

The Mooney Flyer

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

June 2025



Editors

Phil Corman | Jim Price

Contributors

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

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



Running a Tank Dry

There’s been a bit of chatter lately on running a tank dry. Our good friend and great contributor, Richard Brown wrote about it. And this month Richard Simile writes about the good and the bad of it.

So, I thought I would briefly weigh in on the topic as well.

There are two guiding principles that pilots live by. First, “Redundancy”, and secondly “If you make a change to something while cruising in your Mooney, and something bad happens, then change it back”

I will opt for not running a tank dry. It removes option #2. If you run a tank dry and switch tanks and something bad happens, you cannot switch back. I completely

understand the principle of running a tank dry, so you will know how much fuel you have. But I know how much my engine burns and I like to keep it at least 30 minutes full. I still can use that tank if necessary, but I have options. And that satisfied principle #1 of “redundancy.”

A Must Watch Video

My good friend Richard Simile writes articles for the Mooney Flyer each month. He is such an avid flyer and devotee of Mooniacs. He shared a video with us this month and it’ll touch the heart of any aviator.

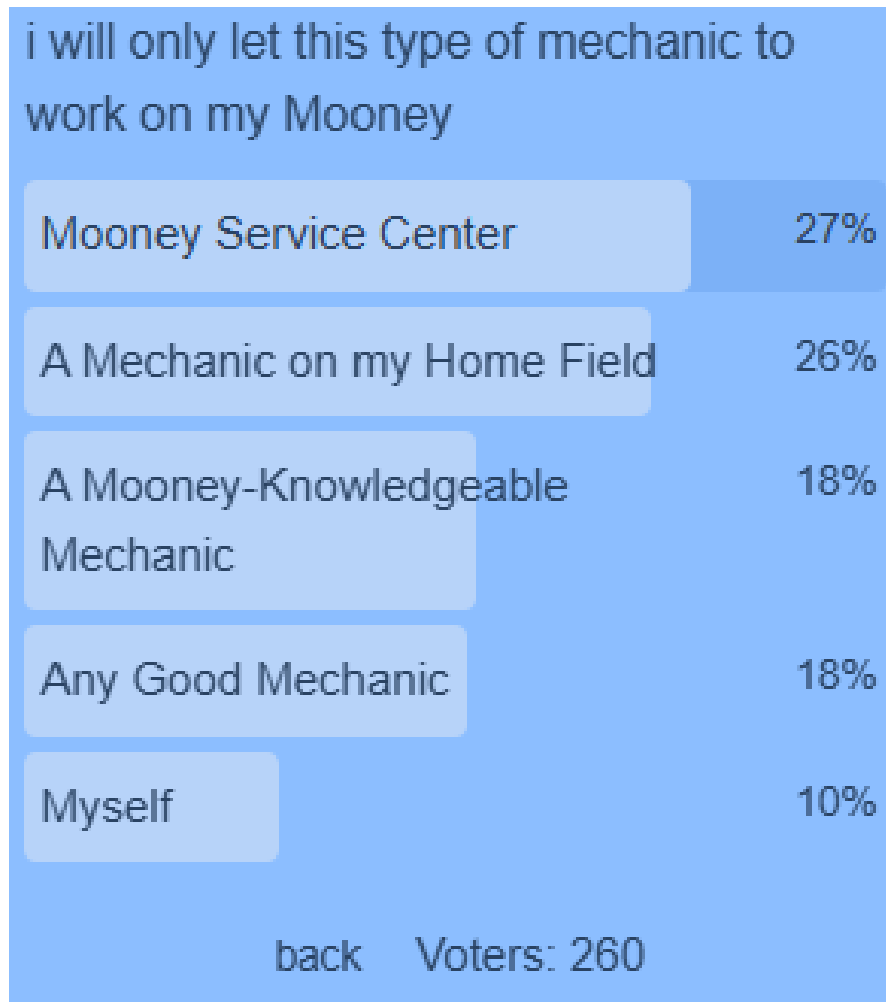
[Breaking Glass | SAS](#)

My personal experience took place several years ago when we hosted a tour of airplanes at our airport, led by a Southwest Captain. He talked of the joy of flying as he showed the 4th graders around both small and large aircraft.

At the end, a young girl in the tour asked, “But can girls become pilots?” The captain responded, “Only if you want to become one.” And in that instant, a dream was planted.



Well, It Happened



Next month's poll: "When in Congested Airspace, the most Important Thing is"

[CLICK HERE](#) to vote



Need a Mooney CFI?

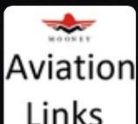
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Right of Way



[FAR 91.113](#) is very clear on which airplane has the right of way, but I never assert my right of way . . . ever. You are probably wondering why I'm writing this?



A related quote concerning errors goes like this.

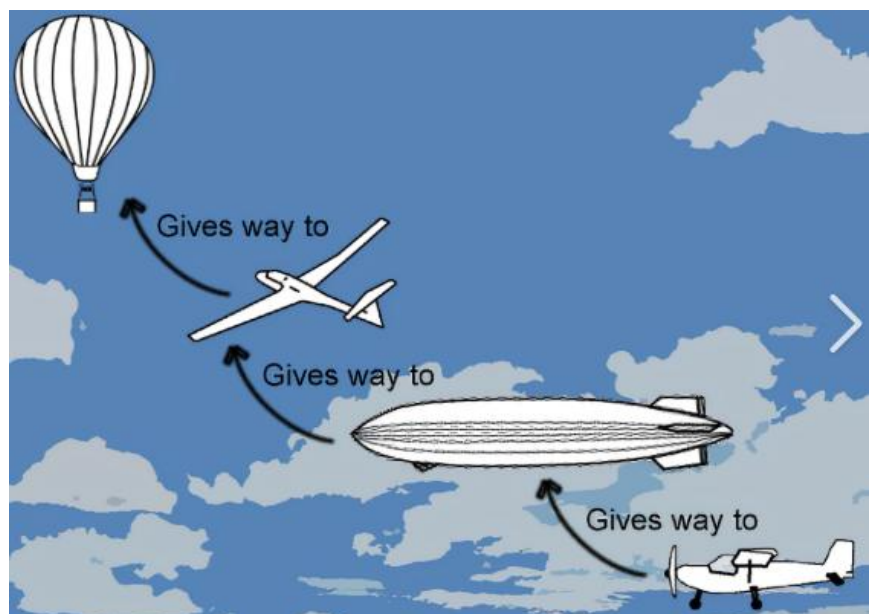
"When a pilot makes a mistake, the pilot dies. When a controller makes a mistake, the pilot dies." I feel the same about asserting my right of way.

A few years ago, a Cessna 152 and Cessna 340 were both attempting to land at Watsonville (KWVI) airport. The 340 was on final, flying straight in and the 152 was turning base. The 340 was flying at a pretty high speed, and of course the 152 was significantly slower. Regardless of who had the right of way, the midair was avoidable if the 152 had given way to the 340, with a simple extension of his downwind leg. Who had the right of way? FAR 91.113 asserts it is the airplane at lower altitude, but it was unclear who was lower. Right of way wouldn't have mattered in this case if the 152 had extended the downwind just a bit.

Another blurry call is when a plane is turning downwind from a cross wind, while a second plane is on a 45° entry. Both planes are at the same altitude. The planes are not being overtaken and they are not head-on. If I'm on the 45°, I will either slow down and follow the other plane, or do a 360° and re-enter the downwind leg. It doesn't matter to me who has the right of way. Slowing down or doing a 360° avoids any issue.

There is a time where Right of Way is demanded, and that is when aircraft are approaching head-on. There may be little time to hesitate, and the FAR is clear that both airplane should deviate to the right.

Aircraft of "lesser" maneuverability have fewer options, so gliders, balloons, airships and planes towing a glider, always have the right of way. Duh?





Although not a right of way issue, if you are following a plane on the downwind or the other plane just turned base, it's safer to maintain a good separation so the aircraft don't bottle neck up on the runway, or pressure the leading airplane. A simple guideline is, "don't turn base until the leading airplane passes you on final. It's just a simple thing to do, and makes it easier on both pilots.

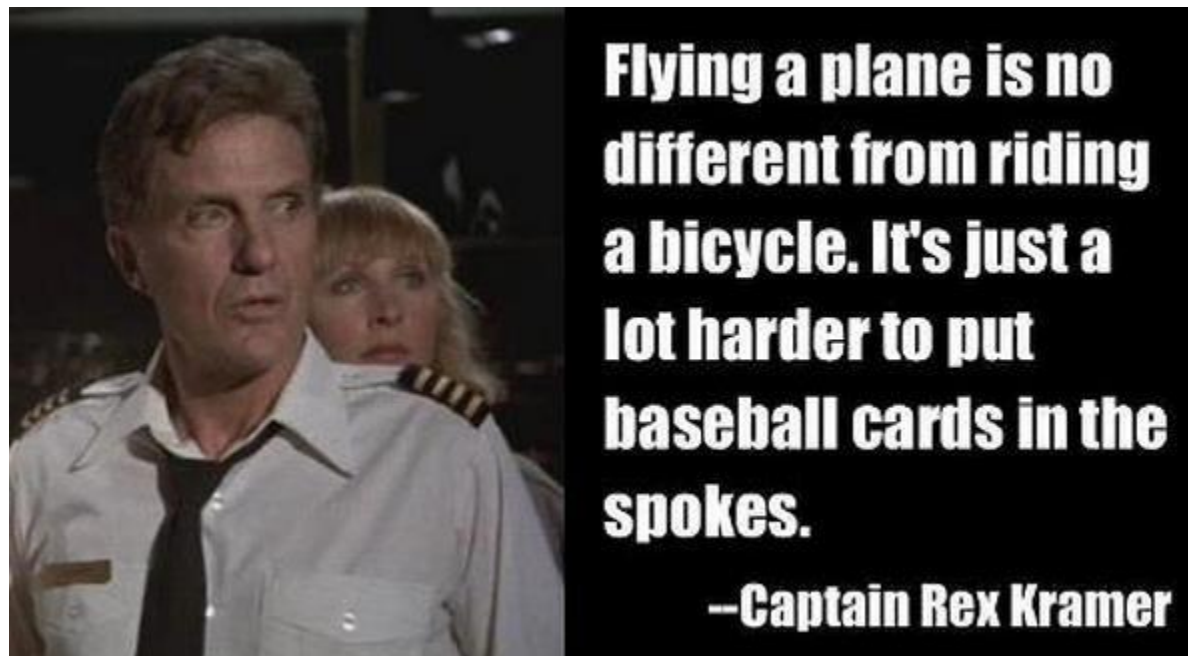
If I am converging with an airplane that is faster than me, (a rather rare occurrence in a Mooney, haha), I will usually slow down,

deviate a little, or circle. It just seems like the right decision.

It goes without saying that if you are confronted with a right of way issue, that you should communicate the steps you are taking so everyone has a shared expectation of what's going to happen.

Summary

It may be a lot safer and a better decision to forgo your right of way in the interest of living to fly another day, and simply flying more courteously.



Filing Tips from ATC

by Jim Price



Do You Always File a Proper Flight Plan?

Here is what you shouldn't do:

- File from the Departure Airport direct to the Destination Airport
- File via GPS waypoints.



In many ways, ATC is a bit antiquated. If your flight plan isn't filed properly, this could result in a departure delay, or worse. Most airports will have a SID or Obstacle Departure Procedure. Find out the preferred method and file it, even if you are departing VFR. Be familiar with it. Some SIDs spell out your route entirely and some demand that you stay on a departure heading until turned by ATC. Use airways and VORs connected to those departures to get through TRACON airspace. When you are turned over to a Center Controller, he or she will have more latitude to allow you to fly direct. Approach Control airspace is more confined and congested. The departure procedures and preferred routes are there for your safety.

Dead Air? Listen for the Response



Controllers do not like it when pilots just listen for dead air, but they don't listen to what is being said. If the previous transmission was one that required an obvious response, allow some time for the response. Just like pilots, controllers can be busy during dead airtime. Keyboard inputs are being made, coordination accomplished, plans finalized, etc. It is very frustrating to ATC when a query is made, there is a moment of dead air, a squeal, and then someone injects, "BLOCKED!" If the controller is making several transmissions, a request for flight following is not a high priority. If you're IFR and waiting to check in, if the controller is busy, trust me, they know you are there and will reach out to you.

Do You Use Your Call Sign on Every Transmission?



Each time you check in on a new frequency, the controller is required to identify themselves once, because they are the only control facility that should be on that frequency until they tell you to change to another. There will usually be several pilots on a frequency and to ensure the right pilot got the right information, the pilot is required to identify themselves with EACH transmission. It may seem obvious in a conversation flow, but if something goes

wrong, the audio playback becomes ambiguous on who took the instruction without it being tagged with proper aircraft identification. Many times, inadvertent transmissions become assumed acknowledgements for another aircraft. It may seem tedious, but there is a purpose and need for call sign use every time.

Do You Request Flight Following?



Sometimes, certain controllers sound annoyed with flight following, but these unkind controllers are in the minority. If you're skirting around BRAVO airspace, overflying airports, or in areas of known parachute activity, knowing who you are and what you want to do is immensely useful to the controller. Without flight following, the controller doesn't know what altitude you're going to climb to, the

general direction you want to go, or your intentions. That information is vital when the controller is also working with the airliners and other IFR traffic.

Flight Following Format

Be efficient and not hurried. Most controllers prefer an introductory request along the lines of: "SOCAL, N12345, TWO MILES SOUTHEAST VAN NUYS, REQUEST FLIGHT FOLLOWING." Once the controller notifies you that they are ready to receive your request, using a proper format sequence with as little extra phraseology at a steady but not rushed pace is most appreciated. Controllers prefer the aircraft identifier over the name of the aircraft, as some aircraft have different identifiers but similar names. Equipment suffixes are *unnecessary* for flight following. Controllers do not like it when you spell out an airport with a "KILO" before the three-letter identifier! They assume you are filing for a destination in the United States, so the "KILO" is unnecessary and actually causes confusion. If the airport is in the local area of the TRACON, you can assume the controller doesn't need it spelled out, unless it uses a Letter-Number combination. If it is an airport outside the local area, then stating the airport name followed by the three-letter identifier can be helpful. Remember to always state your call sign with each transmission.

What is Extra Phraseology?



and HOW.

Prepositions, pronouns and in some cases, conjunctions are not needed. Starting your transmission with, "We are..." or "This is..." are unnecessary phrases. The more you sound like a robot, the better. When making a request, just give the controller the WHO, WHERE, WHAT

“READING BACK YOUR INSTRUCTIONS REINFORCES THE INSTRUCTION IN YOUR MIND AND HELPS THE CONTROLLER ENSURE THAT YOU HEARD THE INSTRUCTIONS CORRECTLY.”

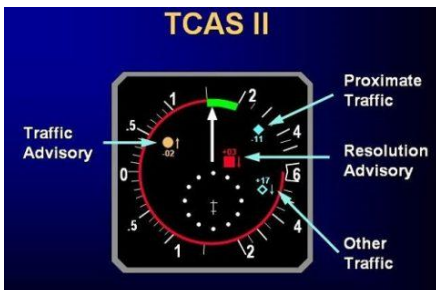
“Roger” and the Hearback/Readback



Don't answer ATC transmissions with "N12345, ROGER." Reading back your instructions reinforces the instruction in your mind and helps the controller ensure that you heard the instructions correctly. Don't truncate an

instruction to fly heading 230 and descend to 5000 with, "HEADING TWO THREE ZERO AND DOWN TO FIVE, NOVEMBER 12345." Instead, you should say, "TURNING RIGHT HEADING TWO THREE ZERO, DESCEND AND MAINTAIN FIVE THOUSAND, NOVEMBER 12345." Errors usually happen because of shortcuts taken with phraseology. Practice reading back instructions with your call sign.

Do You Understand IFR and VFR Separation Standards?



In the TRACON environment, standard separation between IFR aircraft is 3 miles laterally (5 miles in Center airspace) and a thousand feet vertically. VFR to IFR aircraft separation is 500 ft and what is known as "green between," an old radar term, that basically means, "physically separated" laterally. Of course, there are a multitude of additions and variations for degrees divergence, visual separation, CLASS BRAVO, etc. Remember, there are many [TCAS-RA](#)s (Traffic Alert and Collision Avoidance

System Resolution Advisories) in the TRACON environment. If you are in this area, it is highly likely that you may come close to large commercial and jet aircraft either climbing or descending.

Almost all of these large jet aircraft have TCAS. The sensitivity of TCAS often extends past ATC's normal IFR to VFR separation standards (500 ft), which will result in the commercial or jet aircraft receiving an RA (Resolution Advisory). Most controllers will actually stop IFR traffic from VFR traffic by 1,000 ft, in order to avoid the RA. Sometimes, the 500 ft cannot be increased due to other traffic or terrain. The controller should be calling traffic to each of you. GA pilots should call this traffic in sight as soon as practical and ensure that their altitude is at a proper VFR cruising altitude or as assigned by ATC. If you are encountering turbulence that might push your aircraft towards the other, let ATC know. If you are not getting flight following, try to give aircraft on final approach a wide berth because they are in a very sensitive phase of flight. A TCAS-RA may cause the arriving aircraft to abort the whole approach. If you are operating in the final approach area, use extra care to try and avoid the extended centerlines for the airport's runway paths.

Is the Controller Aware?



Controllers are doing their best, but just like you, they are human. Do not be lulled into a false sense of security. Just because the controller isn't talking to you, it doesn't mean your aircraft is 100% safe. In the controller world, IFR aircraft have a higher duty priority than VFR aircraft. The controller may be busy doing one thing when a primary target that just popped up on radar is now in your vicinity

and the controller's scan has not yet come back around to your aircraft! Be vigilant! Flight following is a great tool for both you and the controller, but it is not a failsafe, and you are the one up in the air! Keeping an active scan is as important for the pilot as the controller. If something doesn't look right to you, enhance your safety and ask the controller for confirmation. If traffic is called and you notice two targets, get verification if you need it and/or report the additional aircraft you see. The National Airspace System works best when there is a good working partnership between controllers and pilots.

Air Traffic Controllers and every Mooney pilot should always do his or her best to ensure the safety of everyone flying in our National Airspace.

You are the one
up in the air!



When the pilot makes a mistake, the pilot could be injured or killed. When the controller makes a mistake ...



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You can register at <https://www.mooneysafety.com/ppp-registration/>

You can also email Lela Hughes, lelahughes49@gmail.com or call [210-289-6939](tel:210-289-6939).

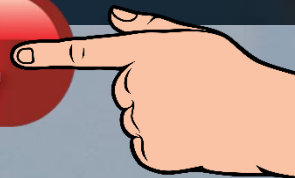
2025

Cheyenne, WY Jun 6 – 8

Groton, CT Sep 12 – 14

Branson, MO Oct 17 – 19

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Plan A, B, C and Maybe D

On Easter, Kathy stayed behind in St George to spend the week with her Dad and Stepmom and then later in the week, travel with them to Vancouver, WA for her Aunt's Celebration of Life. That day, I found myself flying back to SoCal solo, then playing the bachelor role for a week, (going to work and eating leftovers). I also needed to find my own way to Washington in time for the Saturday event.



I had 2 ½ options. I could fly commercial Friday evening after work and back on Sunday. I could fly my Mooney there late Friday afternoon and back on Sunday. Or I could stay home. I knew my wife wanted me there, which meant it wasn't really a complete option and thus only half an option. It still was ½ an option because she knows that nothing is important enough to attempt a flight that shouldn't be made.

The commercial option was about 2 ½ hours non-stop each way, packed inside a metal tube with a few hundred of my best friends. The Mooney would be a total of about 5 hours each way plus the time for a fuel stop enroute. Considering the need to arrive at the airport 2 hours before the commercial flight, it isn't a huge time saver. When you add in the other negatives of TSA and going on the airline's schedule, the commercial option becomes even more undesirable.

I won't get into the price difference between flying commercial and flying my Mooney. The argument can rarely be made that flying myself is the fiscally responsible choice, but it is a lot more fun. I could also check another state off the list by landing in Washington. The only deal breaker the commercial option had going for it, was that it's that time of year when the temperatures aloft can still mean there's ice in the clouds, and there are often clouds in the Pacific Northwest, which in my plane, makes it a no-go.

I assured my wife that I would follow the weather trends during the week and if needed, buy a ticket and ride the aluminum tube. On Monday, it wasn't looking great for making the trip in the Mooney. As the week progressed and I watched Windy for the clouds, visibility, and cloud base trends, I became more hopeful that I wouldn't be resigned to travelling with the huddled masses.

Unlike our April trip to Colorado that I wrote about last month, which was very much in question the day before, by Thursday I was about 90% confident that I could make the flight. The only variable was the route I would take to get to Vancouver. I would need to go IFR to get out of the LA Basin Friday afternoon. After looking at fuel stop options, I filed Thursday afternoon from Fullerton ([KFUL](#)) to Colusa County ([O08](#)).

I've made fuel stops in the vicinity of Sacramento before going to Redding, CA and Sun River, OR. However, I had never been to O08. I like going into new airports. It keeps things interesting, and O08 had a decent fuel price. Plus, as an un-towered airport, it should be a quick fuel turn. I've found that going into an un-towered airport, I can usually be fueled and back in the air in under 30 minutes.

The next decision was how to get from Colusa County to Pearson Field (KVUO) in Vancouver. The cloud forecast suggested that the route of O08 TALUM V23 OSWEG KVUO was going to be my best option. I would climb out through a few layers and be on top before the temps were below

freezing. Then I would cross the Cascades south of Mt Shasta and head up the Willamette Valley. That was Plan A, but by Thursday evening, I had to scrap it for Plan B. Thursday morning, the forecast cloud tops near Medford were “supposed to be” around 8,000’. By Friday afternoon, the tops had increased to the point that I would be in the clouds and in icing conditions. That wasn’t going to work.

On Thursday evening, I moved to Plan B. From O08, I would go RBL V25 KAGYE V25 LMT V452 EUG V23 BTG KVVUO. This would keep me east of the Cascades longer, crossing near Crater Lake, and put me above the tops without adding much time to the trip. I made the amendment to my flight plan and went to bed. Friday morning, I logged in to see the forecast from the evening before had changed again. It now showed mid-level clouds pushing East past the Cascades, once again putting me in icing conditions, but I hadn’t given up hope.

The forecast discussion on <https://aviationweather.gov/gfa/#afd> said conditions east of the Cascades should be VFR/MVFR with some reduced visibility for rain showers. The cloud forecast along that route showed few to overcast with the bases varying from 3-5,000’. Putting the whole picture together, I switched to Plan C. I would make the flight from O08 to KVVUO via LMT V25 DSD and stay VFR. Going all the way north to the Deschutes VOR before turning northwest should also bring me to clear skies. I gave a brief look at flying IFR from O08 to the coast where the MEA’s are very low. It was doable, and I would be well below the freezing level. However, it would be a long time in the soup, which I was hoping not to do.

I worked half a day on Friday, headed to the airport, and was wheels up at 13:17. The tower handed me off to SoCal and I was climbing through the layers. Through breaks in the clouds, I had beautiful views of the LA Basin and the green hills. Eventually, I was in the solid stuff for about 10 minutes before breaking out on top into a glorious blue sky.





I was level at my cruising altitude of 10,000' for a bit. However, I could see that would put me just into the tops of the clouds up ahead, so I asked for and was given 12,000'. With the O2 flowing from my Inogen One G5, my sats stayed in the upper 90's and the ride was smooth.



After a short vector off the routing to move me out of the approach corridor for San Francisco, NorCal cleared me direct to my destination, cutting a few miles off the trip. Colusa doesn't have any weather reporting, but I had been looking at the weather on my tablet showing ceilings well above VFR at the surrounding airports. So, when NorCal asked if I was planning on a visual approach, I responded, "Affirmative."

After a descent through the cloud layer, and about 30 miles from the airport, I canceled IFR but stayed on the frequency for traffic advisories. The landing and refueling at O08 went well and I

took a few minutes to check the weather along my route to see if anything had changed since I got my briefing back at KFUL. There were no updates to TAFs, and the conditions were still VFR at all the airports along the route. If the conditions began to deteriorate, I would need to change plans. I called my wife to let her know things looked good and I was going to be taking off soon.

I told her, "If I make it past Klamath Falls, I'll be good the rest of the way. If not, I'll land to wait it out and stay the night if needed."

Twenty-five minutes after landing, I was back in the air. I leveled off below a scattered to broken layer, making my way north past Redding and toward Klamath Falls. Passing up the valley east of Lake Shasta, with the rising terrain ahead, it was apparent that I was going to run out of clearance below the clouds. The scattered layer was leaning more to the "few" side of the spectrum and there was plenty of room for me to climb above the clouds. Roughly 15 miles off my left wing was Mt. Shasta, with her eastern slopes shadowed by the late afternoon sun. Beyond it, I could see the clouds that had pushed me to take the eastern route.



I was approaching Klamath Falls and would soon know if I could continue to Vancouver. The sparse clouds below me gradually faded away and the clear skies above became overcast. A very light rain was falling, and I could make out no discernable base to gauge my altitude beneath them. Klamath Falls was reporting overcast at 5,000' putting the bases somewhere around 9,400'.

Leveling off at 7,000', I flew north through the light rain, with visibility somewhere around 4-6 miles. About 45 minutes later, the rain stopped, and I was flying below a gradually thinning overcast layer. Passing the Three Sisters, the sun was trying to peek through the clouds. Low clouds were piled up against the west side of Mt Jefferson and the Cascades, so I climbed to get above them, knowing the skies over Portland were clear and I would be able to descend somewhere up ahead. Roughly 50 miles to the north, the setting sun lit up Mt Hood, with a collar of clouds hiding her base.



The sun was shining through the overcast and off to the west, where the skies were clear, it lit up the clouds below me. I started my descent with the sun dipping toward the western horizon, giving a golden hue to the skies as I flew over Beaverton and around the west side of PDX's airspace. Before crossing over the Columbia River, I called Pearson Advisory. They advised me PDX was operating to the west and advised about wake turbulence.



The two airports are only about 3 miles apart and the departures from PDX go right over VUO. Portland was operating to the west, but the winds reported at Pearson were 150 at 7, so I opted for runway 08. It's a beautiful approach on final along the

river, and when I shut down at the fuel pump, I grabbed my phone for the perfect picture with the sun setting behind my plane. I had to go from plan A to C to get there, and while I didn't need it, I had Plan D in my pocket, to either scrap the trip or stop part way if necessary, and I was willing to use it. I think those of us that fly, and fly Mooney's, are among the luckiest people on earth. I am still amazed at a life that is beyond anything I ever envisioned. Maybe I need to dream bigger.



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@intothsky.com. If you're ever in Southern California and want to meet up let me know.

We Choose to Fly

Parvez Dara, MD, ATP, Master CFII, Agi

We choose to fly, just as we choose to live our lives

In the immense vistas afforded by this wonderful planet and especially the grandeur of the USA, flat landers, ocean goers, mountain goats, skiers, climbers, and those that wish to peer at all these delights perched in the sky, inhabit life. In the end we all choose to do our own thing! It is in that vain, where progress lives, and life is more than just performative. It is it!



A long time ago, when the “light and airy” controls of the Cessna 152 were still fresh in my mind, my instructor, a younger bolder pilot, without warning, introduced me to a spin. His British accent was quick and staccato, and I, being overwhelmed with the four forces trying to simultaneously keep me in the air and pull me down into the grassy knoll below, answered with a single syllable, “uh!”



The deliberate 15 degree pitch up was tugging at my brain. I knew “this is wrong,” but no utterables came out. Soon the wings decided to give up the lift ghost and the right wing called a time out and went AWOL. The Cessna 152 lurched and the nose started its trajectory towards earth. The Brit kept pulling aft on the yoke as the 152 screamed in its annoying whistle warning, “I can’t, I can’t.” The aircraft was now pointed straight for the earth and the half mile distance was shrinking rapidly. Shortly thereafter, the earth started to spin in the windshield as the wailing siren continued. Somewhere in the second turn, as the tall pines approached, I realized he had cut all power and somehow managed to stop the aircraft from spinning. As we approached the trees, I could see him pulling back on the yoke, arresting the dive, but not the trajectory of the aircraft. We got lower and lower and now the spontaneous fear of flight coursed through my veins, and gallons of sweat poured out. In my novice mindset of flight, armed with an advanced array of self-preservation, I looked at him and he was pouring out his saltwater as well. I remember looking at the struts that were holding up the wings, and in that momentary flash of insight, I thought, “What if they give way?” The thought lasted a fraction of second and as the gravitational push on my derriere eased a bit, the aircraft began to slow its descent. I cannot recall what our altitude was above the pinecones, but I remember seeing the tallest and freshest branch of the pine tree as it watched us with petrified leaves. We made it down to the runway and I noticed his legs were as wobbly as mine, even though he had the brash smile of, “I did it!”



On another occasion when I had purchased my first aircraft, a Mooney M20J, an acquaintance asked if I could take him flying. I agreed. On a bright calm day, we met at the airport, and he got in the aircraft after me. I closed the door and started the engine. Then, he said he was feeling a bit overwhelmed. I checked his racing pulse and opened the door. "Perhaps another day," I said. I had learned that lesson earlier, to never force someone against their will or constitution.

Every person stepping into a car, an aircraft, or riding a bicycle has a choice. As a Flight Instructor, I am often faced with how far to push a student to sharpen his skills. Where is the tether that, once broken, will force the pilot away from flight? It is a tenuous thread.

A pilot once asked if I could show him the "falling leaf maneuver." We were up at 6,500 feet AGL, with the Arizona desert below, and the hills in front of us. I demonstrated the procedure to him. He seemed to understand the principle well, but not the precision of the procedure. My feet remained firmly near the rudder pedals. Soon, he was dancing on the pedals, and we were, ever so gently, teetering our way towards the warm desert soil. Some take the flight easily, others remain tentative. It is for us, as Instructors, to understand both and see where the edges of their flight envelope are located. So long as their edges are not beyond mine, I am happy to indulge.

Choice is like the flicker of light against the featureless dark sky of possibilities. Every choice leads to a new path of exploration. We fly because we love to fly. We also know the embedded risks involved, such as aerodynamics, fuel, mechanical problems, weather, and a whole host of other surprises. But we take to it willingly, because we explore our choices. In the end, we are responsible for that choice!

As an instructor, we allow the pilot to decide how far they are willing to go and how far is too far for them. It is for us, as instructors, to recognize those limitations without any transgressions. When the time is right, the choices expand willingly, with understanding and experience.



We choose to fly,
because we love to fly!

“What? You Want Me to Stall My Mooney?”

By Jerry Hinshaw

During the MAPASF PPP flight training programs, instructors ask each participant to demonstrate stalls in their Mooney. It is not unusual for a Mooney pilot to tell an instructor that they have not demonstrated a stall in a long time. Some say they have never flown their airplane to the edge of stall . . . not even once. “You can’t stall a Mooney,” some pilots have been told, “because it will spin.” They may have heard that a Mooney won’t recover from a spin. These tales are exaggerations. Most Mooney power-off stalls are benign events with mild buffeting preceding the stall. Depending on how the plane is rigged, a few planes drop one wing at the stall.

Although we do not want to demonstrate a spin, as it is not an approved maneuver, a Mooney will recover from an upright spin. The stall recovery is conventional and straightforward, although if the spin is unexpected, it will be exciting.

That said, why stall your Mooney? There are a few good reasons. **One** – The actual stall speed, as indicated on the ASI, is the basis for approach speeds, so we want to know the stall speed to calculate our approach speed. **Two** – The ASI may not be accurate. Some of the airspeed indicators in the Mooney fleet have not been tested since they were installed at the factory decades ago, in spite of biannual pitot-static tests. **Three** – It is good to verify the stall behavior, which is usually benign. If your Mooney is out of rig, it is good to discover that during training with lots of altitude below and a Mooney CFI sitting beside you. **Four** – It is excellent to practice recovering from a stall and reviewing the transition back to normal flight.

Besides determining if the ASI is accurate, stall practice also verifies the stall warning indicator is working and shows us how much margin there is between the stall warning indicator’s first beep, and the actual onset of aerodynamic stall. The FAA wants us to teach stall recovery at “the first indication of stall,” which is usually the first sound of the stall warning indicator.

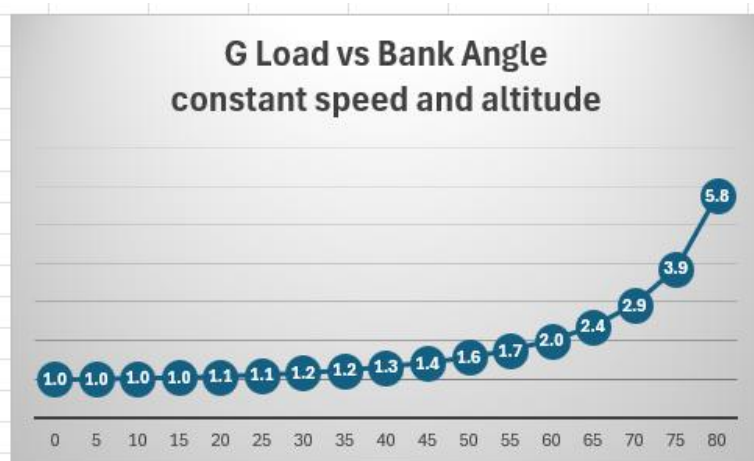
Let’s recall just what an aerodynamic stall is. The term “stall” is a bit confusing. We’re used to saying, “my car stalled,” meaning the engine stopped running. However, that’s entirely different from the aerodynamic meaning “to reach the maximum coefficient of lift” or “the point at which the airflow across the wing begins to be seriously disrupted.” We recall from our primary flight training that a wing will stall when it exceeds its critical angle of attack. Above that critical angle, which is about 16° in most straight wing aircraft, lift is reduced as the angle increases, and the wing is said to be stalled. The airplane’s engine may be producing full thrust, but the wing is stalled.

How do we measure the angle of attack? Recently, AoA indicators have become available for the general aviation fleet at reasonable prices, (in aviation terms). An AoA will provide a direct indication of that angle between the wing and the relative wind. If you have a calibrated AoA system, great. But many Mooney aircraft can only tell the AoA indirectly via the airspeed indicator. The ASI is helpfully marked with colored arcs that show the predicted V_{stall} in two configurations: The bottom of the green arc on the ASI shows the clean stall speed while the bottom of the white arc is V_{stall} in the landing configuration.

Why have a complex AoA system if the ASI directly shows us the V_{stall} speeds? Remember that those fixed green and white painted V_{stall} markings assume that the aircraft is in unaccelerated, wings-level flight at 1 g and at gross weight. The AoA compensates for varying load conditions to provide accurate stall warning, while the paint on the ASI's dial just sits there, ready to lead the pilot astray if they ignore the underlying assumptions.

Remember your CFI or ground school instructor harping about g load and stall speed increasing in turns? Typically, they say that it goes up and provides one example of "In a 60-degree bank you feel 2 g pressing you into the seat, and the stall speed increases." That's true, again with a few unstated assumptions: The airplane is in a steady turn at a constant altitude with no adverse yaw.

What is the g load on your Mooney at various bank angles? Here's a graph of the g load at constant airspeed and altitude, versus the bank angle in degrees:



Note how slowly the g load increases with small bank angles. To one decimal place, the g load is near 1 g up to about 15 degrees of bank. But it is an exponential relationship, and the g load increases very rapidly as the bank angle continues to increase.¹ That's why your CFI doesn't want their primary students to crank in a lot of bank to correct an overshoot from base to final, especially not with the ball way off center. You don't

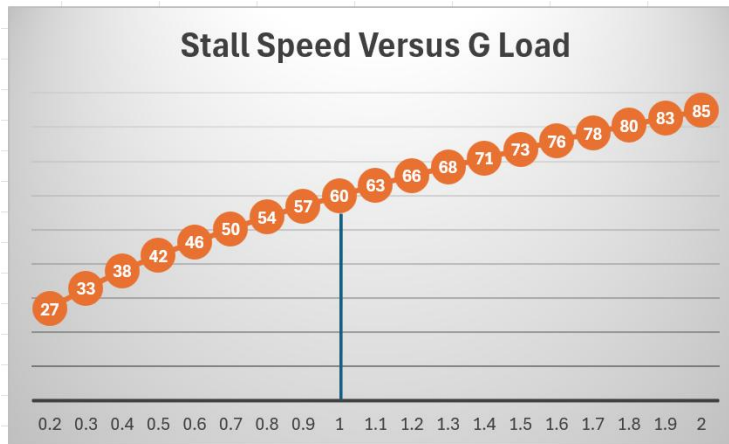
want to do that, either.

How does the stall speed change with more typical bank angles that we fly, say 10 to 20 degrees? That is less commonly discussed. What is the relationship between g load and V_{stall} and how is that important in stall recovery?

First, V_{stall} is directly influenced by airspeed and g load. When we say, "my Mooney M20J stalls at an indicated airspeed of 60 knots," we assume, although it is often unstated, that the wings are level and that the wing is not accelerated, with 1 g.

¹ For the technically curious: The load g is expressed by the simple equation: $g = 1 / \cos(\text{Bank angle})$. In level flight, the bank angle is zero, and $g = 1 / (\cos(0)) = 1$. At our familiar example of 60 degrees the load is $g = 1 / (\cos(60^\circ)) = 1 / (0.5) = 2$.

If the g load is something other than 1, then V_{stall} is changed. By how much?² This chart shows the stall speed versus g load. For this example, we show an M20J stalling at 60 at 1g. At 0.8 g the stall speed is lowered to 54. Pulling 2 g in that 60° bank will stall the wing, unless the airspeed is greater than 85.



Understanding this relationship between V_{stall} and g load is a key factor in recovering from a stall.

Military pilots talk about “unloading the wing,” and that is a useful phrase for us as well. If you unload the wing, you reduce the g load the wing is supporting. Then the stall speed instantly decreases. If your Mooney is indicating symptoms of stall at 60 knots, you can immediately end the

stall by unloading the wing, if you push forward on the yoke. As you make modest acceleration downward, just to 0.8 g, the stall speed drops by 10% and the stall condition is ended.

Aerobatic instructors will advise, “You can stall the aircraft at any speed.” They are right, although you may not want to stall your plane above maneuvering speed (V_a) as the g load may be more than the airplane can withstand. At low g loads, the stall speed decreases towards zero, as shown in the graph.

As an aside, your plane’s V_{stall} speed is directly related to the maneuvering speed (V_a). At the maximum rated load of 3.8 g, the stall speed (let’s say it is 60 at 1 g at the current weight) rises to 117, and that determines the value for V_a . Any faster than V_a and the wing can produce lift sufficient to overstress the airframe. The wing’s lift is impressive; your 3,300-pound Ovation is generating well over six tons of lift at 3.8 g.³

MEASURING YOUR STALL SPEED

Stalls are performed power off in both the clean condition, with gear and flaps up, and in landing configuration, with full flaps and gear deployed. We demonstrate these at or above 3,000 feet AGL, just in case recovery takes an unusual amount of altitude.

² Perhaps V_{stall} should really be denoted as $V_{\text{stall}(1)}$ to define the stall speed at 1 g, and the stall speed at other load factors could be designated $V_{\text{stall}(g)}$. The equation is simple: $V_{\text{stall}(g)} = V_{\text{stall}(1)} \sqrt{g}$. The stall speed varies as the square root of the g load.

³ 3,300 pounds x 3.8 g = 12,540 pounds of lift.

Here are two sets of V_{stall} speeds I observed during training this year in a M20C and an M20K Rocket. Both planes were within CG, forward loaded with two pilots and mid-fuel, so each was a few hundred pounds below gross weight:

M20C (MPH)

CONFIGURATION	STALL HORN	AERODYNAMIC SIGNS
Clean, Power Off	65 MPH	62 MPH, nose drops
Landing, Power Off	65 MPH	59 MPH, nose drops, slight roll to right

M20K Rocket Conversion (Knots)

CONFIGURATION	STALL HORN	AERODYNAMIC SIGNS
Clean, Power Off	71 KIAS	65 KIAS, buffet, nose drops
Landing, Power Off	70 KIAS	62 KIAS, nose drops

Note that these numbers are slightly different from the pilot handbook values. These are the actual observed readings for the specific airplane and loading conditions at the time. In both cases the 1 g stall speeds were near, but not exactly as expected from the green and white arcs on the plane's ASI. In both airplanes the stall warning horn sounded several knots before any sign of actual stall. That's good, and we (and the FAA) advise you to begin your stall recovery at this first indication of an approaching stall.

STALL ENTRY AND RECOVERY PROCEEDURE

Stall entry technique is to hold the wings level with the engine at a low power setting, maintain altitude, and decelerate at about 1 knot per second. Try to keep wings level and ball centered. Note the ASI readings you see at

- (a) stall warning horn sounds, and
- (b) first aerodynamic symptoms of stall.

Recovery procedure calls for keeping the ball centered, and correcting for wing drop with rudder, **not aileron**. "Unload the wing" by pitching forward as reducing the g load can instantly end the stall. Only a modest g reduction is needed. You don't have to float the passengers off their seats. Add a moderate amount of throttle, perhaps not full power, until the stall is ended and there is rudder authority to handle maximum torque. As airspeed increases, smoothly increase the pitch to minimize altitude loss during recovery.

Conversely, LOADING UP the wing can instantly stall the wing. The 1 g V_{stall} of 60 mph increases to 68 mph at 1.3 g. “Yaw the plane while loading up the wing,” is a brief description of a snap roll entry procedure, and a snap roll is a horizontal spin. You don’t want an unintentional snap roll or spin, especially not on short final.

DESIRED APPROACH SPEED

The often-quoted guideline for approach speed is 1.3 times V_{stall} . This is the speed we strive to maintain in our stabilized final approach towards the runway. For a plane with a V_{stall} of 60 in landing configuration, 1.3 V_{stall} calls for an approach speed of 78. Now that you have stalled your Mooney, you have a real figure for V_{stall} and you know the recommended airspeed for flying the approach, based on the ASI readings we just verified. If you are like most of us, you routinely fly faster than.

Normally, we wish to decelerate to 1.2 V_{stall} as we cross the runway threshold, and in this example, 1.2 V_{stall} is 72 mph. Touchdown will occur near or even below the stalling speed of 60 mph as the Mooney wing is barely 2’ off the runway and it experiences considerable ground effect, which effectively reduces the stalling speed while the wing is very close to the ground. (Very close is within one wingspan above the surface).

The POH for my 1965 M20C is typical of its era. It is about 30 pages long and sparse on detail. The landing distance chart says the figures in the chart are obtained at an approach speed of V_{stall} plus 10 mph. That is just a bit under 1.2 x V_{stall} .

The AFM for a 2000 Ovation is far more detailed. In the landing distance calculator chart, the recommended airspeeds are:

LANDING WEIGHT - LBS (KGS)	APPROACH SPEED KIAS
3200 (1452)	75
2900 (1315)	71
2600 (1175)	68

The stall speed chart from the same Ovation AFM shows stall speed in knots for various configurations:

3000 LBS (1361 KGS)	GEAR UP, FLAPS 0°	62.5
	GEAR DOWN, FLAPS 10°	61.0
	GEAR DOWN FLAPS 33°	55.5

In the 2,900-pound case, with an approach speed of 71 KIAS and a stall speed of around 55 KIAS, that is 16 knots faster than stall. That figure of 71 KIAS is just about 1.3 V_{stall} .

In the 35 years between the manufacturing of these two Mooney airplanes, the earth's atmosphere has not changed enough to explain the higher speed margin, but the recommendations from the company and from the FAA have been altered upwards. That's good, up to a point.

PROBLEMS WITH EXCESSIVE APPROACH SPEED

There are several problems with using a higher approach speed. Floating past the point of intended touchdown is one issue. Trying to put the plane on the ground can 'bounce' the plane and prop strikes can occur. Excessive speed on the runway means lower directional stability contribution by the wheels. And, of course, the Mooney is famous for 'floating' down the runway until it decelerates. Obviously, when the wheels are in the air, the brakes are of little use. Runway over-run, due to excess approach speed, is a Mooney too-frequent event. It is rarely fatal, but often results in damage to the aircraft.

IN CLOSING

You need to know the stalling speeds and behavior of your Mooney in various configurations, at both gross and lighter weights. Keep in mind that g load affects stall speed. Confirm that your Mooney is controllable down to stall speed and that stall recovery is straightforward. Fly stabilized approaches. You are probably flying your approach to landing too fast. For a short field approach, fly a stabilized approach at $1.2 V_{\text{stall}}$, or consider going to a longer runway. Take type-specific training such as the MAPASF PPP or find a CFI with significant Mooney experience. Have fun and watch your airspeed.

About Jerry Hinshaw

Jerry Hinshaw holds CFI, CFII and AGI instructor ratings. He has owned three Mooney aircraft and specializes in type-specific initial and recurrent flight instruction in Mooneys and PA46 airplanes.

eager to learn



By Jerry Proctor



I started writing this article shortly after I returned from a very successful Mooney Safety Foundation, Pilot Proficiency Program (PPP), held at Henderson, NV. 28 students showed up and the weather, though windy, was good.

Each instructor is randomly assigned two students. The instructors don't have a choice. This time, I lucked out because I got two gentlemen that were eager to learn. For anonymity's sake, I will call them Darrell and his other brother Darrell. The Darrell brothers have been around aviation for

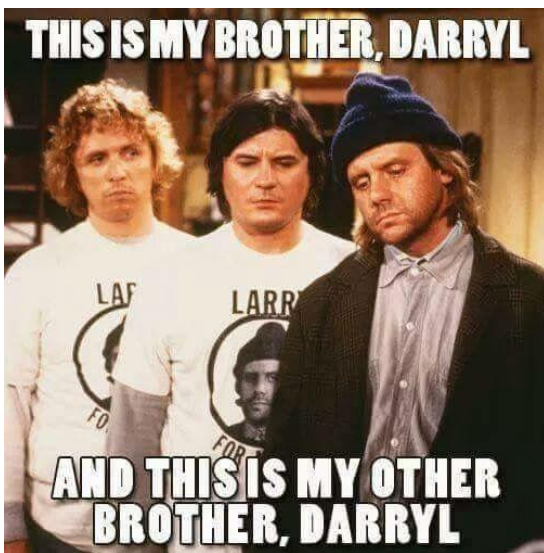
quite a while. Both were in the service and made it to retirement. Combined, they have over 25,000 hours. That is juuuust a little bit more than my hours. However, with all those hours cheating death and defying gravity, they could not have been more receptive students.

Now the Darrells did not have many Mooney hours. In the past, I have flown with pilots with lots of flight time, but not much Mooney time. Some of these pilots were kinda high and mighty because of their total time. That wasn't the case with good ol' Darrell and his other brother Darrell.

The big deal here is, there isn't an aviator out there that knows it all. If you run into one that thinks they know it all, run away. For

example, you know landing is a lot like golfing. An old duffer told me that even though you could play on the same golf course for 40 years, each shot is different, and you have never taken this exact shot before. I know when I play, I never want to see my shots again.

Well, landing a plane is precisely the same. Each landing is different because the temperature is different, the winds are different, your controls are different, etc. I know for sure that many of my landings are different. I just wish it was in a good way!



The Darrells were very attentive. Later I told them, “Since you have the hours, I am going to advise and instruct you, much like when feeding a baby.” The key in feeding a baby is, you smear food all over the baby and somehow it soaks in somewhere. Well, I smeared Mooney suggestions and tribal knowledge all over Darrell and Darrell, wanting them to absorb what made sense. They did say upon departure, that they were “well fed.”

So, regardless of your hours, go forth and be like Darrell and his brother Darrell, always seeking after learning. The only *Aviation God* I ever met was Bob Hoover, and I am sure he never stopped learning, and neither should you.

Speaking of learning, ya’ll saddle up and come on up to Cheyenne, WY on 5-8 June. When you have mastered the mechanical bull Cowboy/girl, come to the airport and be part of the PPP.



Here is a picture of Darrell and his other brother Darrell. Darrell is on the left...er, righ ... er. I give up because I don't really know.





After the pilot started the Beech F33A's engine, he realized that the wheel chocks were still in place on the nose landing gear tire.

He set the parking brake and exited the airplane with the engine still running.

As he removed the chocks, they inadvertently hit the propeller and pulled his arm into the propeller arc. The pilot sustained a serious injury to his right arm.



The airplane also sustained minor damage to the propeller.



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Wet or Dry

Richard Simile, Thunderbird Aircraft Sales

A few weeks ago, I was involved in a very diplomatic and wonderfully open discussion related to whether or not a pilot should run an aircraft tank dry for range. The people involved in this discussion were very well-versed, very sharp airplane drivers whom I greatly respect. Basically there were two schools of thought, which were 50/50 for and against. One School of thought was to run the tank dry to maximize the range on the airplane. The other school of thought was to keep fuel in the tank as a safety contingency option in the event that a valve failed or there was some other anomaly with the other tank. I will express my opinion openly here. I believe that it is not a good idea to run a tank dry because the whole concept of flying, in my humble opinion (IMHO), is to retain as many safety contingency options as possible. Running a tank dry takes a huge contingency away. Would it be rare to have an issue if you ran a tank dry? Sure it would be rare, but if something did happen it would bring into question the option to switch tanks because that option was knowingly eliminated. The bottom-line, (again IMHO), is to shorten your range profile by 50 miles and keep some of that wet safety gold in both tanks. Then, if some rare anomaly occurred that precluded normal fuel flow, you would have the other tank always at the ready. This is just my opinion, but I'm also not alone in this opinion. I hope this may help someone with a dry tank decision. Have a Great month ALL.

My History of MAPA

By: Winslow Bud Johnson, ATP, CFII



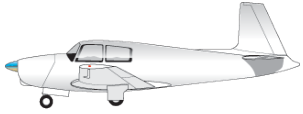
Back in the early 1970's, Butler Aviation was having low sales of Mooney's and stopped manufacturing them in 1972 and 1973. Republic Steel bought Mooney Aircraft Co. from Butler in 1974. That was the start of a pilot's organization created by Mark Harris.

Mark first named the organization "International Mooney Society." We had the first Mooney Homecoming in 1975, at the plant in Kerrville, Texas. After a few years of getting mixed up with the Mooney religious society, Mark renamed the organization "Mooney Aircraft Pilots Association" (MAPA). The mission was to publish a magazine (MAPA Log), promote social gatherings, and to sponsor a Mooney Homecoming in Kerrville once a year.

The MAPA Safety Foundation was founded in the late 1980's, with a mission to promote safety, (naturally). The foundation was established with a Board of Directors separate from the MAPA Board. The mission of the Safety Foundation was to develop a training program for new Mooney owners, write articles for the MAPA Log, and fund a scholarship in the name of Al and Art Mooney. Our first Pilot Proficiency Program (PPP) was conducted in 1990 at Santa Maria, CA. The Safety foundation now conducts five PPPs per year, located in various parts of the United States.

MAPA's membership grew, as popularity with the new models developed. Mark Harris established a parent company called "Association Services Corp," and later it was called, "Associations International." His partners were John Allen with Falcon Insurance and Tom Bradshaw with his own insurance company in Fort Worth. MAPA had a long run of service with many editors and staff. Tom Canavera, Bob Cramer, Trey and Lela Hughes were many that I was associated with. Trey came to MAPA after a career with Flight Safety, where he had a contract with Mooney to provide simulator training for new Mooney owners. Lela had been a Mooney employee for years before joining MAPA. At one time, during the late 1970's, Mooney manufactured over 700 aircraft in one year. Some of the Safety Foundation instructors helped train new owners when the G1000 came out. Trey and Lela retired in 2018. Lela still enrolls pilots for the Safety Foundation. Over the years, all three partners have passed away, leaving MAPA with little direction or funding. MAPA has lost its members and the ability to publish a magazine.

Thanks to the Mooney Flyer, we can publish our PPP schedule and write articles. The Scholarship is still available to rewarding students and we are awarding this year's scholarship to Annabelle Kellogg from [Middle Georgia State University](#). Please plan to attend one of the Safety Foundations Pilot Proficiency Program and support our nonprofit organization.



Mooney Maintenance

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The Mooney Flyer
Magazine for the Mooney Community

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



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What causes an engine "Morning sickness," where it runs rough for about 15-30 seconds after start? Does it have anything to do with the choice of oil?



It takes several rotations to get the proper fuel/air mixture in each cylinder, kind of like "clearing your throat." It think it has nothing to do with oil.

Morning sickness is also a symptom of a sticky exhaust valve. You should borescope your cylinders and if there is an indication of a sticky exhaust valve, you should fix it at your earliest convenience.

Something you can easily do as an owner is removing the spark plugs and checking the conditions, gaps, resistance, etc. While the plugs are out, borescope the cylinders and examine the injector nozzles, valves, and anything else that might look funny. It's kind of tricky to do, but you can rotate the prop to open the valves and check the stems. You will need a cooperative borescope to do that well, but it's a good way to see if there's evidence of something making the valves stick.

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FAA Mandates 100LL Availability For Airport Improvement Program

AVweb, Apr 30, 2025



The Federal Aviation Administration is updating its Airport Improvement Program (AIP) grant assurances to include a new mandate requiring continued access to 100-octane low lead (100LL) aviation gasoline at federally funded airports through at least Dec. 31, 2030—or until an FAA-approved unleaded alternative becomes widely available.

The fuel would have to be a product that is "authorized for use by the

Administrator of the Federal Aviation Administration as a replacement for 100-octane low lead aviation gasoline for use in nearly all piston-engine aircraft and engine models; and meets either an industry consensus standard or other standard that facilitates the safe use, production, and distribution of such unleaded aviation gasoline, as determined appropriate by the Administrator." The agency [published](#) the proposed changes in the Federal Register on April 25, in accordance with the 2024 FAA Reauthorization Act.

Under Grant Assurance 40, airports or operators that offered 100LL at any point in 2022 may not "restrict or prohibit the sale of or self-fueling with 100-octane low lead aviation gasoline," the notice stated. The requirement would remain in place until either Dec. 31, 2030, or until an FAA-approved unleaded replacement fuel becomes widely available. Airports that violate this rule may face civil penalties.

The FAA said the proposed updates will apply to grants awarded in fiscal year 2025 and beyond and include the removal of several executive orders related to equal employment opportunity, environmental justice, racial equity, gender identity and sexual orientation protections, and climate change initiatives.

Transportation Secretary Sean Duffy on May 8, Unveiled his Plan to Overhaul the U.S. Air Traffic Control System

AOPA Aviation eBrief, May 8



Duffy's plan includes upgrading communications, surveillance, automation, and facilities.

Duffy's list of "critical actions" includes:

- Replacing antiquated communications equipment at more than 4,600 sites, which will include 25,000 new radios and 475 new voice switches.
- Replacing 618 radar installations that have exceeded their expected service life.
- Increasing the number of airports using technology to monitor aircraft movement on the ground to 200. The FAA expects to have the technology in place at 50 towers by the end of 2025.
- Building six new ATC centers for the first time since the 1960s, as well as rebuilding several towers and terminal radar approach control facilities.
- Installing new hardware and software for all ATC facilities.
- Installing 174 new weather stations in Alaska.

[READ MORE](#)

Fly-n-Eat App Helps Pilots Find Airport Restaurants

[General Aviation News Staff](#) · May 10, 2025



Fly-n-Eat connects you with restaurants either onsite or within a very short distance of general aviation airports across the continental United States.

Features include:

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- A database of CFIs.

All of the features are available for **\$4.99 a month or \$49.99 a year.**

The app is available on the Apple App store and Google Play.

[READ MORE](#)

Wings to Walla Walla on September 5-7








Greeting Mooniacs, from your fly in organizers. If you're itching to get one more event under your belt for the 2025 flying season, consider coming to Wings to Walla Walla 2025. This will be held in the delightful city of Walla Walla, in Southeast Washington state, home to some of the finest wineries in the US.

It's being held from September 5-7. Host airport is KALW. The [Hampton Inn](#) has reserved a block of discounted rooms for us. While we're still in the planning stage, we're hoping to have an airport meet and greet on Friday, a special tasting at Caprio Cellars, also on Friday, two or three special tastings on Saturday. We'll have our always fun wine and aviation themed sort of white elephant gift exchange and steal, and a group dinner or two.

Sign up on the mailing list: [CLICK HERE](#) to register. We're looking forward to seeing old friends and making new ones.

Your organizers Robin, Tom and Henry



	<p>Contact Dave at daveanruth@aol.com or (352) 343-3196, before coming to the restaurant, to have an accurate count. Events begin at 11:30</p> <p>May 10: Winter Haven (KGIF)</p>
	<p>Sign Up at https://www.mooneysafety.com/ppp-registration/ Jun 6-8: Cheyenne, WY Sep 12-14: Groton, CT Oct 17-19: Branson, MO</p>
	
	<p>Learn more at https://www.empoa.eu/index.php/en/</p>
	<p>September 5-7: Wings to Walla Walla Fly In (KALW) Join us for a weekend of wine and food. As always, hosted by Henry Hochberg. CLICK HERE for more info</p> <p>CLICK HERE to register</p>
<p>Other</p>	<p>Oct 16-19: Mooney Max (Branson, MO) Arrive on the 15th. Seminars on 16 & 17th. Play on Saturday</p>



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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.

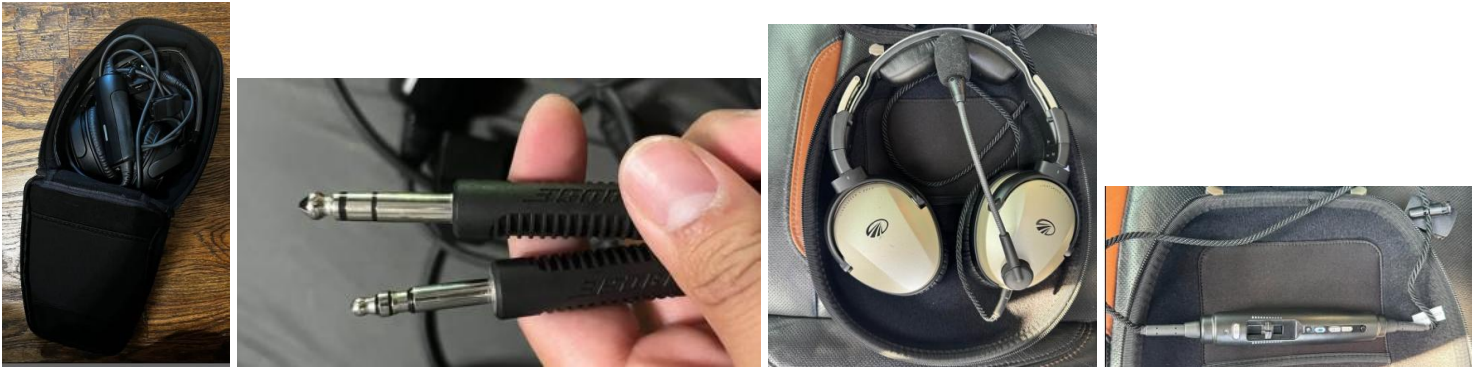
Make offer. Contact: Bernard Lee – leebern@msn.com (562-865-2547)

LASAR Cowl Fairing STC Kit for M20A - M20G (<https://lasar.com/stc-kits/cowl-closure-fairing-stc-kit-laskit131>)

\$275.00 (includes US shipping) ,

Contact Klem Klemmensen [\(217\) 245-2480](tel:2172452480) or Tom Alcott tjalcott@gmail.com


Bose & lightspeed Headsets for Sale



Contact Bob Edenfield at edenfieldbob6@gmail.com. Prefer a Bank or Wire Transfer

1997 MOONEY BRAVO FOR SALE
\$298,000

This 1997 Mooney Bravo offers a rare combination of performance, reliability, and modern avionics. With a low total time and an upgraded avionics suite, it's ready to meet the needs of both experienced pilots and first-time owners. Equipped with FIKI certification and precise speed brakes, this aircraft is ideal for cross-country and all-weather flying.



Contact Information:

- Email: aerocadoc@comcast.net
- Phone: 425 780 9483

Key Features

Engine and Airframe Time:

- **Total Time:** 1860 Hours
- **Engine Hours:** 1100 Hours (Since New)

Avionics:

- **Garmin GTN 750:** Primary Navigation/Communication System
- **Garmin 430:** Secondary Communication System (Comm2)
- **Garmin 500 GFC Autopilot:** Advanced Flight Control
- **Dual Garmin G5s:** Attitude Indicator (AI) and Horizontal Situation Indicator (HSI)
- **Garmin GTX 345:** ADS-B In/Out with Bluetooth Connectivity
- **JPI 730:** Advanced Engine Monitoring System

Additional Equipment:

- **FIKI Certified:** (Flight Into Known Icing)
- **Precise Flight Speed Brakes:** For Enhanced Control
- **LED Lights:** Modern, Efficient Lighting
- **Shadin Fuel Flow Monitor:** Secondary Fuel Monitoring
- **Built-In Oxygen System:** For High-Altitude Flights

Recent Updates:

- **New Paint:** Completed in 2023—Immaculate Condition
- **New Front Seats** – Interior is in great condition

Aircraft Location:

- Based at KPAE (Paine Field)

Rusty Pilot or Old Pro



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