

The Mooney Flyer

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

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Editors

Phil Corman | Jim Price

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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.



Mooneys

I saw this table concerning Mooney models on the internet. I cannot vouch for its accuracy, but I found it interesting. The C and J, not surprisingly, are the two most popular models.

I owned a C before selling it and purchasing an S (Eagle). I loved my C and still miss it but also love the size and speed of my Eagle. The larger cargo bay has allowed us to transport two Jupiter Folding Electric bikes along with sufficient luggage for a month's flycation.

I love our Mooneys and always will.

| Model | Count of Model |
|----------|----------------|
| A-2A | 4 |
| M10 | 40 |
| M-18 | 1 |
| M-18C | 50 |
| M-18C 55 | 12 |
| M-18L | 24 |
| M-18LA | 9 |
| M20 | 23 |
| M20A | 58 |
| M20B | 97 |
| M20C | 1253 |
| M20D | 87 |
| M20E | 825 |
| M20F | 718 |
| M-20G | 116 |
| M20J | 1401 |
| M20K | 771 |
| M20L | 16 |
| M20M | 250 |
| M20R | 404 |
| M20S | 58 |
| M20T | 1 |
| M20TN | 121 |
| M20U | 12 |
| M20V | 18 |
| M22 | 14 |

Gear Up Incidents

We continue to be saddened by the number of Mooney gear up incidents. The vast majority were avoidable, as they were caused because the PIC forgot to lower the gear.

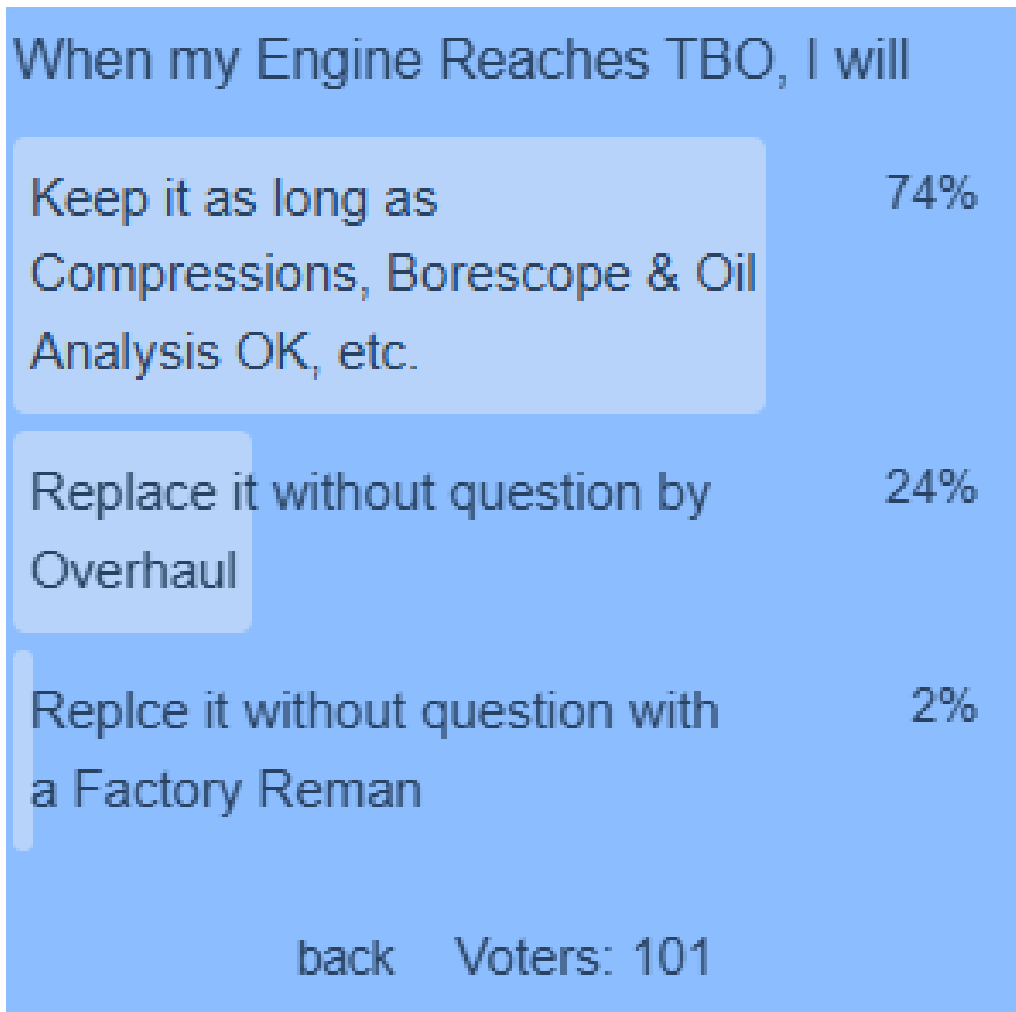
Our tried-and-true procedure to prevent this is as follows:

- Lower the gear before entering the traffic pattern. Once you have confirmed the gear is down, (I don't trust the annunciator light, so I always check the gauge on the floor), say out loud, "The gear is down and locked."
- When you turn Base, reconfirm the gear is down. At that time, say out loud "The gear is down and locked."
- On short final, reconfirm the gear is down. At that time, say out loud "The gear is down and locked."

This works. It's psychological and if you don't hear your voice, you will be alerted that your gear is not deployed.



Trust us on this one. It's free and it works.



Next month’s poll: “I will only let this type of Mechanic to work on my Mooney ”

[CLICK HERE](#) to vote



Need a Mooney CFI?

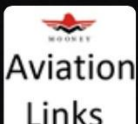
to find one

CLICK
HERE



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.





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Letters to the

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DESERVES SUPERIOR SERVICE & SUPPORT*



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Landing Nose Heavy Mooneys

Years ago, I transitioned from my amazing M20C to an M20S Eagle. The C, with its 180hp O360 Lycoming was not nose heavy and I landed it with ease, using very little up-trim in the flare.

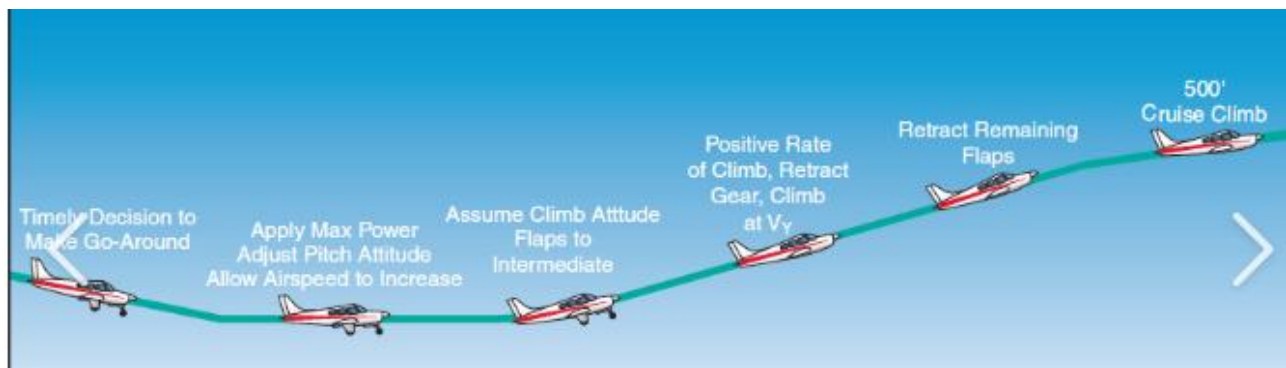
My Eagle was a different story. With the Continental IO550 6 cylinder behemoth, it took a lot more pull on the yoke in the flare. Sometimes, I over corrected by pulling a little too much. Then I figured out that more up-trim between short final and the roundout was all it took.

I now end up with FULL Up Trim in the landing. I trim for 70 kts or less, depending on my weight, but as I get into the roundout, I add full up trim. My nose up attitude is now almost effortless and only requires subtle pulling or holding the nose up in the flare. With this technique, my landings are mostly excellent.

With that heavy nose, I also use a significant amount of Trim for cruise.

Some CFIs do not like to use full nose up trim in the final landing configuration. I have not heard a reason for this concern. I have used this technique since 2009 with great success. It works well on any nose heavy Mooney, including long body and mid body Mooneys with big 6 cylinder engines.

The Go Around Consideration



But here's the catch. Full nose up trim works if you land. But if you have to perform a go-around, you need to alter your go-around process.

First, you do NOT want to add Full Power on the go-around, because with your Trim Full Up, your nose will rise rapidly and you risk a stall.

My technique is to gradually add power while simultaneously reducing the up trim. This works well for me, as it doesn't take much power to stop your descent rate while adjusting the trim. Once the trim is more neutral, I continue my normal go-around process, which involves 1) Gaining airspeed, 2) Nose up, 3) Reduce flaps, and 4) Full power and gear up.





The Humanitarian Flight – The Day we Lost Roberto Clemente

Roberto Clemente was born in Puerto Rico, where he excelled in Baseball. He was a baseball star for the Pittsburgh Pirates, with whom he won two World Series championships. On September 30, 1972, in his final at-bat, he became the 11th player in Major League Baseball history to have 3,000 hits.



In October 1972, Clemente traveled to Managua, Nicaragua to coach the Puerto Rico national baseball team at the 1972 Amateur World Series. On December 23, a 6.3-magnitude earthquake struck near Managua, devastating the city. Carlos Gomez Andino, chief of the Honduran Red Cross, said after a visit to Managua that the death toll was more than 10,000 and the number of injured was “incalculable.” Over 300,000 were left homeless. Many countries sent aid to Nicaragua. Clemente felt inspired to selflessly, with his own money, contribute to the relief effort.

Clemente had previously sent three cargo planes and a ship to help the people in Nicaragua. However, he heard reports that the military had seized the goods intended for the earthquake victims. Suspecting that the military was profiting through Roberto’s efforts, he chartered a fourth plane so that he could visit Nicaragua and directly confront the military leader, believing that, as a celebrity, he could not be harmed.

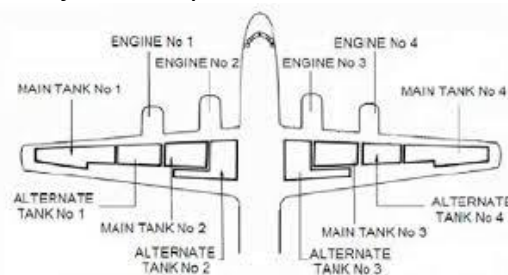
The DC-7CF and the Cargo Company



The accident aircraft was a 1975 [Douglas DC-7CF](#), a freighter conversion of the DC-7.

For \$4,000, Clemente and a relief committee leased the DC-7CF from a Puerto Rican airline, American Air Express Leasing Company, which was owned by 27-year-old Arthur S. Rivera.

Unknown to Clemente or to the pilot, just 29 days before their flight, the Douglas DC-7 suffered a non-fatal taxiway accident, damaging the **No. 2** and **No. 3** propeller blades.



Failure #1 - Cutting Corners

Rivera had just regained his FAA clearance to operate a cargo plane, and he was struggling to keep American Air Express Leasing afloat. Against a tide of change in the airline industry, he began to cut corners.

Rivera was advised that he should replace one of the engines. Instead, he pressed his mechanics to do what they could to inspect the engine and keep it in service. After the inspection, the mechanics could not justify engine replacement. All Mooney owners know that if there is a sudden stop of a piston engine, an engine "breakdown" is required.

An FAA maintenance inspector inspected the propeller shaft limits after the sudden stoppage repairs and found them within tolerances, though a later report said that he merely witnessed the inspection.

Failure #2 – Two out of Three were Unqualified

After volunteers spent most of the afternoon loading the aircraft, Captain **Jerry Hill** boarded the plane. Owner Rivera sat in the co-pilot's seat, though he was only certified to fly the twin-engine [Douglas DC-3](#).

Rivera and Hill had made several unsuccessful attempts to find a flight engineer, so a mechanic from another airline, Francisco Matias, sat in the flight engineer's seat.

Jerry Hill was a well-qualified, seasoned pilot, and this was the aircraft's first flight since Rivera had purchased it several months earlier. It was the first time that Jerry Hill had flown with either Rivera or Matias. Roberto Clemente and his associate Angel Lozano, unaware of the crew qualifications and previous prop and engine problems, boarded the aircraft.

Failure #3 – Overweight Aircraft

Based on a fuel receipt and customs declaration, the NTSB estimated that the aircraft's gross weight at takeoff was 148,943 pounds. This was **4,193 pounds over** its 144,750-pound maximum takeoff weight. However, the crew submitted a flight plan claiming a takeoff weight of 130,350 pounds.

The Takeoff

On December 31, 1972, at 9:11 p.m. local time, the plane taxied to San Juan's runway 7. It was a moonless night, and the visibility was 10 miles, with only a few clouds in the sky.

After engine run-up, the flight was cleared for takeoff at 9:20:30 p.m., for the four-hour flight to Nicaragua. The aircraft's takeoff roll was exceptionally long, and the DC-7 gained very little altitude. A left turn was commenced towards the north, and San Juan tower received a call from the DC-7 that they were, ". . . coming back around."

To land safely, the aircraft would have first needed to dump 32,000 pounds of fuel, which would have taken about 30 minutes.



Then, the plane experienced a catastrophic failure of engine No. 2 and a partial loss of power of engine No. 3. Hill was now trying to fly an overweight aircraft with limited power. He was then faced with the challenge of ditching the aircraft into the sea on a moonless, horizonless night.

With the great loss of power, the airplane slowly descended and soon, the DC-7 crashed into the Atlantic Ocean at an area known as [Piñones](#), approximately 1.5 miles offshore.

Delgado Cintrón, a mechanic at the airport who witnessed the takeoff, testified that the engines sounded even and normal, but that the plane was only about 25 feet AGL. Other witnesses estimated that the plane was 100 feet AGL. After the aircraft was behind the trees and out of sight, the engines sounded fine. Then, a few seconds later, Cintrón heard three backfires and a large explosion, which he thought was the impact with the ocean, followed by silence.



Recovery

Recovery efforts started almost immediately and for three days, search crews found nothing. Then on January 3rd Captain Jerry Hill's body was found "in shreds." Roberto Clement, his associate Angel Lozano, airline owner Arthur S. Rivera, and mechanic Francisco Matias, were never recovered. Because of extremely rough surface conditions and poor underwater visibility, the wreckage site was not discovered until January 7, 1973. Divers from a naval ship reported that the aircraft wreckage area covered approximately four acres;

scattered throughout the bottom of the ocean at a depth of 100 to 130 feet. The aircraft was broken into several sections, most of them badly crushed or demolished. Both wings were separated from the fuselage. The cockpit area forward of the main junction box was destroyed and the instrument panel and mechanical controls were missing. All four engines were accounted for, but none of them were found attached to the wing structure. Two of the engines were together at a distance of approximately 200 feet from the right wing, which itself was upside down on the left side of a fuselage section.

On January 11, 1973, three of the engines were recovered from the ocean floor, including numbers 2 and 3. A review of the engine logbooks showed that the engines had received 100-hour inspections four and five months earlier, prior to Rivera's purchase.

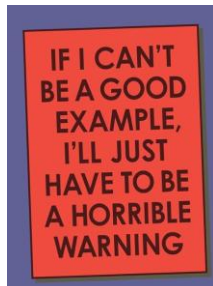
Causes

The NTSB concluded that after a failure of one engine, the plane had inadequate power to maintain altitude during a turn, suggesting that the pilot could not dump fuel fast enough to achieve a weight-to-power ratio that would allow level flight. After a few miles, the lack of a horizon didn't help the pilot realize he was losing altitude. The engines appear to have been at full power, and fuselage damage indicated the DC-7 crashed into the Atlantic Ocean at a very high speed.

NTSB findings:

The cause of the crash could not be determined precisely because of the difficulties encountered while attempting to recover the wreckage. Probable causes were attributed to:

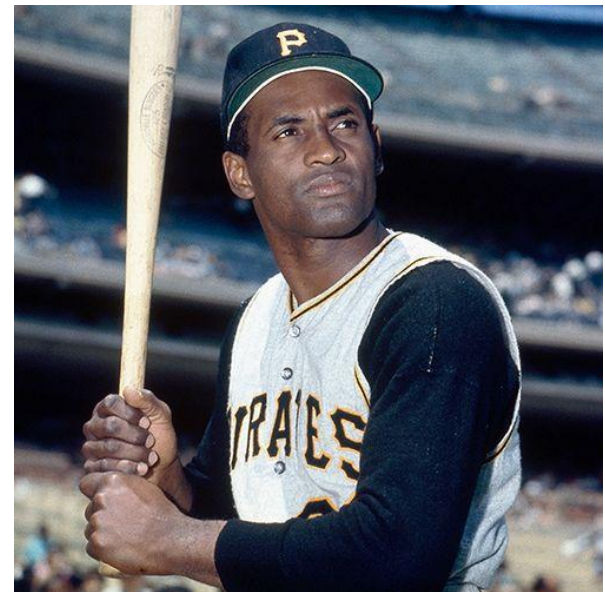
- Lean detonation
- Poor maintenance, finding engine components with excessive wear.
- Engine damage from a previous taxiing accident that was never repaired properly. It was determined that Engine Number 2 suffered a complete power loss because of engine damage from the sudden stoppage during the taxiway incident on Dec 1, 1972.
- Inadequate maintenance, service and inspection.
- Engine Number 3 suffered a partial power loss.
- Uncertified co-pilot.
- Uncertified flight engineer. (Later court proceedings found there was no evidence that Matias was acting as the flight engineer, although he was sitting in the flight engineer's seat).
- The DC-7 had a 4,000-pound fuel overload and was 4,193 pounds over the maximum gross weight. This brought into question Captain Jerry Hill's pre-flight preparation and planning.



In 2022, the crash site was listed on the US National Register of Historic Places.

This story is so tragic and it contains many examples of what we as Mooney owners should never do as we strive to maintain our aircraft and plan our flights.

However, Roberto Clemente is a wonderful example of a kind and amazing human being.



Plan Now to Become a Safer Pilot in 2025

Attend a Mooney Pilot Proficiency Program. Visit [MooneySafety.com](https://www.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](tel:210-289-6939).

2025

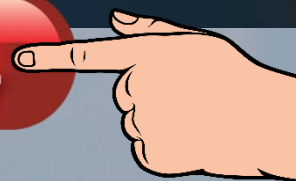
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Revolutionizing Avionics: How AI Enhancements Benefit Legacy Mooney Aircraft Owners

By Yash Shah

Artificial Intelligence (AI) is rapidly transforming the aviation industry, bringing unprecedented advancements in avionics technology. While AI-driven systems are becoming standard in modern aircraft, the benefits extend far beyond new production models. For Mooney aircraft owners, particularly those with legacy models such as the M20C and M20E, the integration of AI-enhanced avionics presents a compelling opportunity to enhance safety, efficiency, and overall flight experience, without requiring a complete aircraft overhaul that would deeply dent their pockets.

AI-Driven Avionics: A Game-Changer for Mooney Aircraft

Historically, avionics upgrades have focused on incremental improvements such as glass cockpit transitions, autopilot enhancements, and GPS navigation systems. AI now takes these upgrades further by introducing **real-time adaptive decision-making, predictive analytics, and automation** that improve operational reliability.

Some of the key AI-driven avionics advancements include:

- **AI-Based Flight Assistants** – Enhancing pilot situational awareness with real-time hazard detection and decision-making support.
- **Predictive Maintenance Systems** – Reducing unexpected failures by analyzing aircraft component health and forecasting maintenance needs.
- **AI-Optimized Autopilot** – Improving flight stability, reducing workload, and enhancing emergency response capabilities.
- **Real-Time Route Optimization** – Dynamically adjusting flight paths based on weather, traffic, and airspace constraints.

How AI Enhancements Benefit Legacy Mooney Owners

1. Enhanced Safety Through AI-Driven Situational Awareness

One of the biggest concerns for pilots of earlier Mooney models is maintaining situational awareness in dynamic flight environments. AI-integrated avionics can assist by:

- Providing **synthetic vision systems (SVS)** that display a real-time 3D representation of terrain and obstacles.
- Using **AI-driven traffic awareness and ADS-B integration** to predict and avoid potential conflicts.
- Delivering **automated emergency response features**, such as Garmin's Smart Glide, which assists in selecting and navigating to a safe landing location in the event of engine failure.

2. AI-Enhanced Autopilot for Precision and Efficiency

Legacy Mooney aircrafts, while known for their performance, often lack modern automation features.

Upgrading to AI-driven autopilot systems like the **Garmin GFC 500** or the **Dynon Autopilot** can:

- Provide **flight envelope protection**, reducing the risk of stalls and excessive bank angles.
- Improve **stabilized approaches**, assisting pilots in maintaining precise descent paths.
- Offer **automated trim adjustments** for smoother control response in turbulence.

3. Predictive Maintenance: Minimizing Downtime, Maximizing Safety

AI-driven **engine monitoring and diagnostic systems** enable proactive maintenance, reducing costly breakdowns and enhancing aircraft longevity. These systems use real-time data analytics to:

- Identify irregularities in engine performance before they lead to failures.
- Alert pilots and mechanics about upcoming service requirements.
- Optimize maintenance schedules, preventing unnecessary downtime.

4. Adaptive AI Navigation for Real-Time Decision Making

Traditional avionics rely on pilot inputs and static flight plans. AI-powered navigation tools dynamically adapt to:

- **Weather changes**, automatically suggesting alternative routes.
- **Air traffic updates**, optimizing efficiency and fuel consumption.
- **Regulatory changes**, ensuring compliance with airspace restrictions in real time.

Recommended AI Avionics Upgrades for Mooney Aircraft

For Mooney aircraft owners with earlier models looking to integrate AI-driven avionics, several cost-effective options exist:



- **Garmin GI 275:** AI-powered flight instrument that enhances situational awareness.



- **Dynon SkyView HDX:** Provides synthetic vision and AI-driven engine monitoring.



- **Avidyne IFD Series:** AI-enabled FMS and GPS with intuitive, real-time route optimization.



- **Garmin GFC 500:** Autopilot system with AI-based flight envelope protection.

Conclusion: Future-Proofing Mooney Aircraft with AI

While Mooney aircrafts are known for their timeless performance and engineering, integrating AI-driven avionics ensures they remain competitive in an evolving aviation landscape. AI is no longer just for new aircrafts—it offers **Mooney aircraft owners with earlier models a pathway to enhanced safety, efficiency, and reliability**. Whether through AI-assisted navigation, predictive maintenance, or advanced autopilot capabilities, these upgrades empower pilots with cutting-edge technology while preserving the aircraft's classic flying characteristics.

For Mooney owners considering avionics upgrades, the future is now—AI is transforming general aviation, and embracing it means flying smarter, safer, and with greater confidence than ever before.

Please note, I am not promoting any product. This is strictly based on product information published online and providing these examples for viewers better understanding.

The Perfect Plan, Maybe

By Richard Brown



It was a perfect plan, until it almost wasn't. We planned a ski trip to our place in Colorado, but I was in California and Kathy was going to start the trip in Utah and end it in Idaho. How do you make that work? With a Mooney of course. After taking a commercial flight to UT to see a granddaughter's school performance, she planned to take the shuttle to St George to visit her dad. I planned to fly to St George and pick her up on the way to CO, and then after our vacation, we would fly to Mesa, AZ to visit my dad, where she would catch a commercial flight to ID, while I flew solo, back to CA.

The plan looked good, the weather was going to cooperate, I had the time off from work, and I was looking forward to the last ski trip of the season. I was supposed to fly on Wednesday, but about 2:00 am on Tuesday morning, I woke up wondering if I had eaten something wrong. I tossed and turned and got up at my usual 4:30 am for my work out. However, I quit halfway through; it just wasn't happening.

I called Kathy on the way to work and informed her that I might not be flying the next day and was thinking of cancelling the whole trip. She may need to find her way to Vegas and catch a commercial flight home.

I managed to suffer through the workday and headed home where I had saltine crackers and Gatorade for dinner while sitting on the couch watching a hockey game. I woke up later; much later. The game had ended, the TV had gone into a screensaver mode, and I had slept through my watch buzzing on my wrist, reminding me of the text notifications on my phone. I called Kathy and told her I still felt wasted and was going to bed. 9 ½ hours later, I woke up feeling like a new man. After some breakfast, I told a surprised Kathy that I was on my way to the airport.

The skies were scattered at 1,300', becoming a thin overcast layer at 2,200'. After a short stint in the clouds, I popped out on top into a beautiful sunny blue sky. Santiago Peak, at 5,720', looked like a small island in a sea of white. The clouds pushed up against the San Bernardino Mountains and flowed into the Cajon Pass before spilling out at the top into Victorville, where they dissipated. It was a beautiful sight.



I leveled out at 11,000' with my cannula pumping oxygen from the Inogen G5, keeping my sats in the upper 90's. The skies were fairly smooth, and 1 hour and 50 minutes after wheels up, with St George in sight 40 miles away through clear skies, I canceled IFR and began my descent.

Kathy and her dad were waiting at the airport with lunch, which was my first mistake of the day. The ham and cheese sandwich was delicious, but in about 13 hours, it would come back to haunt me. We said goodbye to her dad, loaded up, and were on our way, climbing out to the east. Our

route was almost due east for the next 330 miles. We were too far north to see the Grand Canyon, but we were directly over Lake Powell and Monument Valley.



As we listened to the AWOS at Pagosa Springs (KPSO), the wind couldn't make up its mind. Out of the 12 times I have landed there, 11 of them have been on runway 19. I make a habit of listening to the AWOS every couple of minutes, from the time I can pick it up until about 6-7 miles out, because the winds like to shift. On this flight the winds were shifting from the northwest to the

northeast. About 8 miles out, the last update was “variable at 4”, so I decided we would enter a left base and come in on 01.

KPSO sits at 7,663’ and I know my ground speed is higher than when I’m landing at an 100’ elevation back home. However, on short final it looked/felt a lot faster than normal. Sure enough, I glanced down at my indicated airspeed and ground speed which showed I had about 10 mph pushing me from behind, hardly the “variable at 4” I heard on the AWOS. I considered going around and setting up for 19. There was nobody else flying, but with 8,100’ of runway in front of me, I continued the landing. The wheels finally touched down about 2,300’ down the runway and we made the next turn off a little over halfway down the runway.

We borrowed the crew car to go get ours from the house, and after getting settled in, we headed out for my second mistake of the day. We’ve had a new property manager for about a year now, but haven’t been able to meet in person. So, we had a dinner appointment with her and her husband. There was that little voice in the back of my head telling me this might not be the best plan, but I didn’t want to cancel.

Dinner at Rosie’s Pizza was great, but my stomach wasn’t ready for the pizza, or the pizza knots that were loaded with chicken, bacon, mozzarella, and green hatch chilies. About 3-4:00 am I thought my insides were going to end up outside. It wasn’t until about 8:30 am, after a piece of toast and some applesauce, that we finally headed up the mountain.



It was our 15th wedding anniversary, and I had reservations for dinner at a great place in town. However, the thought of eating “real food” was not appealing, so I changed it to Friday. I had a bland dinner at home and although I felt a little better on Friday, I went with oatmeal for breakfast and changed the dinner reservation to Saturday.

Finally, by Saturday afternoon, I felt like I was back in the land of the living. We had a wonderful, anniversary dinner, albeit two days late. The other bonus was, I was feeling up to the 5 ½ hours of flying I had ahead of me on Sunday.

I've been flying our Mooney for over eight years and 1,100+ hours, but I'm still amazed at how much time it "gives back" to us. That same 5 ½ hours of flying would have been over 14 hours of driving. We took off from KPSO at 9:30 am for what would be an almost constant 2:32 bumpy ride to Mesa-Gateway (KIWA). It might have been smoother up higher, but the time penalty from the winds at 10,500', compared to where we were at 8,500', was about 15 minutes. We landed early enough to visit dad at his home for a bit before going to church with him and then having lunch at one of my sister's homes. Later in the afternoon, my sister and dad dropped me off at the FBO, before dropping Kathy off at the main terminal.

Usually when I am going to need my IFR to get back into the LA Basin, I will file a plan from the Blythe VOR to KFUL. That way is usually faster to get out of the Phoenix area, but on this occasion, I decided to just go IFR all the way. I took off on 12C and was handed off to Phoenix Departure flying runway heading.

Me: "Phoenix departure, Mooney 1015Echo, just departed Mesa-Gateway, heading 126, climbing through 2,700."

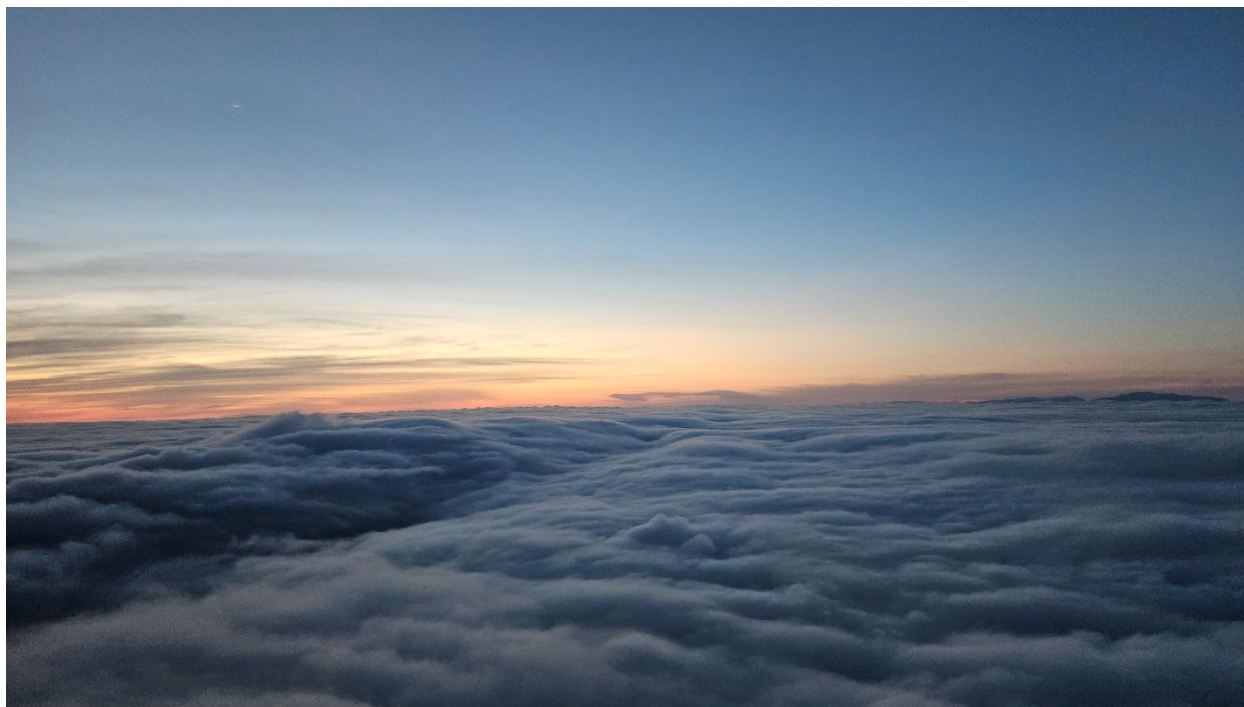
Departure: "1015Echo, Phoenix Departure, radar contact, climb maintain 5,000."

As I continued my climb to the southeast, away from my destination, I was beginning to regret not departing VFR. Eventually, eight miles later, I was given a right turn to 270 and was westward bound. The headwinds started in the 30's and climbed higher and higher as the flight progressed. By the time I was nearing Palm Springs, they were over 50 mph and SoCal advised me and the plane in front of me to expect moderate turbulence in the Banning Pass.



A few minutes later, I got a couple of bumps, tightened my seat belt and thought, “here we go.” I was surprised as I went through the pass with 61 mph on my nose, because it was almost completely smooth. On the other side of the pass, ATC turned me off the airway to get me out of the way of the commercial flights descending through my altitude on the STAR.

The winds were giving ATC some difficulties, as they tried to point me the right direction. “Turn left heading 230,” was followed by “right heading 250,” which was followed by “fly heading 230,” and finally “15Echo, I’m sorry, I think the winds are a little weird today. Fly 240.” Those “weird winds” were 50+ mph from the northwest, but the 240 heading did the trick and I cruised along above the clouds with the remnants of the sunset fading in the west. A descent to 8,000’ put me skimming right along the top of the clouds, enjoying the feel of speed.



I was in a descending right turn as I entered the clouds. The landing light was shining off the clouds as they rushed up to meet me, creating a ground rush sensation. However, I was soon on the instruments and then inside the soup. I leveled off at 5,000’, still in the soup and then down to 4,000’, still in solid IMC. I was watching the miles tick off and as I got closer to the IAF, I pulled some power to slow down so once I got past the hills, I would have a little more time to descend. I was finally given a turn to intercept final and broke out at about 2,800’, just past the IAF, too soon to log the approach.

The trip that was almost sidelined, twice, was wonderful and couldn’t have happened without our Mooney.



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

Fast Is Good!

Almost Always



By Jerry Proctor

Greetings Mooney Flyer readers. Those that read my feeble input know I try to provide light entertainment, but also insert a helpful point or two. I will depart from that format for this article, as this one struck close to home. The nearest airport to my home is the Marana Regional Airport (KAVQ). It's a busy, but nice facility north of Tucson and south of Casa Grande. I fly out of and do approaches there quite often.

When you read this article, it will be about six weeks since a midair collision occurred at Marana, on 19 Feb, 2025. It was a little unusual that a midair collision of two GA airplanes would make the national evening news.

What I will relay here is by no measure official. The preliminary report is not out, but I am using information from a variety of sources, plus my own research. On that day, a C-172, student and instructor based in Mesa, AZ, came to KAVQ to do some touch and go training. Shortly thereafter, a Lancair was trying to land at the airport. The C-172 was established on down wind and the Lancair came in the vicinity of where a base leg would be. It did a tight 270 degree turn to the left and ended on downwind for RW 12.

The Cessna did a touch and go, the Lancair came in behind but had to do a go-around. Next, all were on downwind again. The 172 announced another touch and go. The Lance performed its base inside of the 172's path. When the Lancair was on final, the pilot made an announcement in an irritated tone, (as reported by another CFI east of the airport), "Lance, going around...again!"



The Lancair began a go-around, but leveled off at 300' and I believe poured the coals to it, probably to whiz past the Cessna. Now we have a high wing Cessna and low wing Lancair. As the Lancair flew past the Cessna, the upward path of the 172 caused the Cessna's propeller to clip the Lancair's tail.

The Cessna CFI called out a Mayday and yelled, "He hit me!"

The Lance immediately spiraled to the ground killing the 70-year-old owner/builder and his female passenger.



The Cessna was able to land safely and, viewing from a distance, its only damage was a bent propeller.



So why this article about other airplanes for a Mooney publication? Here is the bottom line. When I instruct Mooney pilots, I emphasize doing the pattern at 90 knots. We easily can go faster and probably want to. However, we live with Cessnas and other planes that can't do a whole lot more than 90K knots in the pattern. Thus, we need to throttle back and play friendly with the other GA planes. Everyone with an ounce of aviation knowledge already knows Mooneys go fast! However, we just don't need to emphasize that in the pattern.

Fly Safe and 90 knots in the pattern.



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Richard Simile, Thunderbird Aircraft Sales

It has been a long-standing rule with me NOT TO FLY Turbocharged aircraft above 18,000', whenever possible. You can get a lot of bang for the buck at 18,000' and below. If you have seen any of my safety presentations, then you know that I am adamant about having a times three (3X's) oxygen contingency available. That means you have three oxygen "escape" contingencies available to you, when flying above 18,000'. There is also the issue of transferring from one oxygen contingency to the other without a detrimental effect on Useful Consciousness, during the transfer. Well, I think I found a way to help mitigate that entire issue while enhancing safety. Last week I flew an Acclaim Ultra from Hayward, CA to Gulf Shores, AL in three legs. One leg required me to go to 25,000' for half of the leg.

I had already had the Oxygen mask ready and was preparing to make the switch from the Cannula to the mask when it dawned on me, "Why not just leave the Cannula on also???" So that is exactly what I did, and it worked perfectly!! There was barely any leaking from the thin cannula tubing. The big surprise was, in a lifetime of flying, there was more oxygen saturation - more than I have ever experienced when above 25,000'!! I also had significant peace of mind knowing that I was feeding off of a separate Oxy port even though it was the same system. I was basically utilizing my Oxygen contingency plan in real time. I felt so safe that I didn't have to scramble for a second oxygen contingency at that altitude, and that I was also highly saturated. This is a "DOUBLE YOUR SAFETY" protocol that I intend to keep using in the future. Yes, I realize that consumption is higher with this method, but I believe that enhanced safety eclipses the extra Oxygen fills here and there. This article is in Honor of the Late Dr. Bob Achtel, who always strongly stressed the importance of Oxygen use, even at lower altitudes.

This article (and my overall Oxygen Protocol) is based on this highly prevalent accident which we should all be reminded about occasionally.

<http://www.kathrynsreport.com/2015/09/mooney-m20tn-acclaim-n370mm-fatal.html>

Constant Speed in a Mooney

By: Winslow Bud Johnson, ATP, CFII

As Mooney pilots, much of the flying we do is on the autopilot. We takeoff from the airport, get on course and then almost immediately, turn on the autopilot for the rest of the flight. About the only hand flying we typically do is during takeoff, landing and occasionally, on final approach, where we may turn off the autopilot and hand fly the approach.



This lack of hand flying can be dangerous. I painfully remember the time my autopilot failed completely. I was on a long series of cross-country business trips and had no choice but to keep going. My home base was in Connecticut, and I was on a multi-leg journey to Los Angeles. There was no way I could abort the trip, as I had important business meetings set up all across the country. My only option was to hand fly the Mooney.

Like most Mooney pilots, I had not been hand flying, except during the beginning and end of the flights. At first, I found it almost impossible to keep the Mooney on course without total concentration. Checking the navigation and talking to ATC became a real chore, while keeping the Mooney on track. Eventually, however, it became easier and easier. By the time I was returning from Los Angeles, I almost felt the autopilot was unnecessary. Of course, I had it repaired when I returned to Connecticut.

The Constant Speed Maneuver

I would like to introduce you to a great way to maintain proficiency in hand flying a Mooney. It is a procedure I call the "Constant Speed Maneuver." This simple maneuver sharpens your ability to control the speed and the attitude of the aircraft and greatly improves your instrument scan. The maneuver is a little difficult at first, but with a little practice, it becomes quite natural. The maneuver is totally hand flown.

I generally do this procedure in a practice area around 20 miles out from the airport at a fairly high VFR altitude, such as around 5,500 feet, or an altitude high enough over the terrain and other aircraft. Because we will simply be doing a lot of turns in the same general area, I will often look for a landmark, such as a body of water, as a reference point. I will also ask for flight following while doing the maneuver. Another set of eyes can never hurt.

What you will need to perform this maneuver is the ability to identify a standard rate on your turn bank indicator and have a timing device either built into the aircraft or on a wristwatch. The idea is to do a series of one minute standard rate turns while maintaining a specific speed throughout the maneuver.



Performing The Maneuver (Step One)

The first thing to do to perform this maneuver is to slow the aircraft down to a speed that can be maintained while climbing and descending. In an older non-turbo charged Mooney, I find that a speed



of around 90 knots indicated is best. For newer aircraft or a turbo charged Mooney, I find that a speed of around 100 knots is best. Throughout this maneuver, you will want to always maintain this speed. The airspeed indicator should always be included in your scan.

Start the procedure by picking a compass heading; let's say North, for example. Bank the aircraft into a standard rate turn and continue around to the opposite direction;

in this case South. You want to time the turn so that it occurs in exactly one minute. Start this in level flight to get used to the standard rate turns. If you arrive at the end of the 180 degree turn too soon, you were banked too steep. If you arrive too late, you were not steep enough. Practice until you can make the turn in exactly one minute.



Now the hard part. You now want to make the same one minute 180-degree turn, but this time you are climbing at 500 ft/min. If you start the procedure on a heading of North, at the end of one minute you should be heading south and you should be 500 feet higher than when you started. The entire time, maintain a constant speed of 90 or 100 Kts indicated.

This is not as easy as it sounds. I have flown this procedure with many Mooney pilots of different experience levels. In almost every case, they find it difficult to achieve the 500 ft/min increase in altitude at a constant speed in the one-minute timeframe.

However, with practice, it gets easier and easier. Often, I hear comments like, "Wow, this is making my flying much more precise."

Performing The Maneuver (Step Two)

Once the aircraft is stable at the higher altitude and the speed is stable at 90 or 100 knots, it is time for step two of the maneuver. At this point you simply want to reverse the procedure. Make a standard rate one minute turn while descending at 500 feet per minute holding the speed constant. For some people, this is more difficult than climbing. It takes a little effort to slow the aircraft



down while watching the timing, the standard rate, the speed and the rate of descent.

The Aircraft will want to speed up in the descent and it will want to slow down in the ascent. I have found the best way to control this is to separate in your mind, the throttle and the yoke. Think about the throttle for speed control, and the yolk for rate of climb or rate of descent. Thinking of these as separate will make it easier to control the speed and rate of climb or descent.



What you will notice throughout this maneuver is you are constantly scanning the instruments from the airspeed indicator, to the turn bank indicator, to the vertical speed indicator. You also will be constantly adjusting the pitch attitude and the power input.

After doing this maneuver a few times, especially if you usually fly on the autopilot, you will find that your skill in maneuvering the aircraft improves dramatically. You will also find that your ability to scan the instruments improves because of the constant scanning.

Every pilot I know is interested in removing the rust from their flying skills. This simple maneuver is a way to make that happen. You can do this maneuver alone or you can do it with a Flight Instructor or safety pilot on board. Good luck and safe flying.

About the Author

Winslow Bud Johnson, ATP, CFII is the Vice President of the Mooney Safety Foundation, an organization specializing in providing recurrent training for Owners of Mooney aircraft (Visit MooneySafety.com). He has participated as a flight instructor in over 100 Mooney Safety Foundation pilot proficiency programs throughout the United States and in Europe.

Farewell Tour

By Don Peterson

How often do we hear of a famous rock band announcing their “Fairwell Tour?” It’s best to just ignore them and hope they go away, mostly because they aren’t serious. Every now and then, here they come again, playing ever smaller venues until we read the announcement that the drummer or singer died, with only Keith showing up at the ceremonies.



We are in the middle of my Fairwell Tour. I am not going to announce the ending date, as I don’t yet know, but plan on dragging it out as long as I can afford it. Some of you may recall that we moved a substantial part of our lives to Colombia, because they promised I could bring my Mooney with me. I have since learned that anytime a Colombian in a position of authority tells you something, it will be either incomplete, or incorrect, or both. Mostly it is just a cultural thing. They don’t like to be the bearers of bad news, so will tell you just the happy bits. The Mooney will never get to live with me in the

Colombian Andes. Lesson learned: It is not efficient to keep one’s airplane on a different continent than the continent where you live.



I'm considering a $\frac{3}{4}$ scale Storch as a better fit for the local terrain. Our home valley starts at 3,500 MSL and goes up to 17,700, just 18 miles away. Lotta riotous terrain in between.

The Tour is going well, thank you.

This tour's theme is revisiting old friends and favorite memories met and made since we saddled up Rambo, 46 years ago. We are just ending a three-month stay in Bloomington, Indiana, where I earned my Private Certificate, and bought the Mooney with only 79 hours in my log. From that beginning, I launched many decades of both business flying and, "Hey, let's go somewhere" rock and roll debauchery. None of the people I knew at the airport are still here, with only one still alive. This is a cool town of about 40,000 locals plus 45,000 Indiana University students. The school has many study disciplines, among them are Fine Arts. The clubs, pubs, and art museums are on the superior end of the scale.

Monday we will head over to DC to visit a friend I've never met. He has several [Zlin aerobatic aircraft](#), and I hope to do a flight test or two while I'm there. We must swing around the DC cluster-F that grew up since I left in the late 80s. I used to fly the Mooney up to Dulles from Richmond to catch an airline to LA, as the M20 flight and parking combined were less than parking my car in the public lot.



Then on to Richmond, VA to visit Jack, one of my oldest buddies, and hopefully zing over to Tangier Island for some of Ms. Hilda Crocket's crab cakes and oyster fritters. Jack designed all my airplane paint schemes. We met while I was dating his ex-wife. This makes sense if you see any of the paint jobs.

I've scheduled a week-long Bridge Tournament in Gatlinburg before flying back to Houston. There, we will arrange the shipment of an old Alfa Romeo convertible to Colombia. A boy needs a toy to bang on while creating bleeding wounds, after all, and Rambo... ain't coming with us. Then, on to San Angelo to participate in their formation flying school prior to joining up in Madison, WI for the Mooney Caravan into Oshkosh.

I do not like airshows, nor crowds, even though I used to fly in them. However, I have fond memories of Bonnie flying her Stampe SV4 from central Connecticut to OSH while I supplied navigation in our radio-equipped [Starduster Too](#). I had to ask Waukesha tower to clear a wider gap for her on the taxiway, as she had lost one of her brakes at the previous airport and occasionally needed to make full circles to steer toward the right. The Stampe was NORDO, so we had to separate prior to entering the OSH approach mosh pit, only to end up coming down final side by side.

Not many years earlier, I took my son in the Mooney. It was in 1985, and the lad was twelve years old. As my good friend Peter Bacque had provided press credentials, we were allowed to visit the Kodak tent early in the morning to have coffee and donuts without standing in line with the hordes. As I began my second cuppa, a nice lady approached and asked if she could interview me regarding my career as a professional photographer. After a brief pause searching for an easy exit, I agreed.

“About how many rolls of film do you shoot every year?”

“Hmmm, about two. But they are all really good!”

It was her turn to pause. She smiled and carried on. At the conclusion of the interrogation, she perked up at said, “For agreeing to participate in our survey, your name will be entered to win a free ride in the Concord!” It was parked not far from where we were sitting.

After too many donuts, my son and I strolled off, but made only a dozen steps before my name was called out, asking to return to the Kodak tent. As we walked in, Gordon Baxter turned around and said, “Congrats! You’re going to fly in the Concord!”

The interview with Gordon was less engaging than the interview with the Kodak lady, but I was keenly aware of being in the presence of greatness and significantly tongue-tied.

Proof that I’m too dimwitted to be loose in public ... I was seated in the Concord next to a very attractive young lady, perhaps slightly less than my 30-something years. Everyone else on board was at an age where buying a thrill ride on a supersonic aircraft was considered ordinary. I was google-eyed. Timidly, I struck up a chat with my stunning neighbor, who told me she just loved flying, but her boyfriend didn’t like it, so she had driven down from Minneapolis alone. She purchased a ticket, and here we were... etc. I was single. She was in an incompatible relationship. I never asked her name nor phone number. We did get to visit the cockpit while in flight, but they declined to let me fly it. Capt. John had been cautioned that, as our one-hour flight would not be going supersonic, nor using much fuel, we were likely to experience alarming acceleration and rocket-like climb angles, as we did a low pass, chandelle, and touch and go. I’ll always wonder how that young lady’s flying life worked out.

It was two years later that I met Bonnie. We bought a couple of biplanes and started taking aerobatic lessons from Mudry Aviation in Poughkeepsie.

Some things can’t be re-experienced, but touching the stones, people, and places, will bring smiles and tears together.



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How I Became a Mooniac – 200 hours later

By Terry Carraway

I have written previously about how I ended up in the Mooney community and a few updates. I just noticed that I have over 200 hours in my plane and that another update would be in order.

As of the last flight, I have put 210 Hobb hours on my airplane since I first flew it on August 13, 2022. That works out to be two years and eight months, or about 79 hours per year. That has to be adjusted for the six months it took for the avionics upgrade and annual, so it's 97 hours per year.

I have put 115 flights on the plane, working out to an average of 1.8 hours per flight. Thirty-nine (1/3rd) of those flights were over two hours. I have made three flights of seven hours or more, with the longest one covering over 1,300 miles non-stop in 7.4 hours. This plane is a going machine. The travels have taken me to 18 different states, a MooneyMax, (I attended two, but one was via commercial), one Mooney Summit, and one Mooney Pilot Proficiency event. I am looking forward to attending more Mooney events.

I have burned 2,198 gallons of AVGAS, for an overall average of 10.46 gallons per hour. Running lean of peak, my normal cruise power setting is 10.1 GPH. My engine runs great LOP using the factory injectors. I actually tried to buy GAMInjectors, but they would not sell them to me because the spread on my stock injectors is so low.

I have spent \$14,193 on the fuel, for an average of \$6.46 per gallon. The cheapest was \$4.85 and the most expensive was \$8.45 per gallon. I must go to expensive places for fuel, but it does seem that the price of fuel in the East is higher than in the West.

I have not had a lot of maintenance costs outside of the annuals, and those have not been excessive. I have spent more on upgrades than on unexpected maintenance costs. We won't talk about how much the avionics upgrade was, but I am now a member of the Smart Avionics "green jacket" club.

I have enjoyed having and using my Mooney for a wide range of flying, from long cross countries to short \$100 hamburger runs. I am very glad I have ended up in the Mooney community.

Destination – Savannah, GA and Tybee Island

By Terry Carraway

It all started with a thread on Beech Talk. A person was traveling to Savannah and asked for suggestions and comments. There was great information from people living in the area. I mentioned it to my SO and she suggested a long weekend trip. Great idea, so we planned it.

Fore Flight said it would be about 3+20 to get from home (OW3 in NE Maryland) to KLHW. You have a choice of 3 airports. KSAV is closest but has various fees and high gas prices. I called Mid Coast Regional and found that with fuel purchase, at a reasonable price, there would be no

charges for landing, parking or anything else. I made a quick call to Enterprise to set up a car to be delivered to the airport. I then booked the Marriott Riverfront hotel.

The day before departure, the weather forecasted ceilings as low as 300 feet in the area. However, I woke up around 5 AM for a quick weather check and saw 500 – 1000-foot ceilings. We were good to go. I went back to sleep and got up at a reasonable time. The morning went well and we got to the plane and packed. By this time, the ceiling at OW3 was 1,000 feet. We took off and hit the clouds at about 1,100 feet but were out of them at 3,000 feet with a very high overcast above us. We climbed to our final altitude of 12,000 and skirted around the DC area on T-295, then direct to KLHW. We were over a solid layer until south of Richmond, then it was pretty clear. Arrival at KLHW was interesting, as during the weekdays, you have to thread through two active restricted areas. When we got to the FBO ramp, someone came out to marshal us to a parking place, then got the rental car and brought it to the airplane. They then helped unload the baggage and tie it down. That is SERVICE!

When we got to the hotel, we found that Savannah has a very big Saint Patrick's Day celebration, including the 3rd largest parade in the US. If we stayed in the historic district, we would not be getting out during the day. This meant our plan to leave on Monday would not work. We would either have to leave the hotel very early, or after 4PM. We decided to stay for an extra day. Oh darn, another day on holiday.



The first night, we had dinner at 17 Hundred 90 Restaurant. The building was built in 1790, burned in 1820 and rebuilt. Lovely atmosphere, but more importantly, fantastic food. To start, we split an order of nice and crispy fried green tomatoes. Cherry had the rack of lamb, and I had the Black and Blue steak. Mine was a perfectly blackened NY strip with a lovely blue cheese sauce on the side. Both meals were amazing. We finished with bread pudding. It was good, but not great, but I am very picky about bread pudding. As an added bonus, the building is haunted. You can even stay there on the upper floors and maybe see a ghost.

The next day we took a drive to Tybee Island. There are a few things to do there such as touring the lighthouse, Fort Pulaski and the Marine Science Center. We checked things out and had lunch at The Crab Shack. It was a bit touristy but fun and the food was good. I had some oysters and the Low Country Boil that were both quite good. The Low Country Boil was big enough to share. Cherry had shrimp and crab dip. That was more than enough to share as a meal. It had lots of crab and whole shrimp. After lunch, if you are there when it is warmer, you can buy a bag of gator food and feed one of their 78 alligators. If you are there in appropriate weather, Tybee Island is known for its beaches. So, you might choose to enjoy them.

Back to the hotel for a nap, then to The Vault for an Asian Fusion dinner. The building used to be a bank, so it does have a vault. The room is loud, which was a bit annoying, but the food was quite good. We split an order of pork dumplings. She had a Thai based yellow chicken curry and I had the Crying Tiger. My dish was thinly sliced beef with a Lao dipping sauce. I love spicy food, and this was spicy but not over the top. However, as I ate, I started sweating. Sneaky spicy, not too hot to taste, but warms you up later.

For Saturday, we had booked a combo trolley tour and riverboat cruise. The trolley tour was fun and filled with the interesting history of Savannah. I did not know that the Girl Scouts started there. I was disappointed that there is no bench to recreate Forrest Gump's "life is like a box of chocolates" scene. It seems that the bench was a prop and was taken away after filming. They do have one of the prop benches in the city museum. You get to see most, if not all, of the 22 squares in the Historic District. After the tour, they drop you near the riverboat to get your ticket and board, where they have drinks and food. The riverboat is a bit of a sham as the stern wheel does not even turn. It was originally a casino in Kentucky, until the laws changed and land-based casinos were allowed. There was a narrative on the 1.5-hour cruise about the area and especially the events during the Civil War. After the cruise, we wandered about the area around River Street. It was starting to get crowded with all the Saint Patrick's Day revelers. We had a light dinner in the hotel because we figured all the restaurants would be packed.

Sunday was a nasty, blustery, rainy day with thunderstorms. We went back to Tybee Island to visit the Marine Science Center. While it was interesting, it was quite small and aimed at school-aged visitors. One nice thing was the gift shop, which had very low prices.

Then, back to Savannah for a late seafood lunch at Sorry Charlie's. The local oysters were amazing. I do have to mention that they serve baby oysters there. I live close the Chesapeake Bay, and locally, they would return these baby oysters so they could finish growing. I managed by ordering a second dozen. Cherry had shrimp tacos, which were very good. After lunch we headed to Leopold's for ice cream. The ice cream was very good, but we both felt the add in flavors were a bit lacking. If I went back, I would get a sundae or just have vanilla ice cream.

Monday was the big parade. Due to cool temperatures and some wind, we opted to watch it on TV. It was the right call, as the commentary was needed to sort out some of the groups in the parade. For dinner, we needed a break, so we snacked in the hotel lounge.

We planned on departing on Tuesday, but I was feeling under the weather and failed an IMSAFE check. It did not really bother us as we would have had close to 30 knot headwinds and a sporting crosswind at home. We decided to stay an extra day, but moved to Hinesville near the airport.

Wednesday, all was well, and we packed up and departed. Clear skies and variable tailwinds from 2 to 12 knots gave us a smooth ride at 11,000 and a very pleasant trip home. Interestingly, the trip down and back was only 0.1 Hobbs different.

All in all, it was a very nice trip with some awesome meals.

The staff at Mid Coast Region were extremely nice and helpful. One thing to note: They won't fuel your airplane until the morning that you depart. I asked and it seems they have had a few people leave early and not pay their fuel bill. Also, there is a notice on the counter about desired fixes to file to avoid the restricted areas, depending on the direction you are going. The airport was originally an Army Airfield and was converted to joint use in 2007. I filed the suggested route to SAV to get out of the area and got the coveted "Cleared as filed."

The Marriott Riverfront was nice, but it is not quite in the historic district, so it is not as convenient to walk around. I can't walk much distance, so we Uber'd everywhere. For those who do walk, there would be better hotel choices inside the historic district.



17 Hundred 90 Restaurant interior



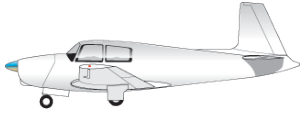
Paddlewheel Boat



One of the 22 squares in the Historic District



View from The Crab Shack on Tybee Island.



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



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I have a few questions regarding your recommendations. How often is "often enough" to fly my Mooney to keep the engine in good shape? At a minimum, how long should each flight be? I've been told to fly at least one hour at cruise power. How often do you recommend changing the oil/filter?



This sure gets into the area of "opinion," but since you asked, I will comply. I do think that flying the plane about one hour a month is the best option. Doing ground runs is the worst, because you don't get the same heat buildup in the engine as you do when you are flying the plane. Depending on your location, you can get moisture buildup in the crankcase, which when flying, gets a better airflow to purge moisture. By flying, you create airflow through the engine which distributes heat more to design temps. A big problem is where the plane is located. Central California is not much of a problem, but upper Michigan in January is a different ball game. What generally is not done and should be, if you are in a location where you can't fly the plane for three to four months, then the engine should be "pickled". This mainly requires removing the spark plugs and installing desiccant plugs to absorb moisture. Use a special oil for long term storage. I also recommend moving the plane about two feet every couple of weeks. This eliminates flat spots in the tires caused by sitting. However, the newer tire materials don't do this as much as in the old days. I am old school, change oil and filter every fifty hours, rain or shine kind of guy. You should at least change the oil because it can be contaminated by exposure to the environment. If available, keep a trickle charger on the battery. Batteries are getting pretty pricey. Keep the pressure up in your tires. I will be 92 in June. I'm still fishing some and bird hunting, so I plan to stick around for awhile.

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entire passenger area is surrounded by tubular steel protection in addition to standard bulkheads, stringers, and skins. A transport "x" type wing spar is the foundation for a wing that is stress tested to over 6 G's. This is pretty rugged packaging for a light plane!

Modern Design — Push-pull control rods (some planes still use old fashioned cable controls) . . . landing gear and step retract into the fuselage . . . control surfaces are gap sealed and wing skins are flush riveted . . . fuel tanks are integral parts of the wing . . . there are no bladders to leak, collapse, or foul fuel lines.

These are just a few of the advanced engineering advantages you'll find in the Mark 21. Compare it inside and out . . . you'll discover a lot that is new, and better, and safer in the modern one . . . the Mooney Mark 21. Want to know more? Write for free brochure.

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Efforts to Stop 100LL Sales in California Thwarted



General Aviation News, [Mar 11, 2025](#)

A judge has issued a tentative ruling denying efforts by the Center for Environmental Health to enforce a decade-old deal with California FBOs to stop selling 100LL when a “commercially available” unleaded avgas was on the market.

Alameda County Superior Court Judge Somnath Raj Chatterjee released his tentative ruling March 4, 2024, one day before he heard arguments in court.

In the tentative ruling, he denies the environmental group’s efforts to force FBOs to sell unleaded avgas only, saying that while an unleaded gas is “commercially available” — General Aviation Modifications Inc.’s G100UL — it is not “commercially feasible.”

In his ruling, the judge noted that while G100UL is “approved for aviation use” it requires an STC. That led him to determine that “STC approval concerns a modification from the original design rather than a general approval.”

“The Court as a matter of contract interpretation reads the word ‘approved’ as meaning approved by the FAA for general use and reads the phrase ‘commercially available’ as meaning both commercially available and commercially feasible,” the ruling continues.

In his ruling he notes that since G100UL has not gone through the FAA’s Piston Aviation Fuels Initiative (PAFI) program, ASTM, or the Eliminate Aviation Gasoline Lead Emissions (EAGLE) program, GAMI has not “demonstrated general approval.”

He adds that CEH’s efforts to require FBOs sell only that unleaded fuel are an attempt to force “a fundamental industry shift through the means of a consent decree, particularly here where regulatory bodies and industry groups are currently addressing the same issue — transitioning to the broad-based use of avgas with lower levels of lead. The court considers that aviation fuel is a regulated commodity. California legislation effective Jan. 1, 2025, states that airports may sell low lead aviation fuel until Dec. 31, 2030.”

Before the hearing on March 5, general aviation advocates raised alarms about the potential impact if CEH won its motion to force FBOs to only offer the new unleaded avgas.

The court action is “premature and counterproductive,” and could “cause undue harm to the general aviation community,” according to officials with the General Aviation Manufacturers Association (GAMA).

GAMA officials point to EAGLE as a “concerted effort” to “ensure that there is a safe and efficient transition to an unleaded future for piston-engine aircraft.”

“We have seen some key milestones reached to progress efforts, but there is still significant work needed before a full-scale transition can take place,” said Pete Bunce, GAMA president and CEO. “The CEH motion is based on a brand new high-octane unleaded fuel, which is currently available at just two California airports. Although the FAA issued an STC allowing for its use in airplanes, this is the only aviation fuel that has not been subject to a stakeholder consensus peer review process and does not have the endorsement for use by piston-engine and aircraft Original Equipment Manufacturers (OEMs) or other stakeholders, such as distributors and FBOs, due to lack of transparency and understanding of the new fuel’s composition and performance properties. Additionally, this fuel cannot be used in piston helicopters.”

“There are also questions and a need for additional information about materials compatibility and safety in both aircraft and fuel distribution infrastructure,” Bunce continued. “The general aviation industry is committed to supporting a viable unleaded avgas solution, but a forced and premature transition will not be in the interest of the aviation community or public in the long run.”

He added that there have been notices to the public from Cirrus Aircraft, Lycoming, Piper Aircraft, and Textron Aviation that “there are questions and potential concerns about the specified unleaded avgas product CEH is attempting to prematurely force on the piston aircraft community.”

“In addition to these warnings, aircraft manufacturers Aviat Aircraft, Diamond Aircraft Industries GmbH, Enstrom Helicopter Corp., Piper Aircraft Inc., Schweizer RSG, and Robinson Helicopters each submitted information to the court that stated the new unleaded avgas variant was not approved or supported by manufacturers for use in their models, given their companies lacked the information necessary to verify its safety and material compatibility,” Bunce said. “Additionally, several aviation trade organizations, including GAMA, submitted declarations to ensure the court was aware of the general aviation piston industry’s relevant perspectives.”

According to court documents, several individual aircraft owners in California also have filed declarations related to adverse issues potentially encountered by using G100UL, Bunce noted.

“Additionally, according to court documents, a California-based FAA Flight Standards District Office has initiated an investigation into some of these possible material incompatibility issues identified in several piston airplanes,” he said. “In the interest of aviation safety, GAMA calls for transparency and openness in a manner consistent with established industry practices for all transportation fuels — a broad stakeholder peer review assessment of new fuel property and performance data through the ASTM consensus standards process or similar — to include collaboration among fuel producers, chemical manufacturers, testing laboratories, fuel distributors and piston-engine aircraft and component manufacturers, etc.”

While G100UL underwent more than a decade of testing by the FAA, it has not been submitted to ASTM and GAMI officials say they have no intention of submitting the fuel to the organization, which develops international standards for products, materials, and services.

Back in court, Judge Chatterjee concluded his tentative ruling by noting that it “will become the ruling of the court if uncontested by 4 p.m. the day before your hearing. If you wish to contest the tentative ruling, then both notify opposing counsel directly and the court at the eCourt portal found on the court’s website: Alameda.Courts.Ca.gov.”

As of Thursday, March 13, a court date for the next hearing has not yet been scheduled.

NORAD Reminds GA Pilots to Check NOTAMs

AOPA Aviation eBrief, [March 18, 2025](#)

The North American Aerospace Defense Command (NORAD) issued a letter to general aviation pilots titled, “Check Your NOTAMs,” after seeing a “noticeable uptick in TFR violations.” Check NOTAMs for active and upcoming temporary flight restrictions. You can use the FAA website and other software tools.

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Tickets now on sale for first air races in Roswell, NM



General Aviation News Staff · [March 15, 2025](#)

Pilots who plan to fly to Roswell can reserve a spot on [Avflight’s website](#).

Tickets for the 2025 National Championship Air Races can be purchased online at [AirRace.org](#).

The races, slated for Sept. 10-14, will feature seven classes of racing, as well as several hands-on displays and experiences including the STEM Education Discovery Zone, heritage displays, military demonstrations, static displays, and more, according to race officials. The event will also mark the fourth year of competition for STOL Drag, officials added.

New Angle of Attack System Introduced

By General Aviation News Staff · [March 18, 2025](#)



Holy Micro! has introduced [Absolute AoA](#), a new Angle of Attack (AoA) system.

The product, which is priced at \$2,400, is patent pending and FAA NORSEE approval in progress

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Garmin Announces Integrated CO Detector

AvWEB Flash, Mar 18, 2025



On the opening day of the Aircraft Electronics Association (AEA) national convention in Phoenix, Garmin’s Jim Alpiser announced the GCO 14—the company’s first carbon monoxide detector. The miniature remote sensor is compatible for displaying on the Garmin GTN Xi-series GPS navigators and on the GI 275 electronic flight display in a dedicated data field or dedicated page. The real-time monitor and alerter provides

visual and aural alerts with pilot-customizable advisory thresholds.

Priced at \$549, the device comes with a premade 7-inch, 4-pin connector interface cable compatible with the device for which it will be connected. The CO sensor has a lifespan of up to 10 years and has TSO C-48A certification.

Garmin also announced optional upgrades for its GTR 205 comm radio/audio panel, including a four-place intercom, dual comm radio switching capability and comm radio playback. The new-function enablement lists for \$1495 and like the GCO 14 CO detector, will be available in May 2025.

[Watch a video which explains the detector.](#)



Aithre Introduces Healthview II

[General Aviation News Staff](#) · March 25, 2025



Aithre has introduced the Healthview II, an oxygen system controller and health monitoring display for aircraft owners and pilots.

The new system integrates with Air Avionics' ATD series screens, offering a modular, high-visibility display with options for panel-mounted or portable installations, according to company officials.

Building on the original Healthview, the Healthview II provides real-time monitoring of oxygen flow, blood oxygen levels, heart rate, cabin pressure, temperature, and more, company officials said.

Pilots can customize 42 data fields across six pages, allowing for precise control over oxygen dosage and turbo injection settings, company officials added. The system is NORSEE-approved for Part 23 and experimental aircraft and is compatible with all existing Aithre oxygen systems.

The Healthview II connects via Bluetooth or serial communication to display data from Aithre's Shield carbon monoxide detector, Metis oxygen pressure, Avi oxygen system, Turbo oxygen maker, and Illyrian oximeter products. The ATD screen can also expand to function as an altimeter and display ADS-B weather and traffic, though these features are not yet certified for Part 23 aircraft, company officials noted.

The Healthview II will debut at EAA AirVenture Oshkosh 2025 and will be included with new Aithre Turbo and Avi systems.

Existing Healthview I users can upgrade for \$1,495, which includes the ATD-57 2.5-inch display head.

For more information go to AithreAviation.com or call 208-481-8310.

Carbon Monoxide USB Alarm Introduced



By General Aviation News Staff · March 26, 2025

RADIANT Technology has introduced the CO-USB Carbon Monoxide Alarm, which flashes bright red at 41 PPM.

According to company officials, it can be powered up from any USB port, even an Android or late-model iPhone (15 or later).

It also includes a serial port for OEM integration. It can be programmed to any alarm value and offers continuous output of CO value via the serial line.

Priced at \$24, it comes with a five-year warranty. First shipments are expected in late April 2025, company officials said, noting that price may change without notice subject to tariffs.

Read more at https://generalaviationnews.com/2025/03/26/carbon-monoxide-usb-alarm-introduced/?utm_source=TPOA&utm_medium=email&utm_campaign=20250327

For more information: RADIANTinstruments.com

FAA Sides With AOPA et al On Santa Clara 100LL Ban Complaint AVweb Flash, **Mar 27, 2025**



The FAA has released a [36-page decision](#) on a complaint filed by the Aircraft Owners and Pilots Association (AOPA), joined by local pilots and aviation businesses, against the County of Santa Clara, California. The decision finds that the county's 2022 prohibition of 100LL aviation fuel violated its federal airport grant obligations. The county agreed to those obligations when it accepted approximately \$6.8 million in funding between 1983 and 2011.

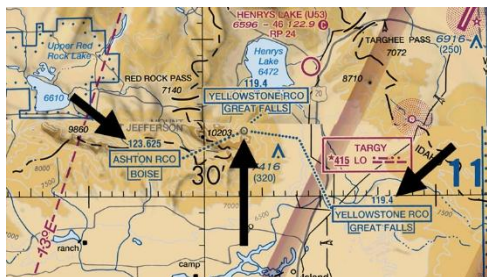
The FAA gave the county 30 days to present a plan of corrective action, further requiring the elimination of countywide prohibition of the acquisition, storage and sale of 100LL fuel at the two county-operated airports—Reid-Hillview Airport (KRHV) and San Martin Airport (E16). In addition, AOPA wrote in [its announcement](#) of the decision, “The agency also requires the county to eliminate the ‘prohibited exclusive right’ the county created for itself by only selling Swift Fuels 94UL and General Aviation Modifications Inc. G100UL as a means to prohibit the use of 100LL,” quoting the decision’s language, “favoring one class of aircraft (those that can safely use 94UL and G100UL) to the detriment of another class of aircraft (those that cannot safely use 94UL and G100UL).”



FAA Registry to Withhold Aircraft Ownership Data ***Notice Number: NOTC4340***

In accordance with **49 USC § 44114(b)**, the FAA is implementing a new process for requesting the withholding of aircraft owner information—such as name and address—from public dissemination, such as the publicly available FAA Registry website. This change may impact how we handle and process aircraft ownership data. Please take a moment to review the current process and submission details at: [Request to Withhold Aircraft Ownership Data](#)

If you have questions or need further assistance, please contact us at faa.aircraft.registry@faa.gov



FAA Plans to Shut Down RCO Network, Seeks Feedback

AOPA, April 3, 2025

For more than 40 years, general aviation pilots have used the RCO network to request advisories, and solicit other services, from flight service stations, particularly in areas where radio coverage is otherwise limited.

Flash forward to the present day, with mobile technology supplying most, if not all, of the information that pilots need to plan and execute safe flights, and the RCO network might seem quaint. Indeed, according to the FAA, utilization of the system has decreased sharply over the years.

In its [notice of intent](#), published in the *Federal Register*, the agency wrote, “In the mid-1980s, Flight Service received 22,000 service requests per day across this network, while today they receive fewer than 300 per day. In turn, from over 350 Flight Service stations with over 3,000 employees 40 years ago, there are now only two (2) facilities with fewer than 200 specialists.”

Written comments should be submitted by May 27, 2025.

<https://www.federalregister.gov/documents/2025/03/27/2025-05167/notice-of-intent-to-decommission-flight-service-remote-communications-outlets-rcos#print>

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Lawmakers Urge FAA to Reimburse Businesses Affected by Presidential TFRs

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FAA Accelerates New NOTAM System



By [General Aviation News Staff](#) · April 22, 2025

FAA officials reported April 21, 2025, that the agency is accelerating the modernization of its NOTAM system.

The new Notice to Airmen (NOTAM) system will be deployed this year, “much earlier than originally planned,” according to FAA officials, who added that more than 4 million NOTAMs are issued annually.

“The modernization will provide near-real-time data exchange, enabling efficient dataflows and better stakeholder collaboration,” FAA officials explained. “The system will be securely hosted in the cloud, and it will have a scalable and resilient architecture.”

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FAA Drops Controversial Medical Denial Proposal

AVweb Apr 25, 2025



The FAA has dropped plans to deny incomplete medical applications and will work with aviation groups to streamline the certification process.

The agency said it would instead review feedback from stakeholders aimed at improving the pilot medical certification process.

To streamline the process, the FAA is enhancing its MedXPress portal and working with industry groups to modernize medical procedures. Stakeholders also developed a [checklist](#) for pilots to prepare for exams and proposed several improvements — from simplifying forms and creating flowcharts for common diagnoses to sharing pilot testimonials.

Below is a link to a checklist to help you reduce application processing time for diagnosed conditions requiring FAA review: <https://www.avweb.com/uploads/2025/04/2025-Considerations-When-Applying-for-an-FAA-Medical-Checklist.pdf>

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Petition calls for FAA to stop use of ADS-B data for airport fees

By [General Aviation News Staff](#) · April 24, 2025



A group of pilots has started a petition on [Change.org](#) asking the **FAA** to prohibit the use of ADS-B data for billing airport fees.

New Safety Alert for Visual Approaches








By Sporty's Flight Training Central Staff, Apr 18, 2025

The FAA recently issued a new [Safety Alert for Operators \(SAFO\) 23004](#) to highlight operational risks associated with visual approaches. Released on April 2, 2025, this SAFO urges operators, flight departments, and training providers to take proactive steps in mitigating potential hazards during visual approaches—particularly as they relate to controlled flight into terrain (CFIT), loss of separation, and unstable approaches.

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|  | <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.</p> <p>CLICK HERE to register</p> |
| <p>Other</p> | <p>Oct 16-19: Mooney Max (Branson, MP) Arrive on the 15th. Seminars on 16 & 17th. Play on Saturday</p> |



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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)

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

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