, 1904 and Al on April 12, 1906. Their father John built railroad trestles for the Denver & Rio Grande Railroad in the west. Their father's engineering skills helped him teach the boys about drafting and layout work. Later in life, this background paid off. When Al was talking about the heavy-duty Mooney wing spar, he said, "Don't thank me, thank Art. He built that wing spar the same way Daddy taught us – just like a railroad trestle."

During Al's freshman year in high school, he asked his math teacher what he should study so he could design a safe airplane. The teacher laughed and said, "No airplanes are safe." He advised Al to wait until he was in college.

Swallow Biplane

Al planned to enter the Colorado School of Mines and build a single-place biplane that he had designed in 1924. Later, while he was helping his father build a retirement home, a Swallow biplane flew over. Al went to the airfield to see the plane and noted that it was mis-rigged. After Al helped them re-rig the plane, J. Don Alexander offered him a job with the new Alexander Aircraft.

After assisting Alexander with an unsuccessful design, Al got a chance to build his M-1, a long-wingspan plane that became known as the **Long Wing Eaglerock**. It was successful as a training plane, but the success didn't keep Al at the company. With little engineering or research support at Alexander Aircraft, by the spring of 1926, Al was lured away to Montague, where his M-2 design would be built.

In those early years, spins and G over-loads often killed test pilots. Al knew that in a dive, a 9G force would be enough to break up an airplane designed for a maximum of 8Gs. Al said the only answer to this problem would be to write down the limitations and repeat those limitations to the pilot. In later years Al crusaded for this approach in meetings with government regulatory people. The idea took years to be accepted, but finally it was, and airplanes were placarded with maneuvering speed."

Al took his first flying lessons in 1926, but because in that era, pilots did not keep logbooks, we do not know the exact date.

M-4 Eaglerock Bullet

After Montague had financial troubles, Al returned to Alexander Aircraft in Colorado Springs. When his personal finances improved, Al bought the fanciest car he could find. It was at this time that Alexander's M-4 Eaglerock Bullet, a low-wing plane with retractable gear, would be designed. Eleven Bullets were built, but unfortunately, none remain.

Al would work with Alexander for three years. With financial backing from Bridgeport Machine Co. in 1929, Al built the first Mooney Aircraft, the M-5.


M-5

His M-5 design progressed from the drawing boards to the first test flight in seven months. Then, along came August 29, 1929, and the M-5 flew right into the start of the Great Depression.

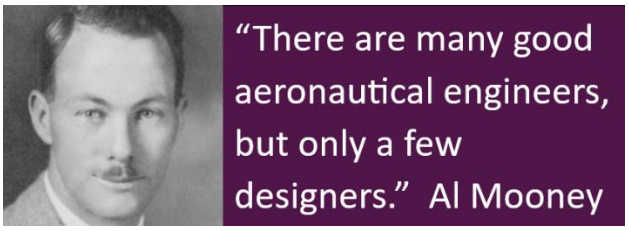
Aircraft sales were waning, so as a promotional effort, Al Mooney decided to fly the M-5 non-stop from Glendale, California to Long Island, New York, using a rolled-up Rand McNally road map for navigation. However, when Al and the M-5 reached Ft. Wayne, Indiana, a weld holding the fuel pump failed and the engine quit. Only one M-5 was sold and at the same time, Al's backer, Bridgeport Machine Company saw sales of their oil field drills undercut by Hughes Machine Tools and their rotary drill bit. Thus, the first Mooney Aircraft Company was liquidated.

In 1931, Al was out of a job, so he began working on a light, two-place low-wing design, the M-6. With no money for an engine, Art and Al's friend from Wyoming, Ed Todd, agreed to lend them money to buy a Continental A-36. A year later, Art and Al were still short of cash and, "Ed Todd took the airplane back to Afton, Wyoming. Whatever happened to the Mooney M-6, where it ended its days, none of us ever knew."

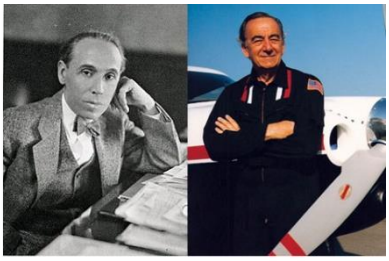
THE BELLANCA YEARS

Despite the Great Depression, Bellanca was doing well. They had a contract with the Navy and Alaskan bush pilots loved Bellanca's planes.

Al Mooney worked closely with owner Giuseppe Bellanca who, in 1913, had developed his first monoplane design.



Al said, "A designer has a vision of how the airplane will look in flight."



Giuseppe Bellanca *Roy LoPresti*

Al felt that Giuseppe Bellanca and Roy LoPresit were great designer-engineers. Today, we also consider Al Mooney a great engineer and designer!

Bellanca Airbus Y1C-27

Mooney progressed and built the Bellanca Airbus, a single-engine cargo plane which the Army called the Y1C-27.

Irish Swoop

Mooney then built a racing plane, the Irish Swoop, which was built for the McRobertson Race from England to Australia.

CULVER AIRCRAFT - AND CHARLES "PAPPY" YANKEY

After leaving Bellanca, Al Mooney went to a speculative start-up firm who had plans to build a twin-powered flying boat. That did not work out, so Al found work at Monocoupe. Due to precarious funding at Monocoupe, Al's M-10 design went nowhere. However, a Monocoupe dealer eventually bought the rights to the M-10 and Culver Aircraft was born. By this time, some future features of the Mooney design were in place. The rubber shock biscuits which are used in modern Mooneys were in those early Culver Cadets. So too, was the spring-assisted manual gear.

M-10

In 1937, Al Mooney joined Culver as chief engineer. By late 1940, it was clear that Culver would be building drones for the military. Knight Culver wasn't interested in investing capital or building the company. While working as Culver's chief engineer, Al started a professional relationship with Charles "Pappy" Yankey, the man who would finance Al and encourage him to re-open Mooney Aircraft Company. While Culver was recording massive losses due to competition from Cessna and their C-120, and mis-navigating the post-war general aviation landscape, Mooney had been designing the M-18 Mite, one of the most successful small airplanes of its time.

Read Part 2 of the Al Mooney Story in the February 2025 issue of The Mooney Flyer.

Mooney M-18 Mite

Winter is Here

I love winter flying. The visibility is better than our hazy summer days. I don't need to worry about my CHTs rising too high on the initial climb out. Also, I climb like a banshee. You gotta love how our Mooneys respond.

But with all of that, there are several things that can bite you in your frozen butt unless you are aware of them and take appropriate actions.

Icing

Mooneys are great with a lot of aeronautical stuff, but icing does not help Mooney handling. I learned a few years ago that on takeoff, even a little frost on our wings can cause significant issues. A little bit can ruin or significantly extend your takeoff roll and can even prevent you from departing. The response: Clean all ice and frost from your wings before takeoff.

Icing levels can bite you as well. Some pilots think icing is mostly a "Flight levels" phenomena. However, even here in California, it can reach the ground. And TKS is not a cure all.

Brian Lloyd, a friend and someone with extensive experience, has this to say.

My point is that there is a tendency for people to say, "I have an aircraft approved for FIKI so I can safely fly in icing conditions." This leads to complacency and a tendency to not pay attention. Light icing can quickly become moderate or severe and there you are, gathering ice with the TKS system turned on and not catching the problem until it is later than you think. So, it is crucial to understand the limits of the various anti-icing and de-icing systems.

TKS is a wonderful system that can increase safety and give you a lot more margin ... until it can't. So, if I were operating with a working TKS system and I encountered icing, I would still seek to remove myself from the icing. I would NOT say, "Oh, I have TKS, so I can just continue on as if there is no icing." My experiences with both CBs and icing have taught me to stay away from these things, even with the tools that supposedly make them safer. Maybe that is why I am still here. I try to avoid normalization of deviance as much as possible.

In my opinion the single best response is to not climb out of ice or descend out of ice, but rather to execute a 180° turn and get out of the icing conditions as soon as possible.

Another friend who ferried Mooneys for an MSC encountered bad icing conditions and entered an inverted spin. Yikes. Mooneys are many things, but icing tolerant is not one of them.

On Startup

If the outside temps are at or near 32°F, it is best to pre-heat your engine. And don't let your engine RPMs get too high until your oil is warm and circulating everywhere in the engine. Pre-heating must also be done evenly across the engine. Warming the oil sump is one step, but also warming the cylinders is critical. If only one part of the engine is properly heated, other components could remain cold, resulting in congealed oil clogging other parts of the system.

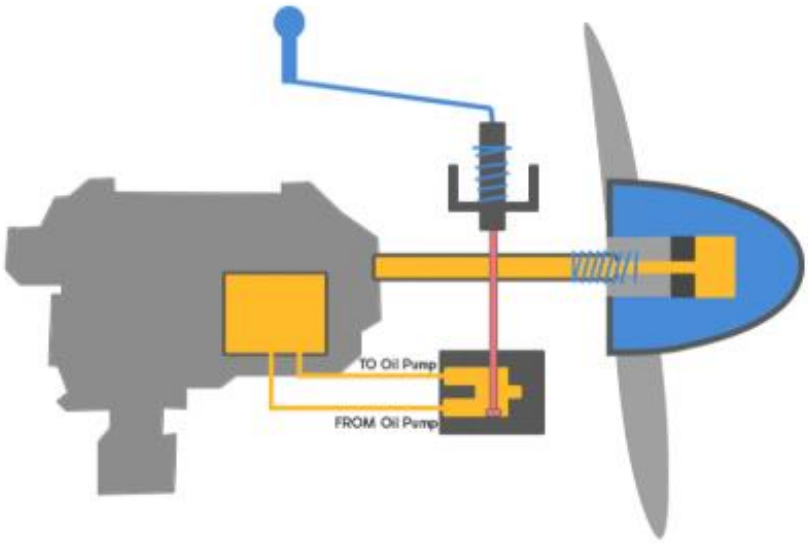
Even in warm weather, the first 20-30 seconds do the most wear and tear on your engine. With congealed oil, the damage can be much more significant.

Next, you need to monitor your oil temperature and NOT take the runway until your oil temperature is well into the yellow arc, or the proper temperature as specified in your POH. In the summer, this happens by the time you finish taxiing to the runway, but in the winter, that may not be likely. I don't even initiate a run-up until the oil is warm enough for departure. So, check your oil temperature and CHTs before adding any manifold pressure to your engine. I have a Tanis heater, and it is invaluable in the cold weather.

Before getting the Tanis, the night before, I would throw a horse blanket over my cowling and place a lit lightbulb under the engine. That was far from perfect, but significantly better than nothing.

Our Constant Speed Propellers

After you've pre-heated your engine, did you remember your propeller? The colder the air, the colder the oil. And if you're flying a constant-speed prop, the cold oil will result in noticeably sluggish propeller control. This is another good reason to delay your runup until you have nice warm oil. You might want to cycle your prop more than you would during the summer.

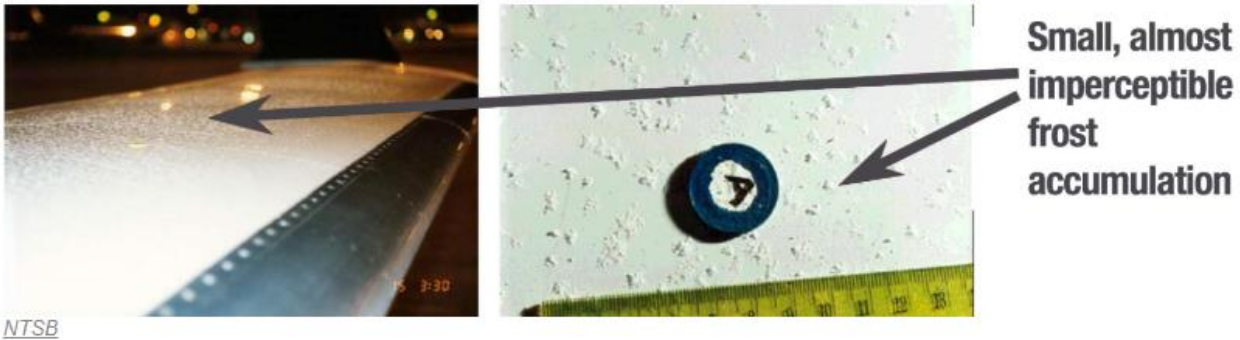


Vacuum Driven Instruments

Vacuum driven instruments also get very cold and the gyro lubrication can congeal. They spin at high RPMs and could also be easily damaged in the cold. You have no control over the cold temperatures, other than warming up engine systems before starting.

Climbing Out

1) Frost the size of a grain of salt, distributed as sparsely as one per square centimeter over a wing's surface, can destroy enough lift to prevent your plane from taking off.



NTSB

This is my favorite winter item. In the summer, I'm constantly monitoring the CHTs and Oil Temperature. I usually have to enrich the mixture and/or shallow my rate of climb to keep those temperatures in a safe range.

But in the winter, I can toss caution to the wind and climb like a banshee. I still monitor my CHTs, but rarely have any CHT temperature issues.

For those with cowl flaps, you probably don't need to open them.

Got a Turbo… Be wary of Over-Boosting

If you're flying a turbocharged Mooney that was calibrated at a warm, summer temperature, be careful when departing from cold airports. Adding the same amount of throttle could over-boost the engine.

Snow

Generally, snow does not become an issue unless it is wet snow and freezes on your wing.
Did you ever taxi through some snow on the way to the runway? This can become a problem because it gets kicked up into the gear wells. After liftoff, you try to retract your gear into a snow-packed gear well.

Plan Now to Become a Safer Pilot in 2025

Attend a Mooney Pilot Proficiency Program. Visit MooneySafety.com to learn more.
You can register at https://www.mooneysafety.com/ppp-registration/

You can also email Lela Hughes, lelahughes49@gmail.com or call 210-289-6939.

2025
Lakeland, FL Jan 24 – 26
Henderson, NV Apr 4 – 6
Cheyenne, WY Jun 6 – 8
Groton, CT Sep 12 – 14
Branson, MO Oct 17 – 19

MOONEY SAFETY.COM

Thinking Ahead

Parvez Dara, MD, ATP, MCFI,

Is it an art or is it a science? If neither, then, what is anticipation? Some say it is desire. Others say it is fear, and still others maintain it is both desire and fear. And in this little playground, we shall play for the next few minutes.

Take a Matador who skillfully uses his red-colored muleta to entice the bull to charge. The bull is a dichromat and charges the muleta due to its movement and not its color. The matador uses skill to whisk it away at the last second to mess with the bull's anticipation, ultimately tiring and yielding to the Matador's desire. Bullfighting is a dangerous sport with over 500 deaths in 300 years, with multiple maimed and injured Matadors. In this case both the Matador and the Bull have an immediate sense of "looking forward." The matador, with some foreboding of being mauled, while still having a large neurotransmitter release, also has thoughts of fame on the other side. The Matador knows the potential of loss of life, while the Bull looks to gore the instigator.

How does that relate to a pilot? You are a pilot, or wanting to be one, right? So there you are flying on a beautiful sunny day and the propellor is screaming without visual evidence of the three blades from the windshield. Suddenly, a bird fluttering her wings, visits the windshield view. What do you do? If you are aware of the birds' nature in flight, they avoid such conflict by diving. Armed with that knowledge, the pilot would be wise to pull aft on the yoke and climb away from a potential disaster. The pilot's desire is to prevent a clash and the bird has a similar viewpoint. That desire is borne of a fear of a clash between the two.

Anticipation is a tricky trade between expectation and outcome. It is also a "timing" issue of sorts. What if you anticipate a rise in a stock price and invest heavily in it with the expectation it will yield big dividends? Then, from some dark pool rises the specter of a large stock sale, invoked by a preprogrammed algorithm, and you are left holding an empty bag. There is an expectation and an unanticipated outcome! Similarly, a pilot expecting a routine outcome of reaching his or her destination without any reflection of a bad outcome and mitigation strategies, is the very antithesis a prudent pilot.

So, there you are, flying at 6,000 feet with a nice tailwind. Riding the wave of speed as the Ground Speed hits the mark you have not seen in a while. All is good with the world. The sky is still blue and there is not a single pothole in the sky to bump you around. You look at the Multifunction Display and notice the GS is slowing down to your True Airspeed as if the wind has suddenly become calm. No big deal, you murmur, "must be a lull" and you soldier on. Another hour goes by and you glance at the GS. Now the tailwind has turned into a headwind, slowing you down even further. Your expectation is now hard at work trying to address your desired outcome. And it comes up wanting! What you do in such a case? It's simple. And that simplicity should be baked into your personality. Do you stretch the flight to get to your destination without losing the time

to land, fuel and then takeoff from a nearby airport? Or, do you soldier on and continue? Think of this for a moment. It may cost you heavy heartache at best.

There are many riddles to the human brain, and they are mostly borne from experience. It is more the Lamarckian trait rather than the Darwinian trait. Nothing is baked in, except when it is through experience. We address life through the lens of our living. We catalogue our experiences inside the small molecules of proteins in our brain. Some from our childhood sticks permanently, albeit with embellishments. And most are from our recent experiences. These sticky experiences reside in the temporal lobe of the brain and become a library in our cortex; pieces pulled in times of need, invoked periodically for decision making. So, how does that help us as pilots? Quite simply, and here is where I put on my Flight Instructor hat and claim that Recency of experience is primo in decision making! This catalogued data will guide you to anticipate properly, as you sit behind the controls of your M20R with its IO550 engine roaring, anticipating the demand to be lifted in space, climbing up to the desired altitude. But hold on for a second. What if the engine decides it is not going to inhale the water in the fuel that you did not check? What if the Oil that previously registered in the yellow arc on takeoff is suddenly gone two minutes later. No oil to keep the crankshaft and its journals, from turning and moving the connecting rods, pushing the pistons in the cylinders? Thus, not having anticipated this, because you fell into your confirmation bias established so long ago that all your takeoffs were wonderful, without a hiccup. You believe that this one should be no different, leading you into uncharted and potentially a deadly realm. **Checklists have a reason. Follow it like your life depends on it, because it does!** So, the anticipated climb meets a bad outcome as the engine coughs and spits and moans. What do you do?

If you had memorized the Emergency Checklist of Engine Out on takeoff and had a plan, you might walk away unscathed. What would that plan be? Perhaps knowing that a sudden loss of engine power loss leads to a decay of airspeed at the rate of 15-knots in 2-3 seconds, and that means you only have 2-3 seconds for decision-making . . . period. Perhaps, prior to any departure, repeat the mantra (your emergency checklist), “I will push the nose down, center the ball (to remove drag) and glide at required glide speed for the weight of the aircraft. (You should have anticipated that glide speed based on the rule of thumb of 2 knots less for every 100 pounds less weigh from max gross weight). Under 1,000 feet, your best bet in a Mooney would be straight ahead with minimal 30 degrees left and right turn option. If you have the wherewithal at the time, switching the fuel tank, pushing the mixture, (if it is not already to the wall), and turning on the fuel boost pump, might save the day. However, above 1,500 feet, if all previously noted elements fail to turn on the engine, pull the prop back all the way (the rate of descent will reduce from 800 fpm to a mere 400 fpm) and with a 45-degree turn, try the impossible 180 degrees turn, which is more like a 270-degrees turn. Or perhaps head toward a field near or in the vicinity of the airport. Remember, at that moment, the aircraft officially belongs to the Insurance company and you need to save yourself. If there is nothing but a forest of trees, then use the canopy and fly the aircraft, at maximum endurance speed, (slowest possible airspeed while in control), with gear and flaps down, flying the fuselage in between the trees so the impact is absorbed by the wings and the gear.

How does a pilot use anticipation for better outcomes? Among the examples above, a simple but very effective method of learning anticipation is in cruise flight.

You are flying your Mooney M20J for a $100 hamburger. Hand fly the 60-90nm distance. Trim the aircraft to level flight as best you can. Now pull the throttle back 2 inches. You should anticipate what happens next! To maintain level flight at the same altitude, you would need to retrim, so do it smoothly, slowly, and simultaneously with the power reduction. Similarly turning left or right leads to a loss of vertical component of lift, which will warrant either an increase in power at trimmed airspeed or retrim of the aircraft as the airspeed decays from the loss of lift. These simple anticipatory mechanisms keep you in the game of flying safely.

Monitoring the Engine instruments. I am sure you have a display in your aircraft that monitors the EGTs and CHTs on a continuum. Periodic assessment of the CHTs will warn of impending issues related to the engine, as will the Fuel pressure, fuel flow (fluctuations), and Oil pressure levels. Any warning must never be ignored. The Engine monitor is “electronically anticipating” for you and you must anticipate your future too.

On a 25-minute short IFR flight one evening, in a very busy New York Airspace, I was being vectored in a Mooney M20M. The last vector was a 080 heading with the winds from 250@32kts at 2,000 feet. I powered down, but still was skipping along at 170kts. ATC was busy with the heavy iron, lining them out 20 miles in a Congo-line to Newark’s ILS signal. The next vector from ATC, was 10 degrees that I was on an angled base leg on RNAV 22 to Caldwell Airport. I zipped through the intercept and ATC called back to reverse direction to re-intercept. The King Autopilot was performing magnificently while I was winding the HDG bug. I pressed the APR button, and nothing happened. The aircraft was doggedly flying through the localizer. For the APR to function, its 3D mode must be on the NAV (or GPS) or 2D mode. The wind was strong enough, and ATC was once again going to blow their call. I disconnected the Autopilot and turned 100 degrees to intercept the signal, just when ATC asked if I wanted to redo the Approach. I told ATC that I was “established.” He cleared me for the approach, and off I went to land safely. The problem exposed in this flight was the buttonology-sequence and the ghost in the machine that demands the correct, sequential button-pushing and at the appropriate time to do its IFTTT, refused my demand. My anticipation of intercepting the signal to establish on final approach, with total reliance on the Autopilot, would have ended up with another 20 minutes of aimless vectored flying, avoiding aluminum and some hills, in the clouds and in the descending darkness of the twilight of the evening. In our modern aircraft, equipped with glass and sophisticated Autopilots, flying the aircraft requires pressing the correct buttons in the correct sequence. An untimely button press, untimely leads to the Autopilot not heeding to the demands of the pilot. Always, be ready to hand fly the aircraft. Practice hand flying the approaches for proficiency and for such eventualities. In VFR conditions, gather experience with correct use of button pushing sequences.

Clearly, from the foregoing discussion, we have come full circle on anticipation. One starts with the idea of a desired future outcome by modifying present behavior. This can be termed, Anticipatory Behavior; Adjusting current behavior to prevent future problems.

How do we help modify our personal Anticipatory Behavior?

1. Use Checklists
2. Always have a Plan
3. Heed to Trend Deviation
4. Trust Intuition
5: Follow the FAA Rules

Mooney Time Machine

Why do you own a Mooney?

Everyone has the same amount of time in a day, the same number of days in a week, the same number of weeks in a month, and the same number of months in a year. Some of us are blessed with more years than others. While none of us know how when our time will be completed, we do get to decide what we do with those hours, days, weeks, months, and years.

In 2016, we had two grandkids on the way. One was in Utah and one in Idaho. My wife suggested I fulfill a lifelong dream and obtain my pilot's license, buy a plane, and fly her to see the grandkids. I did not need any more encouragement. After extensive research, I decided that a Mooney was the perfect plane for the mission. I had flown in a friend's Mooney and loved every second of it. That wonderful memory might have factored into the decision.

My wife and I like to call our Mooney our "Time Machine." We are constantly amazed at the trips we can take, and the amount of time spent with family and friends, courtesy of our Mooney. I'm often asked, "How long does it take you to get to xxx?" I'll give them a range followed by, "depending on the winds," and then add that this rough estimate is usually about 1/3rd of the driving time.

Why is our Mooney a "Time Machine?" In 2024, as of December, I have flown 132.8 hours during the year. Using that 1/3 math, we would have spent 398 hours driving, which means we saved about 265 hours of travel. That has given us 11 more days to spend with family and friends, rather than beeing stuck travelling on the ground.

For our typical trips to Arizona, Utah, and Colorado, we're faster than the airlines, when you factor in the time you must arrive at the terminal, not to mention the convenience of setting your own schedule. On one of the many trips to see my parents in Arizona this year, we were waiting on their caregiver to return from some errands. She was running late and I called her boss to see if I could get an ETA for her return.

After apologizing for her tardiness, he asked if we were flying back and what time our flight was leaving. I said we were, but "I'm flying our plane, so it won't be leaving without us." That sentence encapsulates the greatest benefit of owning an airplane.

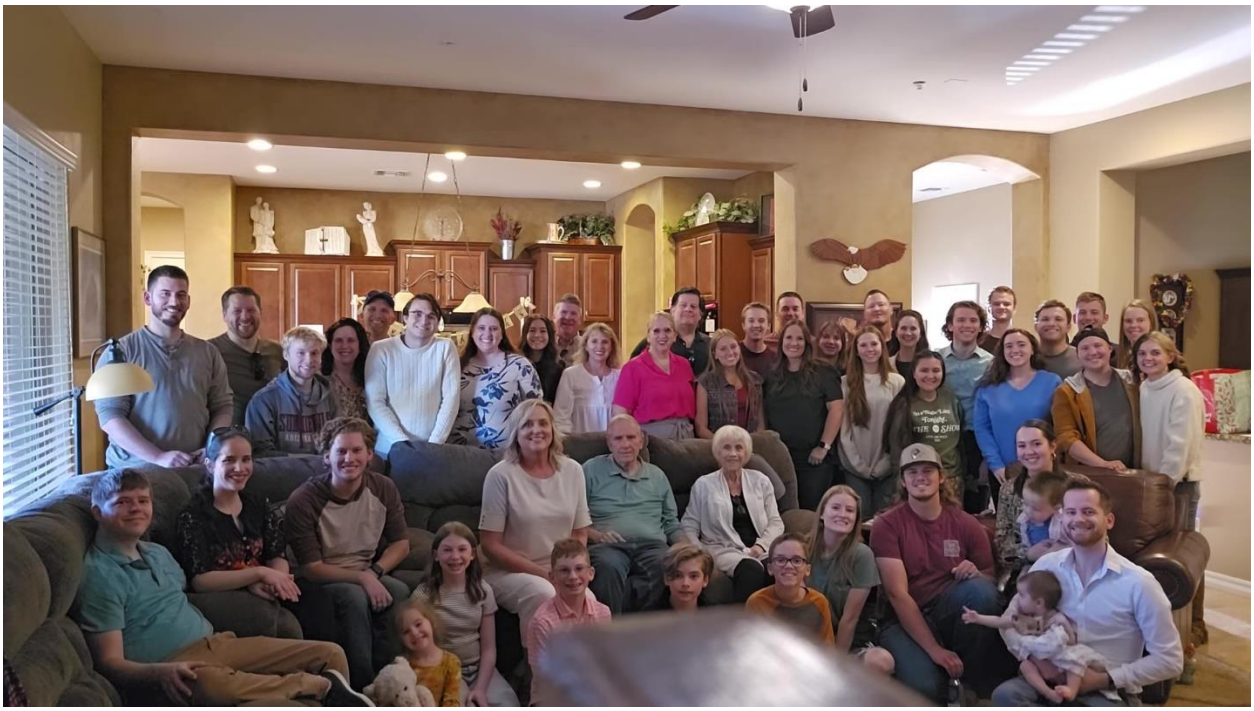
Here, at the end of December, I look back on 2024 and it was a challenging year. Never in my life have I known so many people going through so many struggles. One of those people was my mom, who in 2024, faced numerous serious health challenges. Our Mooney gave me time to create more memories with her; priceless moments that could never be replaced.

In June, I wrote about making the 760-mile round trip to Phoenix and back to see my mom on Mother's Day. What I didn't mention in that article was that mom had a stroke just before Mother's Day, so the chance to spend the day with her was then, and is still, a cherished memory. One week later, I jumped in the Mooney, and this time it was to visit mom in the hospital.

In July, she was back in the hospital again and I flew out there and surprised her, spending the night in the hospital with her, which gave my sisters a break. My time with mom can't be measured on any scale. This time I was still there when she got to come home from the hospital, but it wouldn't be long before she was back.

In August, she had another short stay in the hospital, and in September, I flew out yet again, this time thinking it was to say goodbye. My wife was in Idaho, so it was a solo flight. After landing and grabbing a rental car, I drove to the hospital where I was able to completely surprise mom. Once again, I spent the night at the hospital with her and had many wonderful conversations. Mom decided that she was going to have all the family, which includes 6 kids, 30 grandchildren, and 11 great-grandchildren, over for Thanksgiving.

At the time, looking at her in a hospital bed, that seemed like a fantasy. However, mom's will was stronger than her body and she once again recovered enough to return to her home. We organized commercial flights for my son and his wife to fly there from Idaho. We were going to fly to St George to pick up my youngest son, but the forecast for Thanksgiving morning was fog, so we also booked him a commercial flight.



Sure enough, on Thanksgiving morning, my wife and I found ourselves at the airport with ¼-½ mile visibility. We waited for the fog to lift so we could takeoff, and almost right on schedule, the fog cleared. We then enjoyed a beautiful flight to Arizona and a wonderful day with all but 3 of the grandchildren and 2 great-grandkids. Before flying home on Saturday, I put up their Christmas tree and took a picture with mom and dad. It would be the last picture I would take with my mom.

One week later she went into the hospital with pneumonia. At first, they thought she might be okay. She was receiving two antibiotics through her IV and her vitals looked fine, but then everything quickly changed. On a group chat with all of mom's kids, my sister sent out a voice recording from the nurse, which explained everything and that they were moving mom to the ICU.

Sitting in my office at work, I sent my wife a text with just two words, "Mom's dying." About an hour later, my sister called and put mom on the phone so I could say goodbye. I got up and closed my office door.

"I love you," I said, and then, "I wish I had a faster plane."

A little after that phone call my wife texted, "Want to meet at the airport?"

"No," I replied. "The plane isn't fast enough."

The doctors had said they thought she only had 1-2 hours left. The truth is that it wouldn't matter how fast my plane was, I was in no condition to fly. It was all I could do at that moment to just sit at my desk. Defying the doctors with her strength, it wouldn't be until the following morning, with dad and my three younger sisters at her side, when mom's spirit would slip through the veil.

Once more the Mooney would prove her worth, when two days later, on Friday afternoon, we flew to Arizona to spend the evening and all-day Saturday with Dad. I had to be in California on Sunday to speak in church and then sing a solo and in a quartet Sunday evening at our church

Christmas concert. Without the Mooney, we wouldn't have been there with Dad, or at least for as long. Just one more set of priceless memories.

The "Time Machine" wasn't quite done with 2024. We flew back to Arizona on December 20th for mom's services on the 21st. They were very special, a fitting tribute to the most amazing woman I have ever known. On Sunday the 22nd, we flew from Arizona to Salt Lake City (SLC) to do an early Christmas with some of our grandkids. As a bonus, we were able to spend more time with Dad, who had flown commercial the same day to spend a couple of weeks with one of my sisters in SLC. Then on the 23rd, we flew back to SoCal, ahead of a storm that was supposed to move in on the 24th.

Now you know why we own a Mooney. It's been a busy year, but we have been incredibly blessed in so many ways, and courtesy of our Mooney, we have made more memories than I have room to write about.

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.

Thunderbird Aircraft Sales

Specializing in pre-owned Mooney Sales and Brokerage

Hello Mooney Flyer Gang,
My name is Richard Simile and I am the President of ***Thunderbird Aircraft Sales***. We Specialize in the Sale and Brokerage of late Model Mooney Aircraft. If you are considering the purchase of a newer Mooney, or thinking about selling your current Mooney, we hope you will consider using us.
Our objective is to always provide a very pleasant transactional experience for both the Seller, and the Buyer. We have two offices. One in Auburn, AL and one in Chandler AZ. Please give us a call or email. We look forward to the possibility of serving you. Thank you.

richard@thunderbirdaircraft.com or 602-884-2111
www.thunderbirdaircraft.com

Mooney Professionalism

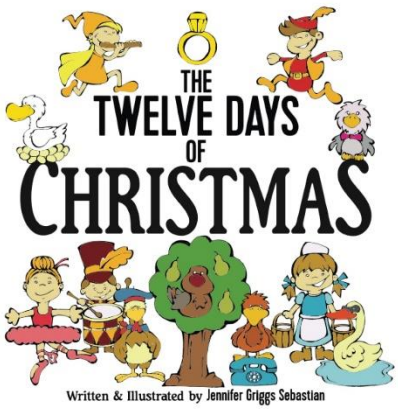
Richard Simile, Thunderbird Aircraft Sales

Warning: "I might actually be turning into my parents" with this article. Oh well. Many people know that I have a disdain for aviation unprofessionalism and unfortunately, lately, there seems to be more and more of it in our own Mooney community. It has always been my belief that the MOONEY AIRPLANE is a professional level flying machine that requires a professional level flying attitude. I am aware that most Mooney folks here desire to have "OUR BRAND," being synonymous with a high level of safety and professionalism overall. However, I feel that may be slipping a little bit in the past few years. We ALL have a part in helping to reverse this trend by encouraging new-to the-airframe-folks of their responsibility to do things right in their Mooney, and with a higher level of professionalism and respect for the machine. While ATC still gives us a higher level of respect than other GA aircraft, I think that may be slipping a little because of some recent unprofessional incidents involving Mooney aircraft. It's time for a Mooney community reality check, and for each one of us to look hard at our flying professionalism. Perhaps UPING OUR FLYING GAME to make sure we are not doing anything whatsoever that would expose the "Mooney Collective" to an unwarranted BLACK-EYE. Risk mitigation is the key when you are flying something as fast as an F-4 Tornado!! And here is where I really become my parents: For those doing low passes in their Mooney's, please just stop it!! If you are below 1,500', and not taking off or landing, the hair on your neck should be standing straight up.

Here are video clips which demonstrate what I consider serious aviation stupidity:
https://youtu.be/xbvuMmkAAIc?si=EvWUFyeyO8WGQ6_A
https://youtube.com/shorts/VWrstzgxZJU?si=IZnM2SNfRwhS961l

The Twelve Days of Christmas

By Jerry Proctor, Mooney Safety Foundation, Director Emeritus



Yes, Christmas is past, and I hope everyone had a wonderful Christmas! As such, can we now look back in awe as we reflect on the gifts we have received and

please read while singing the melody of The Twelve Days of Christmas!

On the First Day of Christmas our Mooneys gave to us, an Airspeed which is hard to believe.

On the Second Day of Christmas our Mooneys gave to us, two control yokes and an Airspeed hard to believe.

On the Third Day of Christmas our Mooneys gave to us, three landing gear, two control yokes, and an Airspeed hard to believe.

On the Fourth Day of Christmas our Mooneys gave to us, four round cylinders, three landing gears, two control yokes and an Airspeed hard to believe.

On the Fifth day of Christmas our Mooneys gave to us, FIVE BRIGHT LIGHTS, four round cylinders, three landing gears two control yokes and an Airspeed hard to believe.

On the Sixth Day of Christmas our Mooneys gave to us, a 6 pack of instruments, FIVE Bright LIGHTS, four round cylinders, three landing gear, two control yokes and an Airspeed hard to believe.

On the Seventh Day of Christmas our Mooneys gave to us, seven MAPA instructors, a six pack of instruments, FIVE BRIGHT LIGHTS, four round cylinders, three landing gear, two control yokes and an Airspeed hard to believe.

On the Eighth Day of Christmas our Mooneys gave to us, 8 quarts of oil, seven MAPA instructors, a six pack of beer, er I mean instructments, FIVE BRIGHT LIGHTS, four round cylinders, three landing gear, two control yokes and an Airspeed hard to believe.

On the ninth day of Christmas our Mooneys gave to us, nine satellites, eight quarts of oil, seven MAPA instructors, a six pack of instruments, FIVE BRIGHT LIGHTS, four round cylinders, three landing gear, two control yokes and an Airspeed hard to believe.

On the Tenth Day of Christmas our Mooneys gave to us, ten gallons per hour, nine satellites, eight quarts of oil, seven MAPA instructors, a six pack of instruments, FIVE BRIGHT LIGHTS, four round cylinders, three landing gear, two control yokes and an Airspeed hard to believe.

On the Eleventh Day of Christmas our Mooneys gave to us, eleven hundred feet per minute, ten gallons per hour, nine satellites, eight quarts of oil, seven MAPA instructors, a six pack of instruments, FIVE BRIGHT LIGHTS, four round cylinders, three landing gear, two control yokes and an Airspeed hard to believe.

On the Twelfth Day of Christmas our Mooneys gave to us, twelve Mooney models, eleven hundred feet per minute, ten gallons per hour, nine satellites, eight quarts of oil, seven MAPA instructors, a six pack of instruments, FIVE BRIGHT LIGHTS, four round cylinders, three landing gear, two control yokes and Airspeed hard to believe.

MOONEY
WE LOVE TO FLY. FAST.

Happy New Year! Hope to see you at one or more of the Mooney Safety Foundation Pilot Proficiency Programs in 2025.

Lakeland, FL, Jan 24-26
Henderson, NV, Apr 4-6
Cheyenne, WY, Jun 6-8
Groton, CT, Sep 12-14

Click Here TO REGISTER

Going Places

By Don Peterson

Airplanes are for going places. Duh.

Each of us has their own goals and experiences in aviation, the sum of which becomes us, and possibly reveals who we were. Sometimes we are surprised by the answers.

Flying is much like dancing, music, crafted art, sunsets and aromas. It is not a competitive activity. It is experienced, savored, and inspiring. With luck, it can be transformative, and hopefully, in a good way.

I know a great many pilots that have a nice plane down at the local field, who regularly launch off for breakfast, or a day at the beach; all good stuff. I've learned that I'm a new-experience junkie, For me, breakfast needs to be at least in another time zone, and a beach requires a new language. Some of our readers recently accompanied us virtually, as we flew "Rambo," my '64 E, during our one-year tour of South America and the Caribbean. He came through unscathed, but we had some moments. Based upon the delightful commentary from our followers, others appear drawn to wide-roaming travel.

Now, what to do? I'm not yet ready to stop flying, but don't have the savings to buzz around North America while staying in hotels, resorts, and BnBs. My relatives are tolerant and free with a room, but…. I already know them. Except for one or two, a visit is not an adventure, it's an exercise in tolerance. Plus, I prefer to travel slowly, while settling into a new town or country, and getting to know the locals, cultures, and climate. How can a pilot keep moving without going broke?

"***Homeexchange.com***"

For the last 30 years of his life, my dad lived in the Caribbean in a stunning home on a small volcanic island. Using Home Exchange agencies, he spent much of that time in Europe and Asia, while strangers occupied his house, mostly for no more than the price of the airline tickets. In his day, monthly magazines supported this novel way to travel. However, the Internet has given us many more potent tools.

For a small annual fee, you join the on-line service, create a profile of your home (or homes), make a list of where you'd like to go, and send a contact letter to the owners of homes that pique your interest. These can be classic homes, condos, apartments, house boats, teepees, and guided nature tours. One of my dad's favorites was an exchange he did for a "Narrow Boat;" a long and skinny craft cruising slowly along the rural canals of England. He pulled up to small villages for shepherd's pie and a pint, then reboarded his floating home to continue the leisurely cruise.

Our primary home is in the Colombian Andes, specifically the Coffee Zone. The entire area is made up of mountains, ridges, rivers, valleys, volcanos, hot springs, wild animals, greenery, and blooms. That can be appealing to a family that is looking for an unusual vacation. Car and weekly maid service are included.

However, non-exotic homes can be just as attractive. Years ago, I did an exchange with a French family who wanted to be near their son during his final month in University. My home was nice, but not unusual. In exchange, my grandson and I spent a week in a chalet in the French Alps, and nearly a month in Marseille. They used my car, and we used theirs.

In a couple of weeks, we will occupy a home in San Antonio. Then, we will spend three and a half months in their second home in Bloomington, Indiana, which is one of my favorite small cities. The owner and his widely spread family will rotate in and out of our home in the Andes, while we enjoy the quiet solitude of Winter in the Midwest, which includes the orchestras, plays, and pubs of a University town, with more students than regulars.

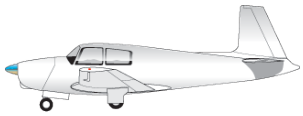
Many years ago, I recall someone trying to start an international "Plane Swapping" project. It flopped. But I'd be thrilled to exchange with someone offering a hangar and domicile, while they spend time in our home in the Andes. Our plan allows us to accept trades all over the US, as the Mooney will get us there with reasonable economy. Ramp parking, ugh. Hangar rent, ouch. We'll do what we gotta do.

I recently explained this to a fellow ex-pat in Colombia, and her immediate reply was, *"That will NEVER work."* Well over 50 years ago, my dad was lounging in Tuscany and attending the Theatre in London. A roundtrip flight to Europe was less than $500 back then. Now, it is not much more than that for a Columbia roundtrip. Home exchange has been proven to work for many decades. The underlying ethos is, "you take care of our home; we'll take care of yours." Sometimes there is reciprocal pet care as well.

Can you fly your Mooney to Colombia for a visit? Yes. I have studied this, and it isn't all that difficult. The flight is mostly over land, but I'd recommend some over-water portions to save time and avoid annoying air space. Look at "La Nubia," the airport closest to our home. The elevation is around 7,500 ft. There is one way in, the opposite way out, no go-around options, and no instrument approach or arrival procedures. Some of you are thinking, "Not me!" Others shout to their spouse, "Honey, we need to start packing . . . Lightly."

To answer the most common question about Colombia …

"Aren't you afraid of the violence!?" Yes. That's why we chose to leave the US and move to Colombia.



Mooney Maintenance

Visit our Website for all kinds of maintenance resources

Click here

Download Mooney's 100 Hour Inspection Guide

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

Click here

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

Ask the Top Gun

Tom Rouch

Founder of Top Gun Aviation, Stockton, California

Send your questions for Tom to TheMooneyFlyer@gmail.com

Regarding water in the fuel tank... how much water can I safely sump before I should consult a mechanic? How often should I change the O-Rings? Should I use Rubber or Fluorosilicate rings?

I will answer the O-Ring question first. You can only use the O-ring that is specified in the Mooney parts manual unless the FAA approves a replacement. When we want to put anything on an airplane that is not in the aircraft parts manual, we have to get Field Approval from the FAA.

How much water can you sump from a tank. I once recovered a Mooney after the engine quit on takeoff. It was in a field just off the runway. I sumped at least a quart of water from each tank. Now we know what is too much.

I want to expand this and talk about water suspended in the fuel. This wasn't a Mooney problem until they built the 231, and then an engine quit at about 20,000 feet because water froze in the flow divider on top of the engine. The cause wasn't figured out for quite a while. The solution was to authorize the use of isopropyl alcohol in the fuel and this is authorized in the aircraft owner's manual. This has also occurred in the Rocket converted 231s and in the TLS. These engines have flow dividers mounted on top of the engines which are subject to very cold ram air and it freezes suspended water by closing fuel flow to the cylinders. This usually happens at about 0° Fahrenheit. Quickly descending to a lower and warmer altitude will clear the flow divider. The problem was first discovered in the 1950s, when a B-52 on approach in North Dakota had all engines stop and the plane crashed. It was caused by water in the fuel, freezing and stopping fuel flow to the engines. The Air Force started using Prist in the fuel to solve this problem.

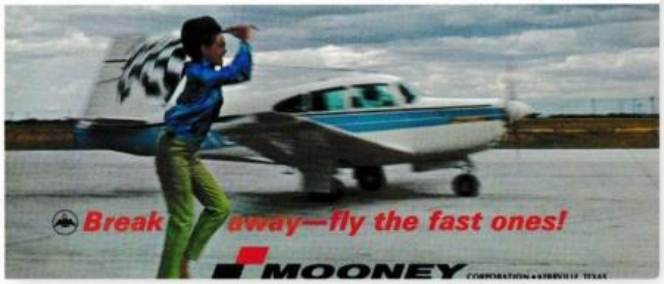
While rain is the most common source of water, there can be water from condensation and water from the fuel source, but both cases are pretty rare. When you sump, you should get less than one cup of water. If more than that, do some further checks.

100LL has a blue tint and water is clear. The owner of the Mooney I recovered said he had sumped his tanks and the fuel was clear. Enough said.

THE CHAPARRAL . . . dashing new GTO Fastback—190 mph.* Style 'n spice and everything nice with dart exterior styling and posh interior comfort.
The Chaparral is a pilot's dream ship with all the speed and response that makes flying exciting. Deluxe, space-saver instrument panel provides for your every need. Mooney's new pedestal-mounted Control Console puts power, prop, mixture, and electric flap controls at your fingertips. Other Chaparral features include electric gear, P.C. flight stability, individually reclining seats, 200 hp fuel-injected engine with ram air power boost, plus a host of other pilot appointments that distinguish the Chaparral as a truly fine aircraft.
*Top speed at full gross

Full length rudder for maximum cross wind control and ground handling. **Electric gear** is standard on all retractable models. It's fast—3 seconds up —2 seconds down! Air speed safety feature prevents premature retraction.

Smart, functional, wonderfully comfortable and quiet cabin. All seats individually recline. Recessed arm rests, circular dome light, rich walnut trim, and deep pile carpeting compliment the fine fabrics and trims used in this year's luxury styling. Six all-leather options available.

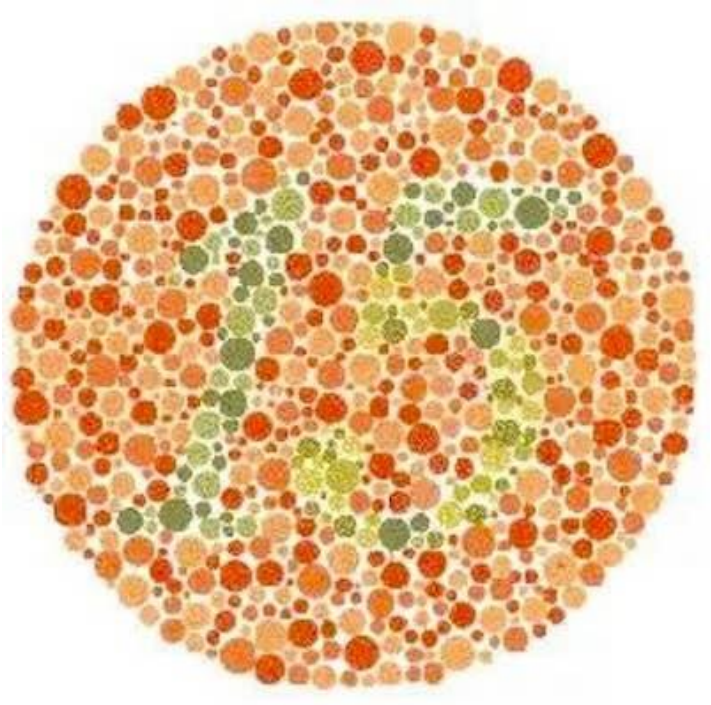


Standard woodgrain panel is beautifully designed for pilot proficiency. (Black panel optional.) Room to spare for complete avionics. Control Console puts throttle, prop, mixture and electric flap switch at your finger tips. Modern plex-ring instrument lighting for full instrument illumination.

THE EXECUTIVE . . . for the fast-moving man on the go! 180 mph*. Distinctively designed to create a sense of pride and well-being that goes with flying a truly efficient luxury aircraft. The Executive's handsome and roomy interior provides new comfort-engineered seats comparable to those found only on the most expensive corporate jets. Standard features include: electrically-operated retractable gear and flaps, long-range integral wing tanks, completely new instrument panel with professional type annunciator lights, pedestal Control Console, full-length rudder, and P.C. flight stability.
*Top speed at full gross. All advertised speeds are ±3%.

THE STATESMAN . . . 170 mph* with a dash of luxury and savoir-faire. Here is big cabin size combined with real savings in operating costs. Top line features include stretched six window cabin, reclining seats, large baggage space, electric gear and flaps, deluxe panel, Mooney's new pedestal-mounted Control Console, full-length rudder, illuminated trim indicator, improved heat and ventilation system.
The Statesman is powered by Lycoming 180 hp, 4-cylinder engine that gives you 16 miles per gallon economy and real savings in maintenance. Compare and Discover just how much more airplane you get for your dollar in the new Statesman from Mooney.
*Top speed at full gross

FAA Makes Computer Color-Vision Tests Mandatory



As of Jan. 1, 2025, when AMEs examine applicants for an initial airman medical certificate, the AMEs will be required to test those applicants for color vision using computer-based equipment and operationally based passing scores.

The new testing process will screen for both yellow/blue and red/green deficiencies, and address inconsistencies and color degradation from using older test plates.

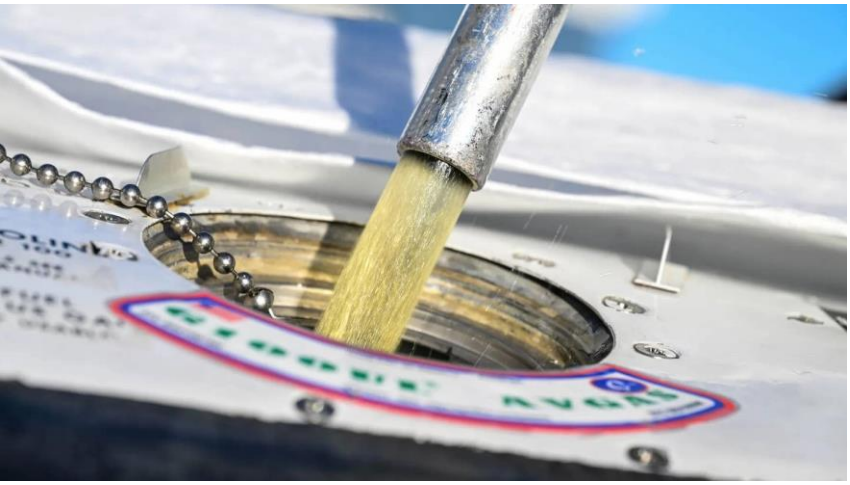
Pilots who have held a medical certificate will not need to retest using computer-based equipment and operationally based passing scores unless:

- The pilot wants a color vision restriction on his or her certificate removed
- The pilot develops a medical condition
- The pilot is taking medication that affects color vision

FAA Streamlines ADS-B Privacy Program

The FAA recently made three updates to its ADS-B **P**rivacy **I**nternational Civil **A**viation Organization Address, or PIA program that strengthen privacy while streamlining the process for pilots holding PIAs who wish to opt out of real-time public ADS-B flight tracking. Updates reflecting the recent changes, with detailed instructions for CPDLC operations with a PIA, are available on the FAA's ADS-B Privacy webpage https://www.faa.gov/air_traffic/technology/equipadsb/privacy

Environmental Group Asks Court to Enforce Unleaded Avgas Consent Agreement



A California Superior Court judge will hear arguments Jan. 28 that could result in 100LL becoming unavailable in California and replaced by GAMI's G100UL unleaded avgas. The court will also be asked to require the four major fuel distributors serving California airports to carry G100UL.

The Center for Environmental Health says it's bringing the action because the distributors have not accepted the fuel in contravention to a consent agreement, they and 26 FBOs signed to settle a lawsuit with CEH in 2014. Nine of the FBOs have since gone out of business or been bought out. Under that agreement, the

defendants agreed to distribute and sell any new fuel that used less lead than 100LL when it became commercially available.

In this latest action, the environmental group says G100UL meets all the requirements for the lower lead fuel described in the consent agreement in that it's approved (via STC) for use in "nearly all" aircraft and has a specification determined by the FAA to be as safe as 100LL for distribution and use.

Mooney Operators Report Leakage, Paint Issues after Using G100UL

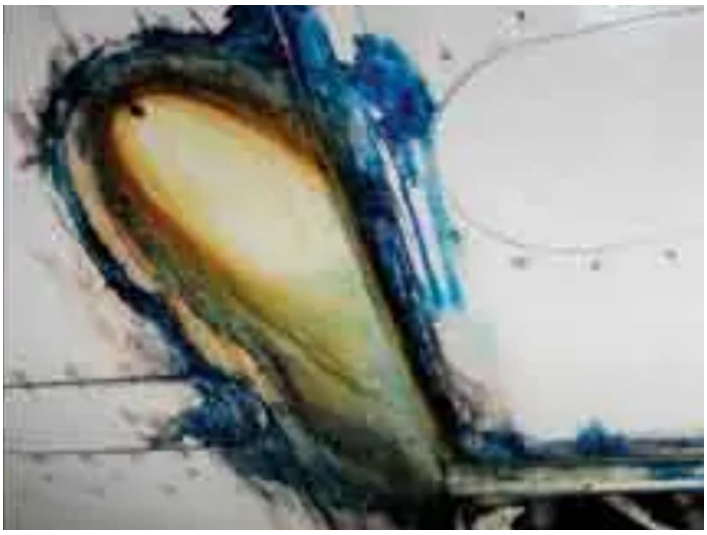
General Aviation Modifications Inc. is inviting an operator of a wet-wing Mooney to visit Ada, Oklahoma, for a borescope inspection to assess the condition of the sealant in the tanks. "I would like to have the chance to borescope an older Mooney fuel tank that has not been converted over to a bladder," Braly said in a post on mooneyspace.com. The invitation was extended after two California owners reported issues with fuel leakage after putting GAMI's G100UL in the tanks. The fuel is available at three California airports.

Mooneys and many Pipers were not factory equipped with rubber bladders in their fuel tanks. They were formed in the structure of the wing and a sealant used to fill the voids and rivet holes in the metal. Many older Mooneys started leaking when 100LL was introduced and owners either installed bladders or had the tanks resealed with a "sloshing" treatment developed in response to the widespread problem.

One of the owners reported on mooneyspace.com that his tanks started leaking a week after he started using G100UL. Another said his tanks had been seeping (within manufacturers limits) but when he added G100UL the paint blistered in the areas affected by the seepage. GAMI founder George Braly told *AVweb* it's not clear what role, if any, the fuel is playing in the issues, but he did say the formulation is different from 100LL, notably in its use of an aromatic amine called Xylene to boost the octane and hence detonation resistance of the fuel. Aromatic amines are solvents, but Braly said in a detailed response to the posts it's the least aggressive of the octane-boosting chemicals. He also noted that the sealant in the tanks is likely decades old. "It lasts a long time, but it doesn't last forever," he said.

Braly said the fuel has been exhaustively tested on sealants, seals and gaskets used in airplanes under the supervision of the FAA. He also said he's never seen it cause paint to peel. If spills are not cleaned up, it can cause a yellowish tan stain. Many of the responses to the thread on the forum said they were not having any problems with G100UL.

GAMI Says All High Aromatic Gasolines are Hard on Paint



General Aviation Modifications Inc. says long-term exposure of painted aircraft surfaces to avgas with high aromatic content, like its G100UL and, potentially, 100LL is "not recommended" but "incidental contact should not cause paint to peel." The company was responding to a video released by a California A&P who conducted his own set of material compatibility tests on the high-octane unleaded fuel. Michael Luvara found that when G100UL was allowed to evaporate on a painted surface, the residual liquid left after the most volatile constituents would, over time, cause paint damage. He also found that nitrile O-rings swelled when submerged in the fuel for five days.

In its reply to Luvara's snag report to the GAMI website, the company said wiping ups spills will prevent most issues. He also said wax and ceramic sprays will help prevent the yellowish staining that can occur if the fuel is left on the paint.

As for the O-rings, GAMI said it knew that the fuel would swell old-style nitrile and Buna-N rubber seal components, but GAMI's testing also showed the materials weren't damaged and retained their sealing ability.

Meanwhile, GAMI founder George Braly said fuel leaks have plagued aviation since long before G100UL was created and cited a 2012 report in *Aviation Consumer* magazine dealing with the various causes and effects. Braly said, "This issue that Michael describes is nothing 'new' and is not in any way 'unique' to G100UL Avgas."

FAA Postpones Medical Certification Changes

The FAA has backtracked on a policy change regarding medical denials and deferrals after facing backlash from the industry. Five days after receiving a letter from 14 pilot organizations, the agency says it has deferred implementation of the policy pending further consultation. The new policy would have resulted in medical deferrals sent to the agency without all necessary documentation becoming denials that would be reversed if the paperwork was properly filed. The groups were concerned about various unintended consequences of the policy, which was to be put in place Jan. 1. Here's the FAA's full statement.

FAA Statement on Postponement of Medical Denial Process Change

"*The Federal Aviation Administration (FAA) will postpone the implementation of a process change for individuals applying for an airman medical certificate with incomplete exams and paperwork after receiving feedback from aviation stakeholders. The process of issuing initial denials set to take effect on Jan. 1, 2025, will be postponed until March 1, 2025. The decision to implement this change was not associated with the FAA Reauthorization Act of 2024, but the need to provide immediate answers to airmen regarding the medical certification process.*

"*Postponing allows the FAA additional time to educate the pilot community and to host a listening session with various aviation associations in early January.*"

Bill Introduced to Digitalize Pilot Certificates

A new bill introduced in Congress would, if passed, digitalize pilot certificates—eliminating the need for pilots to carry physical copies of their medical and airman certificates.

Congressman Tim Burchett, R-Tenn., introduced the Pilot Certificate Accessibility Act earlier this month, aiming to improve efficiency by allowing pilots to store these documents on electronic devices or cloud platforms. Congressman Burchett said, “I don't see a reason why our pilots should have to carry physical documents with them instead of keeping them on their phone like everything else.”

The legislation, which was co-sponsored by Rep. Garret Graves, R-La., is now awaiting review by the House Committee on Transportation and Infrastructure.

Events

Mooney Florida Lunch Group	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 January 11: Winter Haven (**GIF**) February 8: Sebring (**SEF**)
MooneySafety.com	Sign Up at https://www.mooneysafety.com/ppp-registration/ 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
Australian Mooney Pilots Association Ltd	
EMPOA	**Learn more at** https://www.empoa.eu/index.php/en/
The Mooney Flyer	

SkyVoice Alert 500

Take-off and landing are the two most critical phases of flight that require careful planning, preparation, and execution to ensure the safety and efficiency of the process. Through careful consideration of a wide range of factors, pilots can ensure that takeoffs and landings are safe. Did you ever wonder how pilots manage to do their tasks at proper timing? What if they fail to do so? Here is the most suitable solution for that. SkyVoice Alert, a Takeoff and Landing Height Announcer introduced by HolyMicro! LLC with a LiDAR based gear warning system. This device enables you to get appropriate height call-outs, alerts and reminders on time, thereby enhancing a safer flying experience.

The SkyVoice Alert 500 provides appropriate altitude call-outs. This feature ensures enhanced safety and situational awareness for pilots, aiding in smooth and controlled aircraft operations. Just imagine how it would be to perform the whole task in a short period of time, from 200 ft up? There is too little time to put the gear down and land. To avoid this error, there is the unique feature of SkyVoice Alert LHA 500, as this device provides height call-outs from 500 ft, LiDAR range of 590ft with Gear Warnings from 560 ft, so the pilot get enough time to lower the gear and can ensure a safer landing. SkyVoice Alert gives high quality digital audio through the audio panels and headsets, connected by Bluetooth or wired, and also has an option for a heads up display.

SkyVoice Alert LHA 500 also offers a set of reminders including Check Gear, Checklist, LC GUMPS, Flaps, Check Speed, Check Tank, Check Fuel, IFR Altimeter & Top of descent, from which the pilot can select, according to his or her preference. There are GPS-based announcements and MSL reminders tailored to specific altitudes, as well as detection of GPS-reported aircraft speed. The SkyVoice Alert 500 doesn't draw power from the aircraft or interfere with Landing Gear operation. SkyVoice Alert LHA 500 can be installed with the 30-minute installation kit that makes the process faster by providing all the needed components like complete installation hardware and labels, a wiring harness, and pre-cut inspection plates. SkyVoice Alert 500 has a Gear position light voltage sensor which is an option for geared aircraft and a GPS RS232 Aviation Data receiver for those who need MSL based higher altitude announcements and reminders. SkyVoice Alert has its own rechargeable battery for 20 hour of use. This height call-out device is approved to install in all of our Mooneys. $1,450.

CLICK HERE for more information.

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