

The Mooney Flyer

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

October 2018





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Editors

Phil Corman & Jim Price

Contributors

Tom Rouch | Paul Loewen | Geoff Lee | Linda Corman

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Mooney Musing on Random Topics

This month, I will touch on a small set of random topics that have been rattling around in the back of my Mooniac brain. Who knows, you might find one of these musings relevant and valuable... perhaps not.

Proper GUMPS Check

Everyone knows about the GUMPS (Gas, Undercarriage, Mixture, Prop and Seatbelts) Check. In fact, there might be two more critical things to do. First, you should perform the GUMPS check at least twice. The first time, perform each function while verbalizing out loud each item "complete". Then on Base or Final, recheck every item and re-verbalize that all 5 items are completed.

It turns out that the verbalizing is a psychological confirmation that everything has been done. Why should you do it a second time? Because most accidents are caused, such as gear ups, when a pilot is taken out of his/her habit pattern.

Night Flying vs Age

There are several facts about night flying. First, it is a great time to fly. There is less traffic and on a moonlit night or near cities, the visibility is great and convection is way down. Also, it's easier to pick out traffic since the position lights and strobes are more easily seen. The



second fact is that you could more readily slip into IMC-like conditions by mistake. Flying into a cloud is more easily mistaken and flying where there is little or no light can look like IMC. For the non-instrument rated pilot, this is not good, based on statistics.

However, what I have found most interesting is that most private GA pilots actually fly very little at night, and as we get older, we fly even less at night. I think this is mostly due to the fact that we become more risk averse as we get older. Older pilots might say that they get wiser.

Engine Care Tip #1

Changing oil regularly... performing oil analysis, keeping your CHTs below 380°, and remaining out of the Red Box are amazingly important things to keep your engine healthy and performing well for you beyond

TBO. But the single most important thing you can do is to fly “regularly”. By that we mean at least once per week. Taxiing around the airport doesn’t help at all. If you don’t fly regularly, at least use CamGuard as it helps significantly with the real culprit, which is oxidation. Flying regularly burns off the H₂O in your engine. To ensure that this happens, try to fly at least 1 hour at cruise so that your engine can burn off the water.

Engine Longevity

Some Mooniacs think that flying their planes at less than WOT (Wide Open Throttle), that this will somehow prolong engine life. Both Lycoming and Continental disagree. Both indicate that their engines were intended to fly at WOT. Sometimes in the climb, WOT actually helps with engine cooling. You will save a few gallons at less than WOT or at LOP, but most likely, you are not prolonging your engine life.

Best Airspeed for Cruise Climb

We all know V_x and V_y airspeeds, Best Angle and Best Rate. These should be ingrained into your pilot brain. But if you are at Cruise and want to climb, what airspeed is best? It’s neither V_x or V_y . The issue is that you want to get to your higher altitude, but you want to do it with the best combination of vertical and horizontal speeds. Let’s refer to that as V_{cc} or best Cruise Climb. It’s not usually written in the POH, at least not mine. The easiest approximation is to add the difference between V_x and V_y to V_y . For example, V_x is 85 kts on my Eagle and V_y is 100 kts. So $100-85+100$ is 115Kts. That’s my best V_{cc} . Don’t believe it? Go try it some day when you are burning holes in the sky.

Procedure for Engine Roughness on Normally Aspirated vs Turbocharged

For most of us normally aspirated Mooniacs, we are taught to enrich the mixture when the engine falters along with other checklist items, like checking the fuel, switching tanks, etc. But should you enrich the mixture on a turbocharged airplane? Well, only if you have confirmed that the turbocharger has not failed. If the turbo has failed, then your engine went to a rich mixture already, since there is less air. Therefore, you should lean on a failed turbo.

Mooney Fly-Ins

There are not as many Mooney Fly-Ins as there used to be, back when the West Coast MAPA group and the Vintage Mooney Group were around. Part of this might be that many of the pilots have turned in their wings. But for the record, the most fly-ins occur in California, Texas and Florida. Duh, they have the most pilots and usually great weather, except for wildfires in California and hurricanes in Florida.

Maintenance Rules

When getting an Annual, for instance, you are only authorizing you’re A&P/IA to perform the “inspection”. Unless otherwise authorized, the shop should NOT perform any repairs without your prior approval, preferably in writing. You should make this clear whenever you leave your Mooney at a shop for any reason. You are responsible for everything done to your Mooney. We’ve had reports of mechanics, and even MSCs taking the liberty of fixing things without the owner’s approval. We’re just looking out for you.

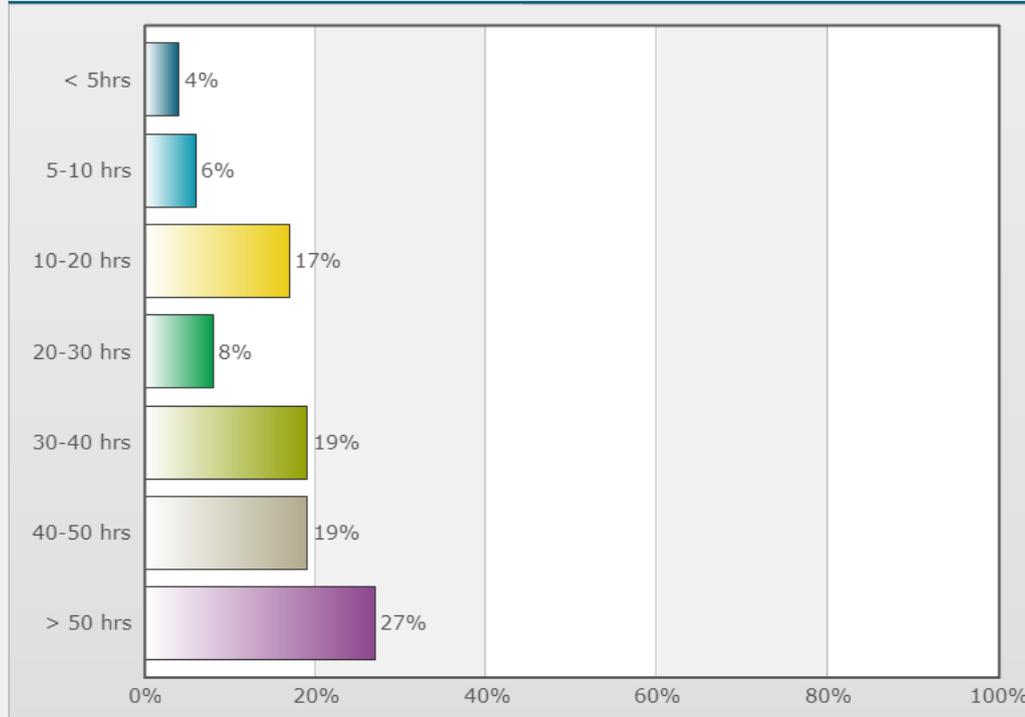


Poll Report

How many hours did you fly your Mooney until you were 100% comfortable with it in all phases of flight?

Poll created by [Phil Corman](#) on 08/06/2018

Poll Results



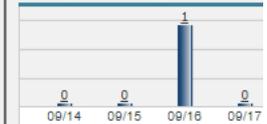
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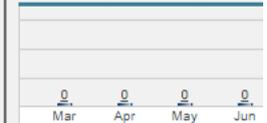
<http://micropoll.com/t/LEuGIZV>

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Daily Voting Trend



Monthly Voting Trend



Next month's poll: "When Flying VFR..." [CLICK HERE](#) to vote.



APPRAISE IT
 Check Your Mooney's Value



- [M20C](#)
- [M20E](#)
- [M20F](#)
- [M20G](#)
- [M20J](#)
- [M20K](#)
- [M20R](#)
- [M20M](#)



Mooney Instructors

CLICK HERE

for the most comprehensive list of Mooney instructors in the United States

PROP SUPER CENTER



We won't be undersold!

Mooney Props



Airplane Eligibility

Airplane Eligibility	Prop Style	STC #
M20A-J	2 bladed Scimitar	SA0241CH-D
M20C, D, E, F, G	3 bladed	SA4529NM
M20J	3 bladed	SA4529NM
M20K	3 bladed	SA1505GL
M20R	3 bladed Scimitar	SA02004CH
M20R, S, TN	3 bladed Scimitar	SA03024CH
M20R, S, TN	3 bladed Composite	SA02482CH



McCAULEY



Airplane Eligibility

Airplane Eligibility	Prop Style	Part #
M20A-G	3 bladed Scimitar	PL60152
M20C, D, G	3 bladed Scimitar	PL60154
M20E, F	3 bladed Scimitar	PL60149
M20J	3 bladed Scimitar	PL60136
M20K	3 bladed Scimitar	PL60199
M20R	2 bladed	M20R241-01
M20R	3 bladed	M20R418-01
M20S	2 bladed	M20S239-01

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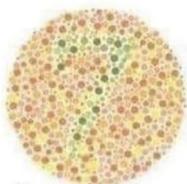


I wanted to thank you for a fantastic publication. I started reading The Mooney Flyer about a year ago when I was starting my search for a Mooney. The well-written and interesting articles were invaluable as I was learning about owning and operating a Mooney. I especially liked how certain key topics would be covered in multiple articles giving different perspectives and opinions.

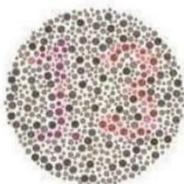
About a week ago, I closed on the purchase of a beautiful Mooney M20J and flew it home. Reading The Mooney Flyer was invaluable in this process and I eagerly look forward to each new edition.

Thank you
Eli M

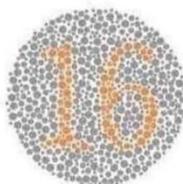
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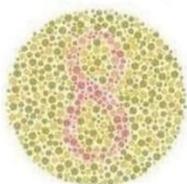
Depression



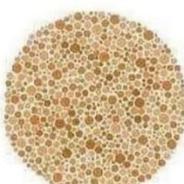
Bipolar



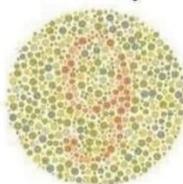
Anxiety



ADHD/ADD



Aviation
 Addiction



Schizophrenia



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PHIL CORMAN



PALO ALTO LESSONS

There have been so many heartbreaking

Mooney crashes this year. This past month, an amazing “Samaritan”, who flew Angel Flights for people in need of medical attention, crashed and died. The good news is that his two passengers survived. His name was W. John Spencer. Thank You Mr. Spencer.

This article does NOT to judge Mr. Spencer. How could we? We were not in the cockpit. The intention of this article is to provide a learning moment for us and our readers.

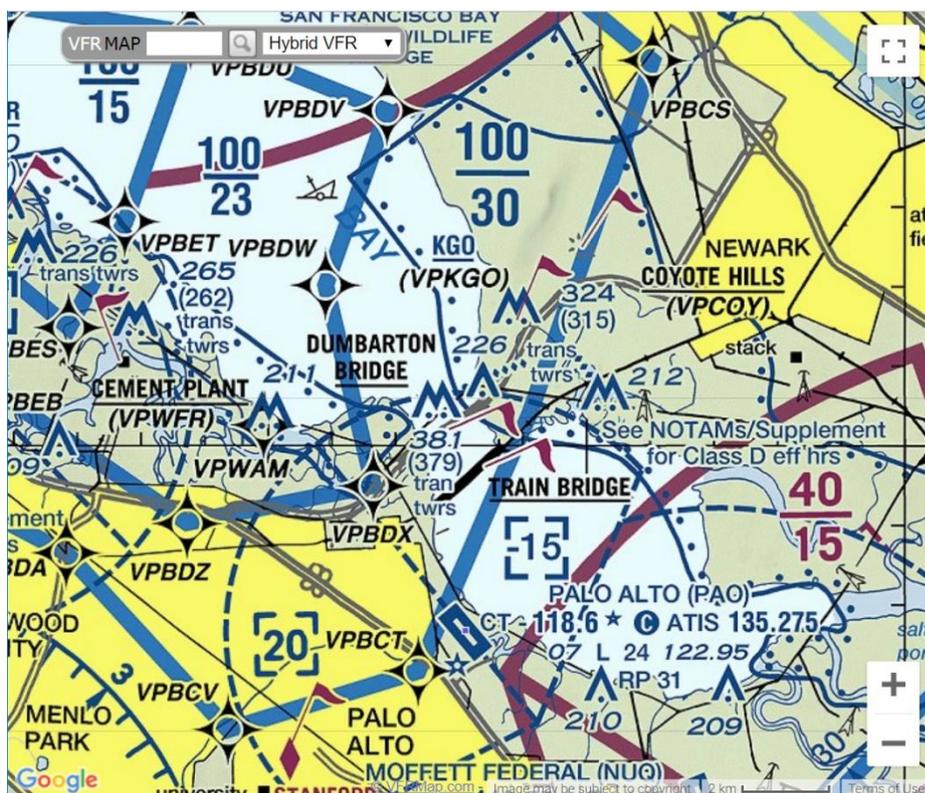


#1: Familiarize Yourself with your Destination Airport.

On the ATC tape, we learned that Mr. Spencer could not locate Palo Alto (KPAO). There is no doubt that KPAO is in the midst of some pretty busy airspace, Class B, Class Cs, and Class Ds. It’s also a fact that KPAO is a relatively small airport with a relatively short runway.

In this case, you have 2 solid visual checkpoints coming into KPAO from the north, 1) the Dumbarton Bridge, and 2) VPBDX, the KGO transmission towers.

Class B is pretty low here, so pilots are in that busy airspace at low altitude. Review this approach while still in your easy chair at home before attempting flight.



#2: Know Your Mooney

KPAO has a pretty short runway at 2443x70’. Looking at the A/FD, you would notice that making it even shorter are berms at each end of the runway. This runway should be straightforward for short and medium body Mooneys. Is the same true if you are flying a long body? Two weeks ago, before this accident, I was in Sunriver, Oregon with other Mooney friends. We both have long body Mooneys. While sipping on a few beers, we discussed our short runway comfort length. We both thought that 2,700’ was the minimum if we were heavy. The accident M20J had 3 souls on board. Do you know your Mooney’s performance numbers.

There was a 7kt crosswind, so that wasn't much help when it came to shortening the landing. The berms will make it more challenging to put the plane down at the threshold. Do you have experience, or recent experience, in such landing environments? Know your aircraft!!!

#3: Stabilized Approach

On any landing, a stabilized approach increases the safety of your landing. A stabilized approach is

especially important when you're work level is high, you're in busy airspace and you are unfamiliar, or somewhat unfamiliar, with your destination airport.

Even though he was familiar with the airport, Mr. Spencer could not find the airport. On a second call, he asked if ATC could

tell him when to turn final. At that point ATC indicated that he had missed the turn to final. Adding to that, he was high and hot, and approximately 1 ½ miles out, he turned to the runway. At that distance and speed, there is no way a stabilized approach is possible.

If you find yourself in such a situation, we think you should strongly consider leaving the pattern and re-entering so that a stabilized approach to a short runway is doable. There is no rush to get the plane on the ground. There is definitely a need to take a breath and restart the landing. [CLICK HERE](#) for more information on Stabilized Approaches and Safety Factors. [CLICK HERE](#) for advice for Making Graceful Landings.

#4: Going Around

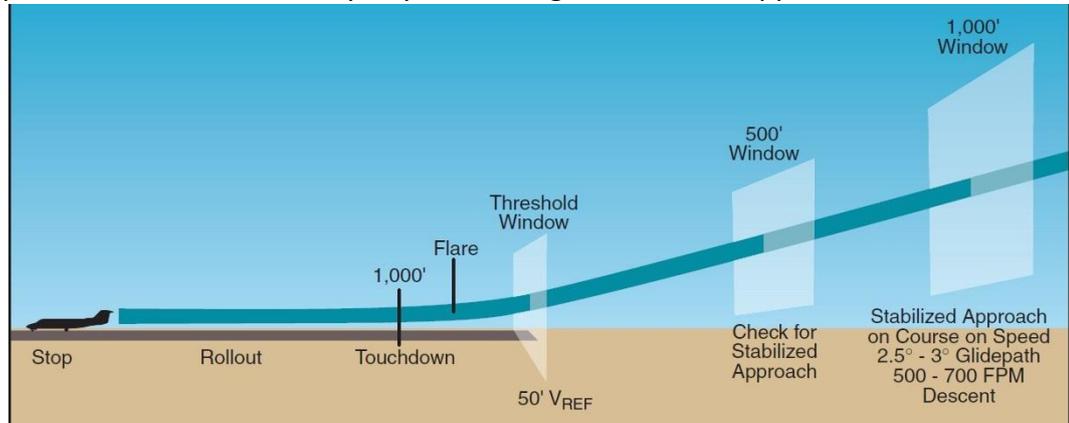
I found that landing a short body Mooney (C & E) was pretty straightforward without excess heavy nose in the landing environment. The J, a medium body, is a slightly different story. I use almost full up on my Trim in the flare. It makes the back pressure on the yoke almost negligible and usually facilitates a great landing, if I started with a stabilized approach.

The thing to pay attention to, in this case, is in the event of a go-around. (A Go-Around is precisely what Mr. Spencer attempted). In most light GA planes, adding lots of power is ok. But in a fully up-trimmed Mooney with a big engine, that is ill-advised. It is much better to add power smoothly while simultaneously trimming the nose down. If you add full power too quickly, you will need a lot of strength to keep the nose from rising and a possible stall. The rest of your go-around procedure is the same. After attaining sufficient airspeed, raise your gear and set takeoff flaps when able.

We are not saying that this happened to Mr. Spencer. But it does appear that he veered to the left by 90° and then hit nose down on the left wing. Regardless, the learning moment here is to be gentle, and assertive when increasing power, while simultaneously trimming for departure.

Summary

All good pilots want to learn from others' crashes or mishaps, so we can do all that is possible to avoid those circumstances. The intent here is to re-inforce 1) Good Flights begin with Good Flight Planning, 2) Review Your Mooney's performance data for the flight and destination airport (including W&B), 3) Always strive for a stabilized approach, and 4) Practice go-arounds, especially those that begin after the airplane has touched down (Remember the up-trim in your go-around procedure). Fly Safe!



For the first time in history, the percentage of female aviators in the United States broke 7% in 2017. That may not sound like much, but that's 3,500 more American female pilots than in 2016.



BAD ATTITUDE

By Jim Price



The pilot decided to take a friend on a flight. He had not flown his Champ for 3 months. Nevertheless, the concept of performing a preflight never entered his mind.

Fuel? Well, there was fuel in the aircraft three months ago. Surely it would still be there.



Shortly after takeoff and about 500' above ground level, the Champion 7GC lost engine power. The pilot attempted – unsuccessfully – to restart the engine, so he made a forced landing in a hay field near [Palmer, Alaska](#), landing hard and hitting a telephone pole.



The cavalier pilot reported to the National Transportation Safety Board (NTSB) Investigator-In-Charge that there were no mechanical malfunctions or anomalies with the airframe or engine that would have prevented normal operation. He simply “ran the airplane out of gas.”

The airplane sustained substantial damage to both wings. [NTSB Identification: GAA16CA486](#)

For the first time since 2012, the total number of active pilots in the United States broke 600,000

LMS

Loewen's Mooney Salvage

Lampson Airport Lakeport, CA.

There is a big inventory of serviceable airframe parts, including wings for M20C, E, F, G, J, K & R models, empennage assemblies, fuselages, rebuilt controls, rudders, elevators, ailerons, flaps, cowls, engine mounts, landing gear and small parts.

Paul Loewen is offering them online, or by phone. The website is www.LoewensMooneySalvage.com, and he can be contacted in Lakeport, California at **707 263-0462** or by cell at **707 272-8638**. Email is PaulLoewen98@gmail.com. The used inventory is also still available through LASAR Parts at 707. 263-0581



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Part 61

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Part 91

Tells you how to lose your pilot certificates



Oil Changes

If you fly your normally aspirated Mooney five hours or more per month, you should change the oil and filter every 50 hours. If you have a turbocharged Mooney and you fly five hours or more per month, 25 – 33 hours is a good oil change point. Inactivity usually shows up in the oil analysis as aluminum and iron, generated from oxides and wear at the pistons and cylinders, though other metals can show up too.

If an oil analysis report suspects corrosion, you should change the oil more often. This won't prevent corrosion from happening, but it does allow you to:

- 1) Monitor the corrosion to make sure it's not getting out of hand, and
- 2) Get the metal-laden oil out of the system sooner, so not as much metal gets washed into the oil when you start the engine.

Abrasive oil causes more wear. Even if you have to change the oil with just two or three hours on it, that's better than letting the aircraft sit idle for a year, then fly the heck out of it for a few weeks, using oil that's full of metal.

Oil is Oil



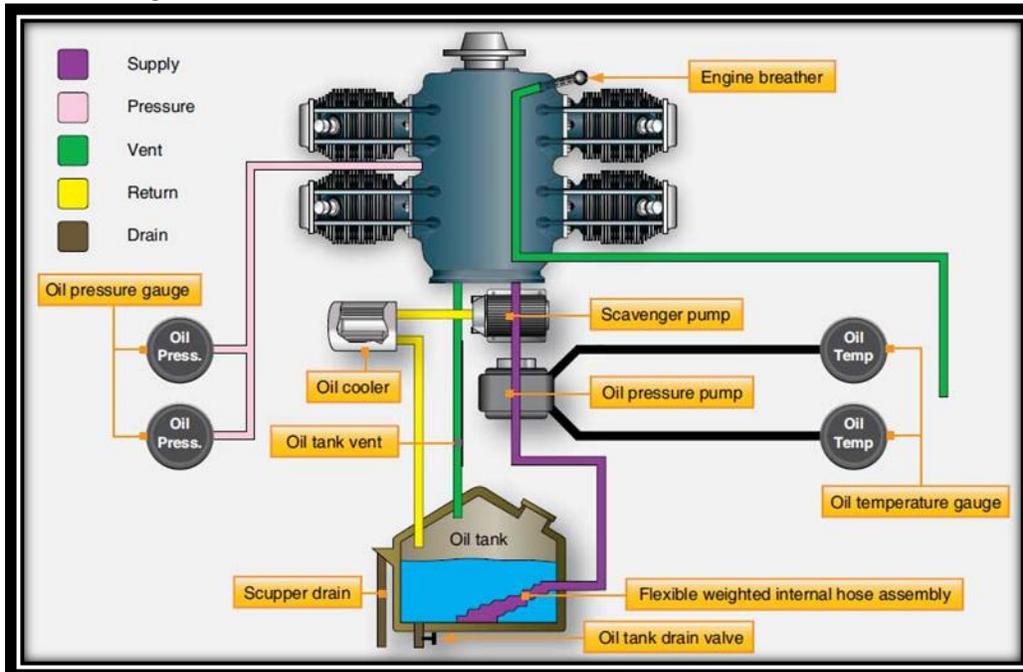
Phillips, Exxon and Shell will probably disagree, but oil brand and viscosity really does not seem to make a difference in how your engine wears, or how often you should change your oil.

As long as you're using an aircraft-certified oil, your engine probably isn't going to care what you use, unless you have an engine that requires a certain additive. Keep your own situation in mind and make your informed decision based on what's showing up in the oil and filter, what the engine monitors are telling you, and your own comfort level. It's your airplane and your money!

How often should you have your oil analyzed?

After you have some good trends established, the right answer for you might be every other oil change. If you don't fly very often, do you really need to test the oil that often? [Blackstone Laboratories](#), a reputable aircraft oil analysis company says, "Probably not". However, if you think you might have an engine problem developing, then it's probably a good idea to have the oil analyzed more often than you normally would.

Corrosion is a problem for aircraft engines and the main reason is the open breather vent.



The breather vent allows combustion by-products that build up in the crankcase to vent overboard during operation. However, when the engine isn't running, the vent allows moisture-laden air to come into the crankcase. There, it easily attaches to any bare metal part and gets right to work causing rust/oxidation. When the engine shuts down, there is a lot of oil on the engine parts and this oil protects your engine for a while. However, if the engine sits long enough, the oil will eventually fall off the parts, leaving them exposed.

In an effort to keep combustion by-products from getting into the atmosphere, the EPA has been able to eliminate open breather tubes from automobile engines. The closed breather tube allows automobile engines to sit for years on end in a state of corrosion free bliss. But, since open-breathers are a fact of life in aircraft engines, we have to deal with corrosion and the best way to do that is to fly. Oil analysis experts at Blackstone Labs have a five hour "active" engine rule. That is, you really need to fly your aircraft at least five hours per month to help ward off corrosion and be classified as "active".



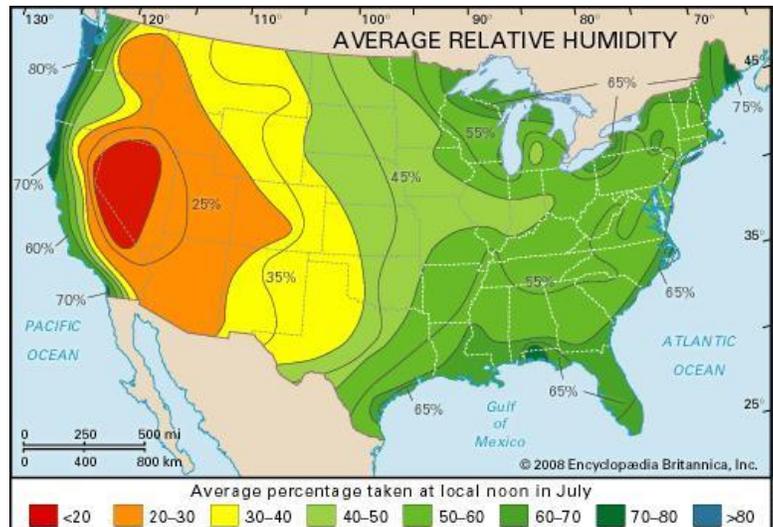
In the more humid parts of the country, flying five hours a month may not be enough, while in some drier parts of the country, you can easily fly less than five hours a month without any excess metal showing up in the oil. Someone in Florida may be flying 8 to 10 hours a month and still getting signs of corrosion and need to change oil more often than someone with the same engine in Arizona.

Oil Additives

Every hour of flight, as much as ½ gallon



of fuel mixes with your oil. Much of this evaporates away, but the residue, consisting of various acids and compounds, can corrode all sealed parts and attack gaskets and seals. **CamGuard** is an oil additive which claims to address corrosion, wear, deposits and seal degradation in piston engines. **CamGuard** may be beneficial for corrosion control when added to the crankcase of any infrequently used engine.



When is the best time to get a sample?

It depends. For brand new engines or ones that have recently been rebuilt, it's never a bad idea to start looking at it right away.

Factory new Lycomings and Continentals

These rarely have any trouble, but testing the oil right away and keeping track of your oil consumption is a good idea. That first oil sample will almost always contain a lot of excess metal and silicon, and that will be normal. You should look at those wear levels like a "high-water mark" for your engine. If wear metals don't improve and start to trend normally by the time you have 75 to 100 hours on the engine, then it's likely that something's not right.

An Older Engine

To get a clear picture, oil analysis labs need to see some trends. Telling how bad the problem is or how or when it started is difficult without the trends from when the engine was normal. Trends are especially important if you have any non-factory cylinders in use, since those can wear quite a bit differently than factory cylinders and still be considered normal.

Defining a "Trend"

A trend consists of three consecutive oil changes and samples. After that, if the engine is running perfectly, then it might not be necessary to get a sample at each oil change. A lot of that depends on how often you fly. If you're flying 200+ hours every year, and your oil reports have looked great for a long time, then it's quite possible you can skip sampling at every oil change.

When wear problems begin to develop, an oil analysis can usually spot problems well before the engine fails. This will give you some time to do something about it.

Less than 100 hours per year

If you fly 100 hours or less per year, it's probably best to get a sample at every oil change. If you've established a trend and glowing reports keep coming back, then it wouldn't be a big deal to skip a sample on occasion.

The annual inspection is also a good time to analyze the oil.



I hope you won't skimp when it comes to your airplane and engine health. Your life and the safety of your passengers could depend on it.

**FLY
SAFE**

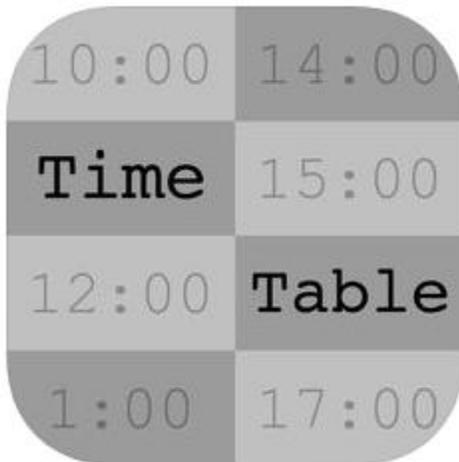
Jim



Useful Aviation Apps



Timetable - GMT, \$2.00.



Want to know *exactly* when a NOTAM is valid? This app removes all uncertainty about the effective times of a NOTAM.

TimeTable- GMT helps you convert between two time zones. By comparing the two side by side, it is incredibly easy to get a quick conversion

from one to the other. No need to plug in or think about specific times, simply scroll up and down to find the ones you need. Great for converting blocks of time, like "11am-3pm EST to GMT", or "11:00-16:00 Zulu to CST." Staggered Day mode allows you to view the day/night cycle of both zones relative to each other. Toggle between 12 and 24 hour mode to grab your local time in 24 hour format.

The screenshot shows the app's interface with two columns: 'EDT' and 'GMT'. The time is 7:27 PM. The current time in EDT is 07:27 PM, which is highlighted in yellow, and the corresponding time in GMT is 23:27. The table below shows the conversion for the rest of the day.

EDT	GMT
03:00 PM	19:00
04:00 PM	20:00
05:00 PM	21:00
06:00 PM	22:00
07:27 PM	23:27
08:00 PM	00:00
09:00 PM	01:00
10:00 PM	02:00
11:00 PM	03:00
12:00 AM	04:00
01:00 AM	05:00
02:00 AM	06:00
03:00 AM	07:00
04:00 AM	08:00
05:00 AM	09:00

E6B Professional, \$3.00

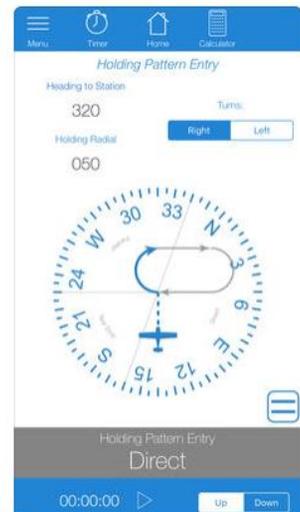


This app takes all of the basic functions you would want in a flight calculator and adds additional useful functions for the professional pilot. All calculations use the true formulas and not quick math, giving more accurate answers.

E6B Pro is designed to be used quickly and efficiently, with a simplistic design and keystroke logic. Quickly access all of your favorite calculations from the main page and still have access to flight timers and a basic calculator. Data memory stores all input data to allow quicker use when using reoccurring numbers. When entering data, a simple "Next" button allows you to move to each field without numerous taps.

In addition to the basic functions, E6B includes:

- **Climb Gradient** – Insert your ground speed (knots) and feet per minute and it will calculate feet per nautical mile.
- **Cold Temperature Correction**
- **Visual Descent Point** – Insert the Minimum Descent Altitude (MDA), the Touchdown Zone Elevation and the descent angle and you'll see the Visual Descent Point (VDP) distance to the runway.
- **Holding Pattern Entry**
- **Circling Radius (With FAA Expanded Area)**
- **Time to Hobbs Conversion**
- **Total Flight Time in a 24hr Period**
- **Flight Planning**



California has 59,929 pilots, the most of any state. Florida follows in close second with 59,568.



Send your questions for Tom to TheMooneyFlyer@gmail.com

Question: I am a new Mooney owner and would like your recommendation on tires. Are there a brand/model that you feel is the best deal? Are re-treads bad? I heard that they may be oversized and possibly interfere with gear retraction. Looking for advice based on your experience.

Answer: I'll discuss retreads first. I don't recommend them for the Mooney, nor does the factory, because retreads can be oversize in circumference and jam in a wheel well, especially the nose gear. There is very little clearance when the gear is retracted. You can look in the wheel wells of almost any model and see tire rub marks, even when the tires are new. Retreads are great on a 172.

What's the best tire for the least cost? You can shop for sales and about any new tire is satisfactory. There is a large price spread. [Condor Aircraft Tires](#) has some good prices. Michelin has probably been the most popular in recent years and are very good. The very best, in my opinion is the top-of-line Goodyear. One thing I would highly recommend is that you match tread design for the mains. Different treads could cause the aircraft to "drift" off the center line during landing, but it's not a major problem. Do you need to find a shop that has the ability to "balance" a new tire, especially the nose gear? No. New tires actually have a balance mark, but can make it smoother during retraction. Not much else to say about the tires. Be careful not to apply heavy braking during landing because we change a great deal of tires because they have "flat" spots.

About 1/6th of all pilots in the country have a CFI certificate

SHOCK COOLING

by Phil Corman

There are many OWTs (Old Wives Tales) out there which, under scrutiny, prove to be not true.

Shock Cooling may very well rank near the top of the bogus OWT scale.

There is little, if any, evidence that Shock Cooling is real. Glider Tow Pilots, Skydiving Planes and others cut their power and descend rapidly and don't damage their cylinders.

Before we begin, it's valuable to understand how our cylinders dissipate heat. Approximately 12% of cylinder cooling is performed by the cylinder fins. Another 8% is dissipated via the engine oil. More than 44% goes out the exhaust stack. Propeller fanning seems to take care of the rest of the cooling.

Data shows that, on average, cutting the power by 50% reduces cylinder head temps by 10%. That is nowhere close to the Cylinder Head temperature increases that we see when we apply takeoff power.

Flying through rain can reduce CHT temperatures by 50%. That's a lot more than pulling the power by half.

The real "Shock Cooling" takes effect on each and every flight. Can you guess when? It's when you pull the mixture to idle cutoff. CHTs can drop up to 100°/min after shutdown.

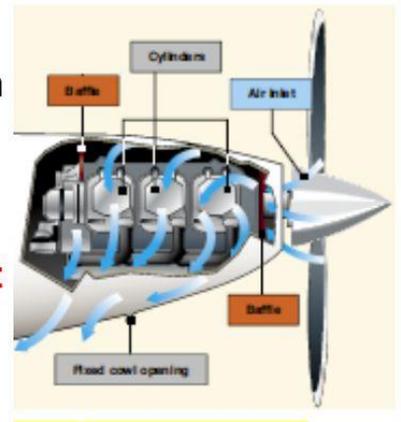
Why Do Mooney Pilots Care?

If we can pull the power more aggressively, we are able to slow our birds down much easier and/or descend more aggressively without hitting the Red Line for Airspeed.

It might be valuable to go fly and try different power reductions and monitor your CHTs to get actual readings.

Aircraft Systems Engine Cooling Systems

- **The outside air enters the engine compartment through an inlet behind the propeller hub.**
- **Baffles direct it to the hottest parts of the engine, primarily the cylinders, which have fins that increase the area exposed to the airflow.**



Mike Busch, the owner of Savvy Aviation wrote that when ATC gives a slam-dunk approach, it is unusual for CHTs to drop, even at a rate of 30 degrees per minute.



The automated warning systems in your Mooney are wonderful. But, if you're not careful, you can mistake one warning horn for another. Is that the stall warning horn, the terrain warning, or the gear warning horn?

A Mooney pilot was practicing landings and takeoffs in gusty conditions. During one approach, he was distracted because he was telling a passenger about the finer points of crosswind technique.

He further explained that he was "Intent on making a nice stabilized approach." On short final with the power back, the pilot thought that he heard the stall warning, which he attributed to some wind gust and a slightly slower approach speed.

He touched down on centerline about 1,200 feet down the 10,500 foot long runway. What technique!! It was a great approach, but the horn that he thought was the stall warning, was in fact the Gear Warning.

[Here's a great video](#) that demonstrates just how "tone deaf" pilots can be.

*Fly Safe,
Jim Price*



Spatial Interior for your vintage Mooney

Simple, quick and effective repair methods add new life to cracked and discolored plastics. Optional STC approved lower side panels add space and elegance. Installed without screws will please any mechanic.

For details, visit:

www.jaegeraviation.com



Jaeger Aviation

Email: bruce@jaegeraviation.com

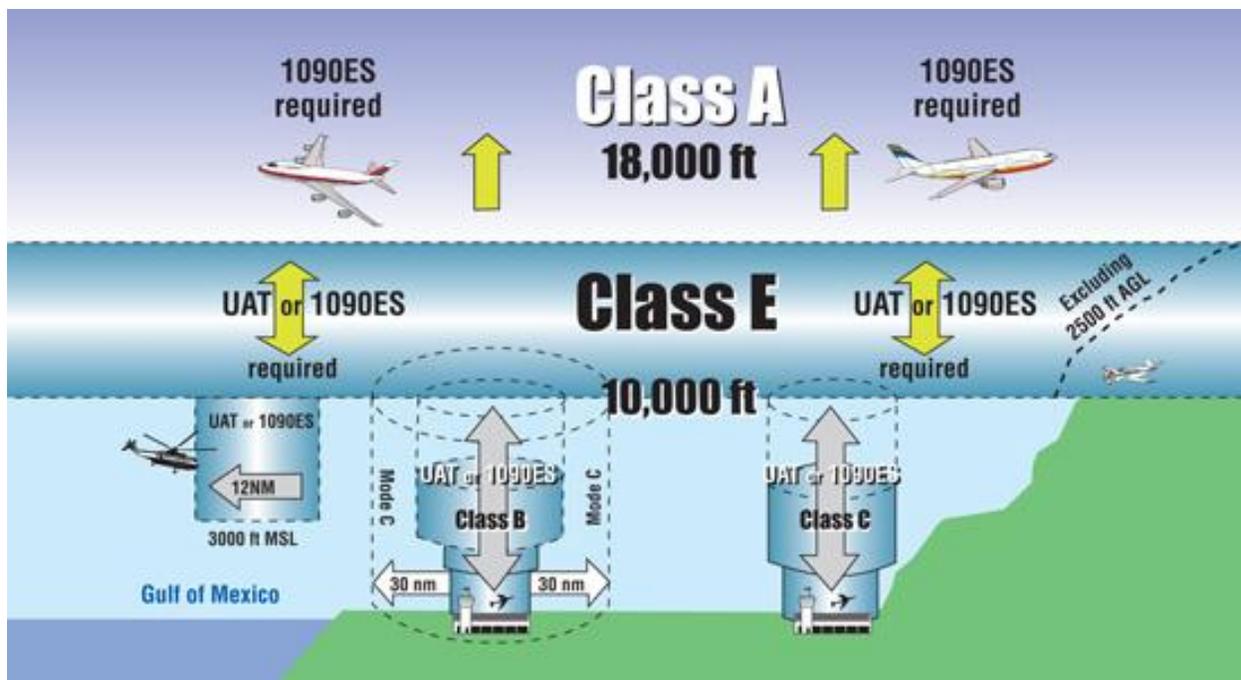
320-444-3042







The ADS-B Mandate is set for January 1, 2020. Are you ready?



Introducing FltTrack – FltPlan’s Free Tracking App

With [FltTrack](#), FltPlan’s free general aviation app for iPhone and iPad, pilots and families alike can now track flights in real time, showing flight time, delays, estimated time of arrival and more. View flights by aircraft registration on light or dark colored, high resolution maps with the ability to overlay weather radar. For added convenience, save the aircraft you view most frequently as favorites. For Premium Flight Trackers, multiple flights can be shown at once, and there is the capability to add more than 5 favorites (free accounts are limited to 5 favorites).



For more detailed information on FltTrack, [click here](#). For more information on our Premium Flight Tracking service, [click here](#).

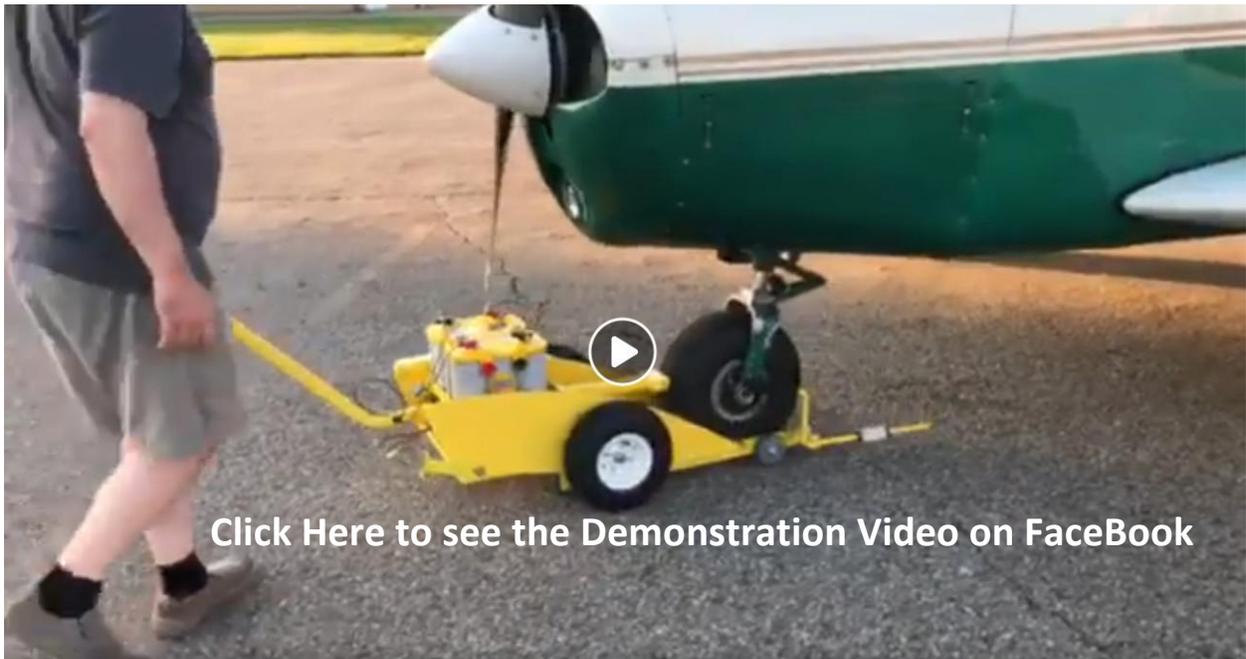
*FltTrack for Android coming soon

Nose-PICKER Tug Hits the Market

The new 24v Nose-PICKER from [Aircraft-Tugs](#) works with aircraft up to 4,500 pounds. It uses a manually-operated gate to secure the nose wheel to the tug, with no strap required. Once the aircraft is in position, open the gate to release the aircraft.

The Nose-PICKER frame is made in two halves using welded structural steel tubing, laser cut panels, and formed steel details. The upper and lower halves are then bolted together.

Nonmetallic rollers in contact with the tire and plenty of torque safely and securely move the aircraft.



The Nose-PICKER is priced at \$1,769.

Windy.com

Windy.com shows you the winds at different altitudes all over the world, but it does it with colors and moving lines.

It's not just a static picture and it makes cross country flight planning a breeze (pun intended).

You can also project out into the future and at different altitudes:

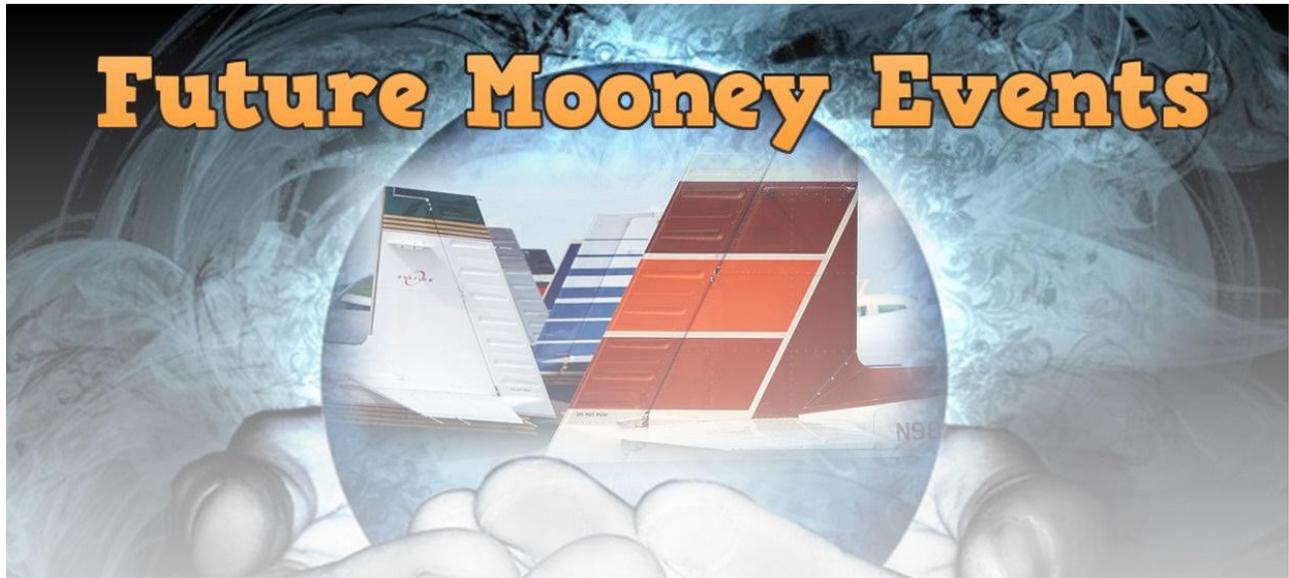


It does more than just winds too:



Yes, they also have an app. It's called Windy.com





	<p>Contact Dave at daveanruth@aol.com or (352) 343-3196, before coming to the restaurant, so we can have an accurate count</p> <p>October 13: Flagler (<u>FIN</u>)</p> <p>November 10: Vero Beach (<u>VRB</u>)</p> <p>December 8: Punta Gorda (<u>PGD</u>)</p>
	<p>No Events</p>
	<p>October 5-7: Owensboro, KY (<u>KOWB</u>)</p>
<p>MooneyMax</p>	<p>October 10 – 14: MooneyMax Conference and Clinics, @ Longview, Texas (KGGG) New Hilton Garden Inn and Event Center. MooneyMax Maintenance Seminar Don & Paul Maxwell, Mooney Caravan Formation Clinic, A fresh new list of seminar Speakers & Vendors, Tour of Mid America Aviation Museum, Saturday Night Banquet at The Lake Cherokee Country Club, Banquet Speakers – The REAL Space Cowboys that are Mooney owners.</p>

2018 MAPA Homecoming
CANCELLED

EMPOA Newsletter

Truffle-Venice-Pontifex Flyout
13th oct - 17th oct 18
(an offer from www.thefastflyers.com)



The "Fastflyers" are offering EMPOA-Members a very special event:

Check out our next truffle-Venice-Pontifex Flyout:
"Bella Italia!" 13th oct - 17th oct 18

So you know the saying: La Dolce Vita is in Northern Italy? Let's fast fly it! It is truffles season! The Italian County of Piemonte and one of the nicest hotels in this Region will be our kick off in Bella Italia.

Venezia Lido LIPV, the second oldest and very stylish airfield. Without a doubt, it has one of the most spectacular approaches in Europe and is a lifetime highlight.

(https://www.youtube.com/watch?v=uY_XB8KFJw).

You might have seen all the palazzos, but have you ever stayed there on a luxury boat?

What would Italy be without Rome? Another impressive approach into LIRU and only a 15 min cab ride to the Spanish Steps. Of course, everybody has been to Rome, but maybe without seeing the pope. No joke: 20 Fastflyers might have an audience with Vatican's Pontifex!

Apply for your ticket here: tower@thefastflyers.com

Bulletin / event plan of action:

Saturday

14.00 Welcome at Cueno Airport LIMZ with a little ALB (after-Landing-Barolo).

Transfer to our marvelous Hotel San Giovanni Resort in Saluzzo

<http://www.sangiovanni-relais.com/?lang=en>
<https://www.youtube.com/watch?v=mvlWxCpogQo>

After a little walk around the wonderful little town of Saluzzo, we will find ourselves in one of the famous Restaurants to enjoy the region's most exclusive speciality - the White Truffles of Alba.

Sunday

Short Transfer back to Cueno Airfield LIMZ to meet up at Venezia Lido LIPV later on
<https://www.youtube.com/watch?v=kcDj-PjEhJA>

Ready for a real Pilot's meal? Let's have a snack at the stylish Airport Restaurant Nicolo before we capture a water taxi to our Hotel Boat.

Spend a magic night in Venice. Take an Aperio at the St. Mark's Square in front of the Doges Palace. Walk over the Rialto Bridge and let the Dolce Vita inspire you before we meet for Dinner.

Monday

Taxi ride back to LIPV. Bye bye Venice and Lido! We are off to our next Waypoint. Only a short Fly to arrive at LIRU Rome-Urbe. After arriving at our spectacular Hotel in the historical center, only a few steps to the Basilika of St. Peter. Take your time to discover the holy town.

Tuesday

Discover Rome. Hop on Hop off - e-Bike - Scooter; what is your favoured way?

Wednesday

Today we must be the early Birds. If you want to take the chance to meet the Holy Father, we need to be at the Meeting Point by 7:30. Don't forget your passports! After this very special highlight, we need to say farewell until the next extraordinary fly out.

839,-- € pP

Including:

5 days 4 nights in 4 Star Hotels, communication charges, intensive prebriefing and debriefing and like always, an all around on site organization.

Excludes:

Landing and overnight fees LIMZ, LIPV, LIRU.
Transfers, joint drinks and meal times. Daytime activities in Rome

BE PART OF THIS SPECIAL FLYOUT:

tower@thefastflyers.com





Flight Gear Backup Battery

Last month, our product review featured the Flight Gear Backup Battery for iPad from Sporty's. (\$80).



was so impressed with my September of the “Backup” review that I ordered one! I’ve flown with it and it is powerful. Even an iPad Air that’s running ForeFlight and Synthetic Vision, (a tremendous power draw), remains at 100% battery capacity. Because of the charger’s 20,000mAh capacity, I can depend on it to keep my devices charged for a long, long time. It seems to outlast any multiple leg trip that I can plan.

What do other pilots say?



3 – 4 Stars – Sporty’s advertises that the battery pack comes with a 6” micro USB charging cable. However, two reviewers were disappointed and thought it should have a longer cable.



Me, I like the 6” cable because it fits neatly in a little pocket in my flight bag. If I need a longer cable, I know where I can buy one.

You’ll hear no whining from me, mostly because I actually read the product descriptions before I ordered. Note: A 3’ micro/USB cable will set you back \$1.50 to \$3.00.

5 Stars – Great backup. (Jim Z)



5 Stars – Great battery. I can fly all day without needing a recharge for my iPad and iPhone. (Alan O.)

5 Stars – Simply the best. So great to have the peace of mind knowing that I can charge my Stratus, iPad and iPhone all at the same time. (Nathan B.)

5 Stars – More power than expected. (Gary W.)



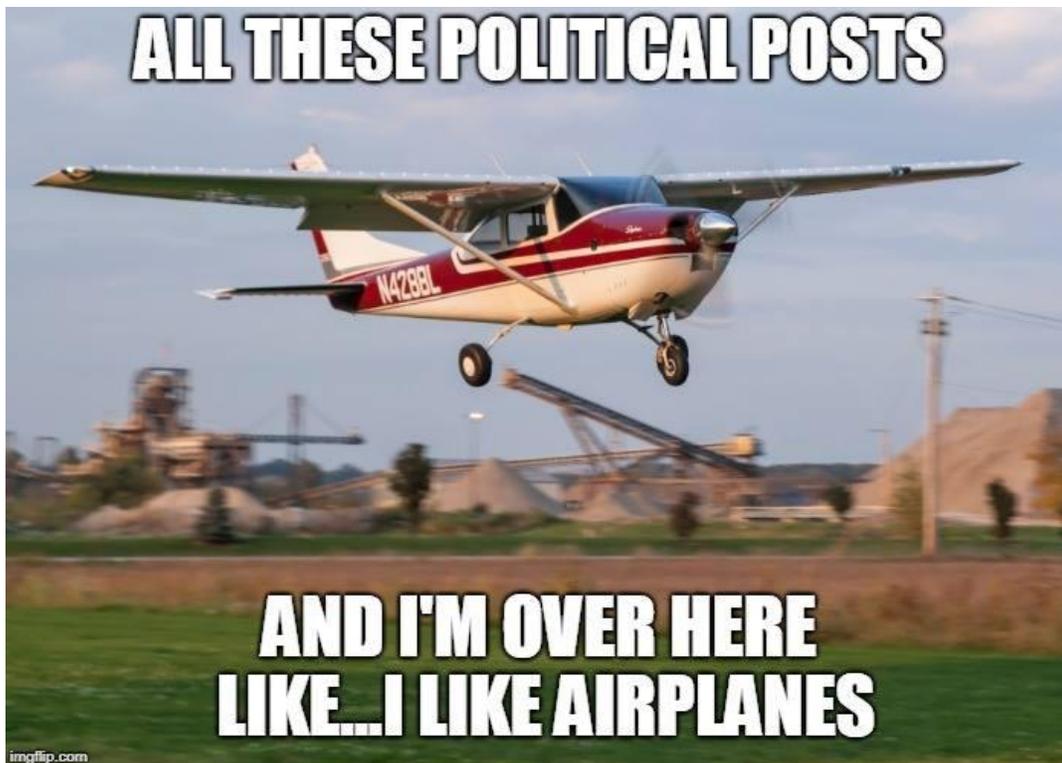
3 Stars – One user claimed that the battery caused radio interference in the cockpit.



Sporty's customer service Rep, Doug R responded: Sporty's has often found that the charging cable is the culprit when it comes to radio interference. Some cigarette lighter charger plugs have interference only when using **very inexpensive cables**. The cable will act as an antenna and intensifies the

interference to the point that it can be heard on the radio. Sporty's suggests that users try a quality cable. Doug offered to send the customer a *new* Flight Gear Backup Battery for iPad.

Now that's great customer service!





The Mooney Flyer

The Official Online Magazine
of the Mooney Community

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facebook. 

For the latest Mooney and Aviation News





Parts for Sale

I have several Mooney parts for sale from a 1969 G model. Brand new voltage regulator (never used). Instrument light rheostat controller, cowling plugs and like new fuselage/cockpit and tail feather covers. G model POH. Contact me at Wilson Brown, located in Georgia, 678-469-6182

For Sale

Bendix/King KX-165 nav/com, 12V, with rack, \$1600.

Electronics International SR8A4, 4 channel EGT/CHT, needs EGT probes, \$200

Both working when removed from my M20J

Mark Leuzinger, SIAI260@gmail.com, 909-720-2702

For Sale

King KT76A Transponder (with tray). Pulled from service in April 2018 during a panel update of my M20J. Works great. Asking \$275 plus shipping.

Mike Martin, 607.398.9009, michael@polytest.org



For Sale: 1978 M20J

Price Reduced to \$120,000



1978 M20J

Model M20J - 200HP FI Serial 24-0388
Lycoming IO-360-A3B6D

TTAF 4400

TTSMOH, SPOH, prop governor, "0" by Zephyr
New Hoses, oil cooler O/H, "0" magneto
Annual 2/18

Same owner 33 years, Mooney Service Center maintenance

AIRFRAME

No damage history. No corrosion. Always hangared.
Mooney brochure plane in 1978, panel "Those Incredible Moonies"
Electric Standby vacuum system & pump
Bladders, no leaks
Donuts, brakes, tires, good
New Plane Power Alternator
Concorde Battery
3 David Clarkes
Graphic engine monitor with fuel flow
Portable Oxygen, certified 2016
4 life vests
New seat belts and shoulder harness pilot/copilot
Electric gear & trim
Rosen visors
Grey leather interior & refurbished plastic

INSTRUMENTS

Garmin 430 WAAS
KNS 80 with second LOC/GS
Stratus ADS/B in, moving map, weather
IFR certified 3/16
KFC HSI
KFC 200 Flight director, coupled to Garmin 4300 3-axis, altitude hold
KY 197 COMM #2, flipflop
O/H electric DG 2016
BFG Stormscope
Davtron 811B clock, flight timer, stopwatch
4-Place Intercom + Music player
Electric Digital tach
JPI EGT CHT Fuel Flow

Contact: Claude "Sandy" Thomas
(770) 612-8221
mooney201@gmail.com

SAVE MONEY!



Why should you spend \$45 on annual SAFE dues?

<https://www.safepilots.org/>



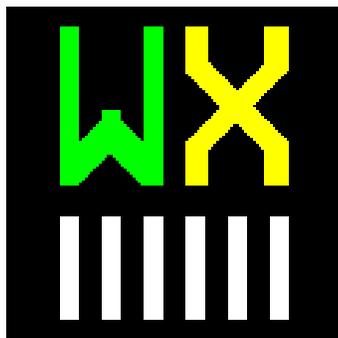
Here are three reasons:

Save on Annual Aviation app fees



ForeFlight
Intelligent Apps for Pilots™

“Regular” **SAFE members get 33% off ForeFlight** annual subscription. Basic Plus plan is \$99.99/yr. **(Save \$33)**. Pro is \$199.99/yr. **(Save \$66)**



25% discount on WingX Pro7 for iPhone or iPad **\$74.99/year. (Save \$18.75)**

Save on Pilot Supplies



10% discount on purchase, plus referral program rebates
(Save \$100 on a \$1,000 headset)

Save on Education



A waiver of the \$199 new member fee and a reduction of the monthly membership fee from \$29 to \$19.
(Save \$120/year)

<https://www.safepilots.org/>



**Whether you're a
Rusty pilot,
dreaming of
becoming active
again . . .**

**. . . or
you're a
proficient,
veteran**

**Master of
The Flight Review**
J D PRICE
CFI, MEL, ATP

**Prepare
online
Free!**

**Master of
The Instrument
Proficiency Check**
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JDPriceCFI.com