

The Mooney Flyer

The Official Online Magazine for the Mooney Community

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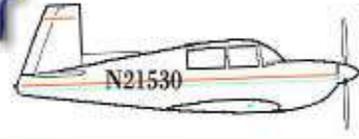
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From the Editor

Phil Corman



The Mooney Flyer Event



The first ever Mooney Flyer Event took place on June 12-14 in Paso Robles, CA (KPRB). Forty Five Mooneys attended and almost 100 people. This event took considerably more effort than we had anticipated. Despite all the work, the entertainment, seminars for pilots and passengers, and camaraderie put smiles on everyone's faces, and that made it well worth it.

An event like this is successful based on the participants and attendees. **Mooney International** participated in a huge way. They sponsored the lunch and President & CEO Dr. Jerry Chen and COO Tom Bowen provided the Keynote Address. Mooney Chief Engineer Ron Blum presented a great seminar entitled "Demythifying Angle of Attack".





We were also fortunate to have three of the top Mooney Service Centers in the USA sponsor and attend our event. Tom & Mark Rouch of **Top Gun Aviation**, **LASAR's**, Paul & Shery Loewen, and Frank and Annette Setzler of **Chandler Aviation**. All four gentlemen were featured in the Maintenance & Modifications panel.

Mooney Guru and Internet Expert **Kelly McMullen** delivered a seminar entitled "Maintenance Issues specific to Vintage Mooneys".

Most of the Mooney brain trust was present for the three days and much would be learned from these people in seminars and during one-on-one.

Another phase of The Mooney Flyer Event was the "Flying your Mooney" Roundtable presented by Master Mooney CFII **Don Kaye**. Instead of a seminar, Don decided to conduct a roundtable discussion in a highly interactive format. He answered all questions in exceptional detail and clarity. Because Mooney pilots are always striving to be better pilots, the session was spirited. An added benefit was a significant "handout" that Don developed for all attendees of the round table. It alone was worth the price of admission.



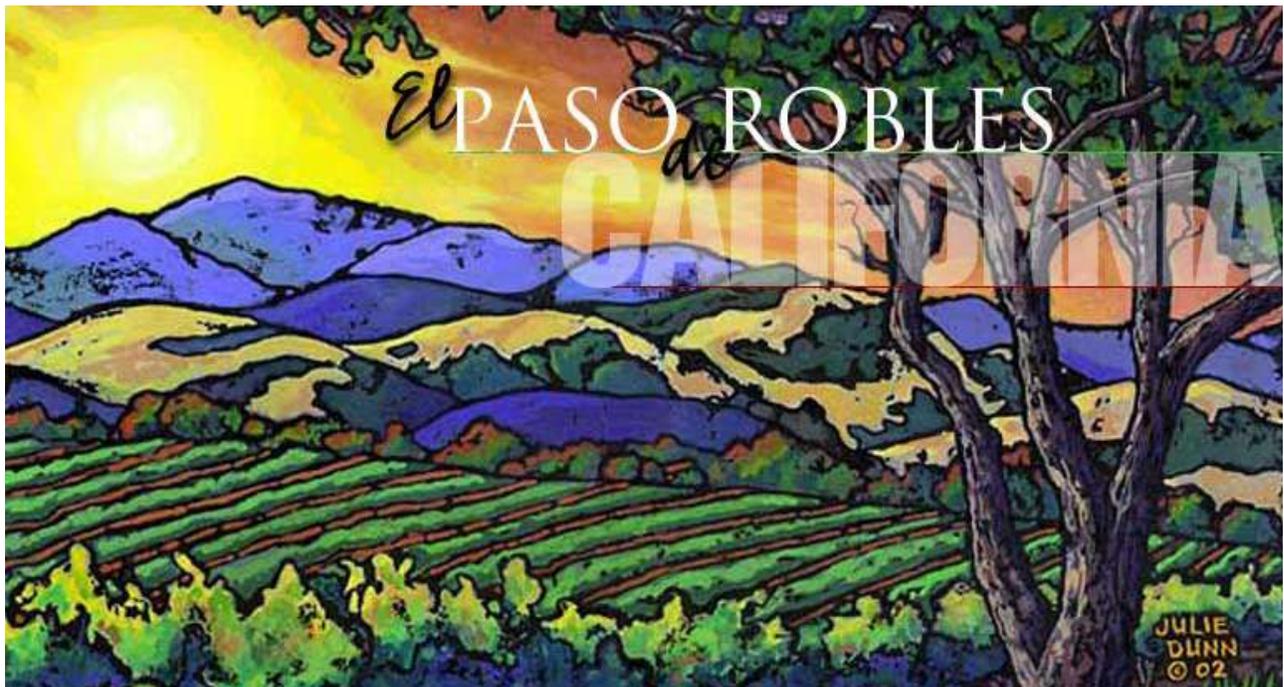
Paul Beck and Eric Rudningen of Weep no more, also sponsors of the event, gave a fabulous presentation on "Practical Solutions for Mooneys". Paul's business, *Weep no more*, is the only logical place to repair a seeping/leaking/dripping fuel tank. We don't know where we'd be without him. **Bruce Jaegar, of Jaegar Aviation**, talked in great depth regarding "Practical solutions for common Mooney needs". Having Bruce's expertise at the Event was an amazing plus. He recently obtained an STC approval for his unique spatial interior side panel design for vintage Mooneys.



Kevin Smith gave a pragmatic talk on “Single Pilot IFR in Mooneys” by sharing real and personal actual IMC stories, while incorporating the processes of Decision Making, Judgement, and Alternative Thinking.



No Mooney Flyer Event would be complete without a panel of the Top MSCs in the Country; Top Gun Aviation, LASAR and Chandler Aviation. We are so grateful for the time and money that these guys invested in the success of our Event. Much was learned during the Panel, but even more was gleaned during the entire weekend as Mooney owners asked questions one-on-one that were of interest to each owner.





At lunch, Captain Dave "Mongo" Koss, Commander of the USN Pacific Strike Fighter Wing, gave an incredibly informative, and entertaining, "insider perspective" on his mission at NAS Lemoore and the F-18 Super Hornets.



Of course, we cannot leave out Jim Price & Phil Corman. Pictured above (left) is Jim delivering his now famous and popular seminar on ADS-B and (above right) are Phil and Linda Corman delivering seminars on "A Mooney Flying Companion" and "Mooney Destinations".



We would be remiss if we didn't talk about some of the fun & entertainment that everyone had. On Friday at 1 pm, The Event was kicked off with a Wine Tour to three Paso Robles Wineries: Pear Valley, La Vigne, and J Lohr. Almost 40 people joined us for this tour. What attendees did NOT know was that local "Classic Car" owners arrived to chauffeur them to the wineries.





After freshening up at their hotels, everyone gathered at the Estrella Warbird Museum for a Wine and Food Reception. Linda Corman is pictured here suggesting one of more than 24 different wines from Paso Robles.



To cap off Saturday, everyone went to EOS Winery, about 2 miles from the Event, for a Wine Dinner catered by LaGuardia. Dinner started off with homemade soup, followed by entrée of chicken, lasagna, potatoes, and salad, and ending with chocolate cake. All night long, wine was poured. The winery was open to everyone for tours. It was a fitting finale to a powerpacked Mooney day!



Lastly, on Sunday morning, we travelled 5 miles up the highway to Hunter Ranch Grill for their famous Sunday morning brunch. This was the final farewell to our first Mooney Flyer Event.

Events like this are intended to bring the Mooney Community together. We hope we succeeded. Is there another GA Aircraft Manufacturer that would send its top three people to an event? Where else could you get three of the top Mooney Service Centers, two of the top Mooney CFIs, Weep No More, Jaegar Aviation and the best group of owners in the world in one place on one weekend?



Linda Corman, providing Wine & Champagne all weekend



Jim Price & Phil Corman "Lovin It"



Dr Chen presenting the brand new M10 Model



Phil Corman and Mooney COO Tom Bowen over lunch



Wine Tasting on arrival Friday afternoon

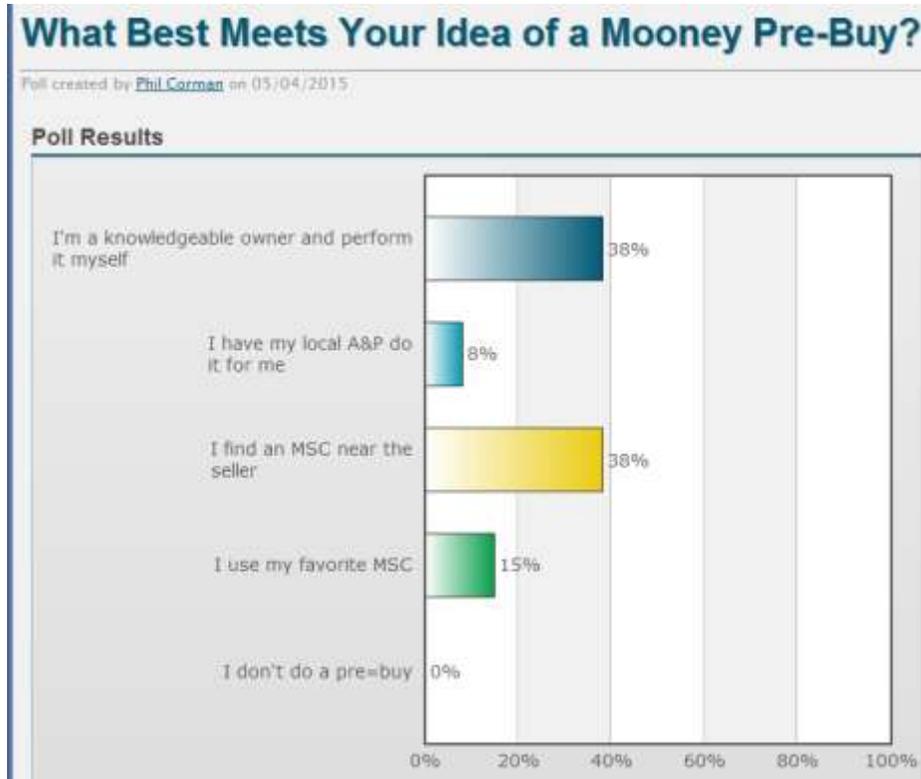


Dr Chen mixing it up with 5 Cal Poly Aero Students on the Ramp



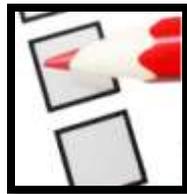
Dinner & Wine at EOS Winery

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Last month's poll asked, "What is your idea of a proper Mooney Pre-Buy?"

No surprises here. Mooney owners primarily fall into one of two categories; they perform their own pre-buy or bring it to a good MSC. Bravo Zulu!



Next month's poll: "I've had the following Issues with My Mooney"

[CLICK HERE](#) to vote.



Appraise Your Mooney's Value

Don't forget about our cool new **Appraise your Mooney's Value** using Jimmy Garrison's valuation. Jimmy is from All American Aircraft, the country's

largest Mooney reseller. We have implemented the models for M20C, M20E, M20G, M20F & M20J. Click on your model to simply complete the valuation. You no longer need paper and pencil. Just another benefit to our subscribers.

[M20C](#) [M20E](#) [M20G](#) [M20F](#) [M20J](#)

What was the first question asked of Charles Lindbergh after he landed in France, by King George V of England? "How did you pee?"



What is TKS?

TKS has been around for quite a while. It was developed during WWII to help protect military aircraft. It's a chemical deicing system that coats the leading edge of the wings with glycol. This reduces the freezing point of the combined glycol and water (ice and frost) at the microscopic layer, thus preventing ice from adhering to the surface.

Now you know what it does, but what do the letters TKS mean?

The name is an acronym of the three companies that initially designed the three components in the system:

- [Tecalemit](#) (made the pumps)
- [Kilfrost](#) (made the fluids) It's rather heavy, weighing 9.2 lbs/gal.
- [Sheepbridge-Stokes](#) (a British company that made the powdered metal)

Now you know!



This is to let you know that I have sold my M20K 252PB and that you can unsubscribe me. I have so appreciated the many Mooney Flyer articles which have helped me with maintaining my plane and flying it. The Flyer is magnitudes better than earlier pecuniary attempts to reach out to Mooney owners with articles of advice and dire warnings of what could happen if said advice is not taken, preferably at their own FBO. Here's wishing you and your staff the best of fortune with things Mooney and your great MOONEY FLYER. Very truly yours, **Cordell Bahn**

RE: The Mooney Flyer Event:

Hi, Phil and Jim,

Dave Rice and I had a great time in Paso Robles. The meals, wine tasting, and museum were wonderful, the seminars and information very educational, helpful, and inspiring and the people were great. We met many people we enjoyed so very much that we would like to stay in touch. I managed to get a couple of email addresses, but if possible, could you supply an email for Cliff Biggs in Page, AZ? Or if necessary, ask him if it is okay to give us his email? We were his and his wife's passengers on the wine tour on Friday, and they were just great company. Would love to stay in touch.

Also, I VERY MUCH enjoyed your presentations, Phil, for passengers re: fun destinations and how to get a Mooney on the ground and walk away in case of an incapacitated pilot. I learned a lot, and Dave let me handle the plane a bit on our flight home. Just flying straight and level took some work for me, though! For pilots, it is second-nature, but I had to work at it. Practice needed!

Are you able to send via email the information presented in your two Powerpoints? I think you said you could... Thanks again for everything!

Jennifer v G

RE: The Mooney Flyer Event: Thanks so much for your PowerPoint presentation and thanks for remembering. I really appreciate it. You are definitely on top of things, especially after such a busy weekend. You and Linda did a phenomenal job with everything. The hospitality, food, activities and the seminar were wonderful. Both Frank and I thoroughly enjoyed the weekend and seminars and were very happy to be in the company of so many enthusiastic pilot and co-pilot activists, even being the odd man out with a Piper. LOL J We look forward to the next gathering. If at some point you are in our neck of the woods, please stop by.

Sincerely, Chandler Aviation, Inc.

Annette S

RE: The Mooney Flyer Event:

Thanks you all so much for such a wonderful weekend. Laura and I have sponsored a few fly in events at Camarillo...we're both happily wiped out by the end of the weekend. I say that because I know how much coordination it took to do all that you did. You guys did it superbly. A total class act! We had fun meeting everyone and learned some new things

along the way about flying our Mooney. Looking forward to doing it again. So, again, thanks for all your hard work...it was great!

Barry & Laura R

RE: The Mooney Flyer Event: Thanks so much for having the copilot flying lessons at the Mooney Summit. You gave us just what we needed-how to get the plane down without bogging us down with a lot of unnecessary information. I would really like to have the information that was on the card you talked about that Linda carries in the plane. I realize our numbers will be a little different, but it is a great thing to carry with us in the plane. Cliff and I have already discussed the "numbers" and procedures and I would modify your information slightly, but I think the information is invaluable. Thanks again for a great presentation and a super great Mooney Summit.

Carol B

I would like to start off by saying what a great website you have with good useful articles in your online magazine. I am still fairly new to the Mooney community, and have found the Mooney owners and publications groups are all a close knit group always willing to help and offer information. I would also like to thank you for personally responding to my questions with regards to GPS, WAAS & ADS-B, your quick responses were very helpful. Lastly...Thanks for taking the time to send me the technical information for my particular model, very helpful indeed! Keep up the great work, and again I very much appreciate your input, opinions, and guidance you have provided thus far!

Cheers, **Sherman C**



MOONEYS The Mooney Flyer ARE BUILT LIKE A MACK TRUCK . . .

Well, sort of

Volume 4 Number 7



Mooney

SERIES 18

the most practical personal aircraft built



In July 1946, in partnership with C.G. Yankey and W.L. McMahon, the Mooney brothers, Al and Art, resurrected the Mooney Aircraft Corporation.

Their first offering was the Mooney Series 18 "Mite".



Al Mooney

Don't all Mooney pilots still dress this way?

Al Mooney wanted the Mite's landing gear system to be something simple, yet strong and relatively maintenance free.



Bill Wheat, former Mooney test pilot and Designated Engineering Representative (DER), recalls that Al Mooney discovered **Mack Truck engine mounts** would work perfectly for the rubber shock discs on the Mite.

When the M20 series was developed, the Mack shock discs were too small and a special disc had to be made. Over the years, this landing gear absorption system has evolved as Mooneys became heavier. But, it's basically the same system that Al Mooney came up with more than 65 years ago.



Bill Wheat

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Mooneys have Two Active Shock Absorbing Systems: Tires and Discs

As time progressed, Mooney made heavier and heavier aircraft with greater (and heavier) fuel loads. With the increased weight, the tire pressures increased as well. Proper tire inflation is critical to flight safety. That's because during a sharp turn, if the tire pressure is **too low**, the tire may roll sideways on the wheel, pinching the tube and bang, you've got a flat tire.

If the pressure is **too high**, the tire won't absorb enough energy. If you have "shot" discs, the extra energy that the shock discs should have absorbed, will travel throughout the aircraft to the wing spar and subsequently, your fuel tanks. Before you know it, you'll have blue stains under the fuel tanks.

Pre-1965 aircraft had Firestone discs; four on the nose discs and five on the mains. After 1965, Mooney changed to the current Lord disc system, with three on the nose and four on each main. Because the pre-1965 disc system is no longer available, Mooney offers a conversion kit.

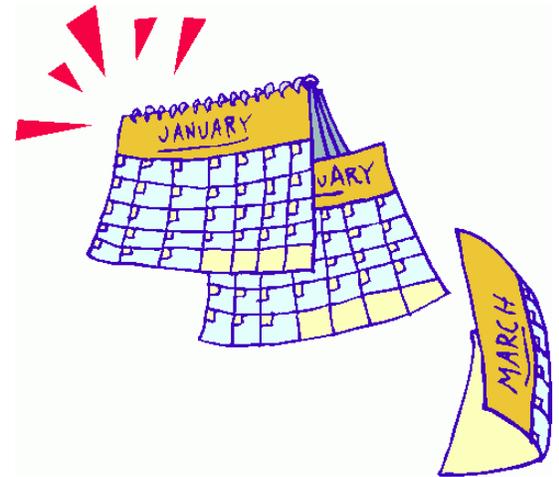


How Long do Discs Last?

According to Kerry McIntire, [KNR Inc.](#), in Evanston, WY, weight is not your friend. The heavier the airplane, the higher the tire pressure and the more compressive force is on the discs. This shortens the useful life of main gear discs.

Mooneys that sit outside, even those tied down in a shade hanger, lose disc elasticity sooner than aircraft that are kept in a hangar. Outside discs seem to be "shot" in less than ten years. When a shock disc ages, the rubber loses elasticity and it becomes a hardened puck that absorbs very little energy. Even the seemingly small amount of energy from a smooth as silk landing transfers shock to wing spar and the fuel tanks.

The nose discs are damaged more by oil and solvents than they are by weight. If nose discs are kept clean, they can last longer than the main discs.



When Should I Replace Discs? Opinions Vary

Kerry McIntire recommends changing the main discs on hangared M20A's through M20K's, every 14 years; every three years for the heavier Bravos, Ovations and Acclaims.

Paul Loewen, owner of [LASAR](#) in Lakeport, CA, believes that 12 years is the A through the J limit.

Frank Setzler, owner of [Chandler Aviation](#) in Chandler, AZ is a proponent of replacing the discs on the A's through the J's after 10 years.

How does the Shop Check for Good and Bad Discs?

The aircraft is placed on jacks and after a reasonable amount of time, disc compression is measured by the space, or no space, under the collar at the top of the shock link on both the mains and the nose gear. If there's a space, the discs have lost their shock value and need to be replaced.



Does Your Mooney Fly or Hibernate?

When your Mooney goes from a ground vehicle to an airborne thing of beauty, the discs expand while in the wheel well. If your Mooney sits around a lot, the shock discs don't have a chance to expand and they will "sack out" sooner than those on Mooneys that are flown regularly. Flying is not only fun for you, it gives the shock discs a chance to "exercise".



How Old are Your Discs?

Look in the logbook(s). If you can't find a logbook entry, shame on your mechanic. But, there's still hope. Rub the discs with a rag and liquid detergent. (A clean disc is easier to examine). Each disc should have a date of manufacture stamped into the rubber next to the part number.

Mooney Service Bulletin M20-22

An important consideration, especially if you have a M20A through M20J, is when the nose discs are changed, you should ensure that your mechanic complies with [Mooney Service Bulletin M20-202](#), **Nose Steering and Tracking**. Otherwise, you could find yourself darting off the runway at high speed.



Did you ever hear of "The Caterpillar Club"? It was the club pilots were drafted into when they had to jump out of their airplane in the early days of flight. Probably a reference to silk, of parachutes



The new discs on the left are more elastic than the 10 year old discs on the right

The Cost

At [Sky Geek](#), each Lord Shock Disc costs \$106. If you replace the discs on both main gear, you should budget for five or six shop hours of labor. Replacing the three nose discs is a more complicated job, so this task will keep your mechanic occupied for another four to five hours.

Collateral Damage

The picture at the right, shows an example of what happens when an owner fails to change discs in a timely manner. This rod was so beat up that it was deemed unserviceable. This added an additional \$500 to to the shop bill.

Fly Safe, Jim



Flying to Oshkosh AirVenture this year. Check out this link for FBOs across the country that are offering discounts for AirVenture bound pilots.

[CLICK HERE](#) for the details on states and participating FBOs.

Fuel Starvation Brings another Mooney Down



What Happened?

On June 28, 2013, about 1625 mountain daylight time, a Mooney M20K airplane was substantially damaged after the engine lost power and the pilot made a forced landing in a field near Hudson, Colorado. The commercial pilot was seriously injured and the fuselage and firewall sustained substantial damage.

Visual meteorological conditions prevailed for the flight, which operated without a flight plan. The flight originated from the Rocky Mountain Metropolitan Airport (KBJC), Broomfield, Colorado, at 1600. The destination was the Front Range Airport (KFTG).

The pilot did not provide a written narrative of the sequence of events leading up to the accident. Therefore, we can only suppose what happened, so here goes:



The pilot departed Rocky Mountain Metropolitan Airport (KBJC) and went around and below Denver Class B airspace at 6,500 MSL or about 1,500 AGL, enroute to the Front Range Airport (KFTG). At 65% power and 150 knots, this 60 nm cross country takes about 24 minutes and burns a bit less than 6 gallons.

The M20K fuel system can hold 75.6 gallons, but 3 gallons of that is unusable. That's 1.5 gallons of fuel per wing that you can't burn.

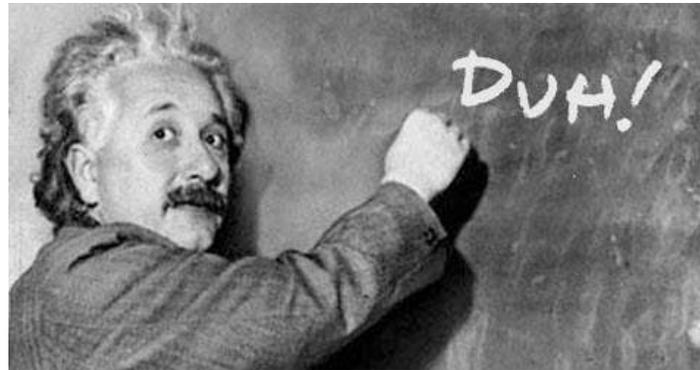
The airplane and engine were examined by the National Transportation Safety Board and FAA at a storage facility in Greeley, Colorado. One pint of fuel was recovered from the right wing fuel tank and **7.5 gallons of fuel was recovered from the left wing fuel tank.**

The fuel selector valve was found selected to the right fuel tank. There was no fuel in the lines to the engine. **Further examination revealed that the fuel gauges were not accurate.** An examination of the airframe and remaining systems revealed no anomalies.

What can we learn?

In an M20K, the trip to the Hudson, CO crash site takes 11 minutes and burns about 3 gallons of 100LL. This means that the pilot took off with 3 gallons or more (accounting for unusable fuel) in the right tank and 7.5 gallons in the left wing. That's not a lot of fuel, no matter how long you plan to fly.

- Make sure you have enough fuel to fly to your destination and have at least 30 minutes of reserve fuel (day, VFR) – above that which is unusable.
- If your fuel gauges are not reliable, get them fixed.
- If you have wing tank gauges, use them. Use all resources to be as safe as possible.
- If you are flying at 1,500 AGL, be aware that if you lose your engine, you will be landing somewhere out there in just a few minutes. Think fast!!!
- If you don't have a checklist to remind you to select the fullest tank before takeoff, get one! Military and professional pilots use a checklist. That's because human beings have proven time and time again, that when they try to "wing it" without a checklist, they make deadly mistakes.
- **If you lose your engine, do you know what you can do to possibly restore power?**
 - Attain the best glide speed
 - Select a suitable landing site
 - Verify that the fuel selector is on the fullest tank. If you don't know which is the fullest tank, you should probably switch to the other one.
 - Mags BOTH



Fly Safe!

Jim

Do you clean your fuel injectors on a regular basis? You don't have to do so. They are continuously kept clean with a very effective solvent. Most clogged injectors are a result of cleaning them, and foreign matter gets in the line. Just sayin'



Cliff Biggs

ATP, 767,757,737,727, A320, LRJet,
CE500, MU-2, Wright Bros Award,
A&P 46 Yrs, B707, B727, B720,
B747, DC-10, DC9, DC-8, CE500

For The Want of a Nail The Kingdom Was Lost!



For the want of a nail, the kingdom was lost. In one form or another that proverb dates as far back as the 1400's. Essentially, it means that it's the little things that count, and can count big in times of stress. It's the things we normally take for granted, the items that NEVER fail, the items that just sit there, but will become, the "elephant in the room", when they fail to live up to our expectations.

Let's just take one small item, the "nail" so to speak, to emphasize what can turn out to be "the elephant in the room" even for large jet aircraft.

Just about 4 years ago a Boeing 767 took off from Newark Airport, New Jersey bound for Poland. Shortly after takeoff it was noted that the Center Hydraulic System had lost all its fluid and pressure. This is actually the one system of the three hydraulic systems on a 757/767 that does all the heavy work. Flight controls, landing gear, flaps, all are operated by this system. The other two systems can handle significant portions of the Center system loads, but not everything. The flight can be controlled and function somewhat normally without the Center system. The landing gear

needs to be lowered by alternate means and the flaps can be extended electrically instead of hydraulically. In all respects, not a big deal.

A very good YouTube video on the 767 hydraulic system can be found here:

www.youtube.com/watch?v=Z7LRS9nMRXY

After reviewing the QRH (Quick Reference Handbook) for the system failure, the crew was advised by the company to continue to Poland, expecting a somewhat normal and uneventful landing. This decision is debatable.

Upon arrival in Poland, the elephant stood up! When they tried to extend the landing gear, it wouldn't go down! Interesting, very interesting to say the least. It's supposed to go down by the "never fail" alternate means! Why wouldn't it go down?

The crew had just flown over 8 hours, and had a duty time of maybe 10 hours or more. They had 220 passengers behind them, and a crew of 9 more aft. They were responsible for a 14 year old, multi million dollar jet. Now they were in Poland, short on fuel and couldn't get the landing gear down!

Do you think the stress level was high on that flight deck at that particular time?



Can you see how items, like a system failure can snowball into a BIG problem, even though it didn't seem like that in the beginning? Hmm. Vacuum pump, generator failure, planning your flight to arrive with minimum fuel, intermittent radio, little things taken individually, in a classroom

environment, that don't seem to be troublesome right then, can snowball quickly, into a real problem.

If you think it can't happen to you or that you'll be Mr. Calm, Cool and Collected in the event of any real emergency, think again! You WILL be stressed and you WILL need to handle that stress to complete your mission! Planning ahead is a BIG key to handling that stress!

Where were we? Oh yes, in the cockpit of the 767, circling the field with no landing gear and running out of fuel. Everything has been tried. Company Engineering has had a chance to chime in and still no landing gear. OK, now what? Well, we're going to do the first ever, all gear up, B-767 landing. How did we get so lucky? How could this happen?

Let's preface this with the fact that airplanes make gear up landings on a regular basis. Think of all the "failure to lower the landing gear" accidents we have read about, even in our Mooney fleet. Has anyone ever been hurt in a "controlled" gear up landing? Not that I'm aware of. Nor does it happen in the big jet world. If it stays on the runway, "under control", chances are, everyone walks away.

The runway was foamed (even though it's not necessary) and the final approach was started. Landing speed? About 125 to 130 knots, with a 5 knot tailwind!. As seen in video recordings, a smooth touch down was made and the airplane slid to a stop about 7,000 feet down the runway. All passengers exited in 90 seconds by going down the slides. No fire started, the event is over.

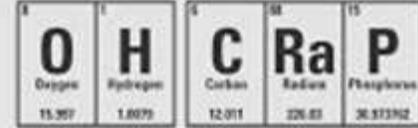
AH, but let's get back to the title of this article- "For the Want of a Nail".

It is well and good that a landing could be made and all walked away from the now disabled airplane. But, what really happened? What was the real "nail" that caused the loss of a Boeing 767? Something small and usually innocuous, hardly ever thought about, but turns out to be "the elephant in the room" that stood up?

Can you say "one circuit breaker"? Yes, one circuit breaker that fed electrical power to another circuit breaker, that fed power to the electric motor, that unlocked the landing gear up lock system to allow the gear to free fall into the down position. That was the culprit, just one circuit breaker among hundreds, on the rear wall of the cockpit. It wasn't even labeled as anything to do with the landing gear. "C829 BAT BUS DISTR" was its name. Way down on the bottom row, at floor level, of a very large CB panel. Just quietly sitting there, innocuous, never thought about, just waiting for something to happen. That something was that nobody saw it and tried to reset it.

Here's the rub. How many of us even think about our circuit breakers? We depend on them to work and to work every time. They never fail; they just sit there waiting for something to do. Some of our airframes have circuit breakers that are over 50 years old, half a century (and with wiring to go along with that age, but that is a story for another time). Many of those breakers can't even be tripped manually! They haven't been "exercised" since they were installed 50 years ago. Will they work when needed? Who knows? The point is that these small, innocuous circuit breakers, can become "the elephant in the room" when they don't perform as we expect. Do any of you really examine them on a preflight; close enough to tell if one or more are tripped? How about when under stress, like at night, when the landing gear won't go down? Will we think to really check them closely?

How many of you have ever read the labels on them to identify which is which? Are you waiting until you need to find one, say the “gear motor” breaker? Oh, and by the way, did you plan your flight to arrive with minimum fuel? I see the stress level rising.



Does your alternator have a specific procedure to reactivate it if it fails? Does it include pulling and resetting a breaker? Have you just read about the procedure and not really gone through it in the airplane so you have some idea of where the items are?

Do you know, for sure, where ALL your circuit breakers are located? When you come out of maintenance do you do a very thorough check of each and every circuit breaker to make sure they have been reset or, do you just trust the mechanic? I’m a mechanic and I want YOU to check them!

How many vintage_Mooney owners know, in addition to all your circuit breakers, that you have at least two fuses in your airplane?

Where are they and what do they do?

(That is the question of the month. If you know, send your answer to “Letters to the Editor” here at “The Mooney Flyer”. Respond by July 30, 2015. All correct answers will receive a prize at the October Page, AZ Fly In. You gotta be there to collect the prize 😊)

You may even have more factory or “after market” fuse installations. Do you? Do you know for sure?

If you do have some, do you know that you are required to carry spare fuses for those items? What size fuses are they? Do you know? Are they labeled or do you have to try and read the tiny etched inscription on the barrel of each fuse, at night, in a dark cockpit and now fish around in “your spare fuse box” and try and find the correct one?

Here’s a bit of information that some may not realize: Just what does a circuit breaker or fuse protect? Who can answer the question? Bueller? Ferris Bueller? (Do you hear the sound of crickets?).

Circuit breakers and fuses protect the wiring and not the equipment that they are connected to. Fires start in the wiring so that is what is protected.

We are lucky in that everything generally works flawlessly on every flight, BUT when things go wrong, they snowball starting at the top of the hill, and come our way real big and fast.

Fly safe and plan ahead

Sight Unseen

by Joe Dion & Mike Elliott

Of all human behavior, self-justification may be the most dangerous. It convinces you to do crazy things...like buy airplanes. My story is probably not all that uncommon, I completed my private check ride just before turning 18, shoved the piece of paper in my wallet (they were paper back then), and headed to college. A career followed college, then an MBA, and then another career or two. Getting back to flying was on the list, but the list kept growing and flying continued to move down the list. After 25 years, it finally found its way back to the top. I found a ground school, found an instructor, took about 10 hours of "lessons" to shake off a ¼ century of rust and feel safe and competent and got signed off, only to let it slip away again. Three flight free years passed and my company's sabbatical program was coming into focus. I knew what I would do, I would use my sabbatical to get back in the air once and for all.

I'm also a sailor, and the best thing I've ever done to develop my sailing skills was to buy a boat. So, logically, I should buy an airplane! *There's that self-justification thing.* I may have been drinking when I made that decision. Regardless, I found a great book, *Buying and Owning Your Own Airplane*, and a \$12 book purchase was not going to break me. Like the Chevrolet vs Ford battle, there are family aircraft loyalties, and I come from a Cessna family. It would have been easy to pick up a 172 or a 182, there was always one parked in front of my house growing up and that's what I learned to fly. I don't like doing things the traditional way.

I read that book from cover to cover, several times, you know, the way your kids read those dinosaur books until the spine is broken. I came across this plane with a funny forward sloping tail, retractable gear, a 200 MPH cruise speed, burning 10 gallons an hour, that was in my price range. I also found a story about a moose that wandered onto the runway and to miss it, the Mooney pilot who was forced to rotate early. It hit a tree that flattened the leading edge of the wing, but he was still able to bring it back around for a landing. Speed, efficiency, survivability, those were my three top demands. I was sold. I would buy a Mooney, even though I'd actually never seen one in person!

At some point, it reality sinks in that you are woefully unqualified to actually search for and buy an airplane. For that, I had a plan. I'd find a school that trained in Mooneys, earn my instrument rating, get to know the plane and what I was looking for, and then I'd know enough to shop for one. I'd use my company sabbatical to attend one of those intensive instrument training schools and knock it out in a couple weeks. I soon discovered the first hitch. While there are many schools that do intensive, 10 days to your check ride type programs, finding one that uses Mooneys, well actually even finding schools that used Mooneys for any training, was impossible. It must be something about not having brakes in the right seat.

I was undeterred. The plan was solid; it would just need some modification. I decided I would find a Mooney instructor first and then see if he could help me find a plane to lease for the training. Back to Google, which produced nothing. Then, on LinkedIn, I found the Mooney Aircraft Owners group. I posted that I was looking for a school that utilized Mooneys. What I got back was a few instructor names, but no one was aware of any actual schools. As I would be on my sabbatical, I was looking for some place away from home; someplace vacation-like, preferably tropical and warm in January. My search turned up Mike Elliott in Tampa, who has become my instructor, friend, plane caretaker and overall aircraft ownership consultant. His commentary also appears here.

We had a quick chat to see if he was willing to take on an 80 hour pilot with only 10 hours in the current decade who'd never even seen a Mooney from a distance. He seemed unfazed, which should have made

me question his sanity. However, after spending a lot of time with Mike crammed in a hot Mooney cockpit, it's clear that he has fallen in love with these planes and appears to get a great deal of satisfaction from introducing new people to them. I called a few of his references and everything was positive, so I had an instructor.

Now back to that little problem of finding a plane. Sometimes a good plan just requires a change in the order of some of the steps. It turns out that finding a Mooney to rent for someone with only 80 total hours (70 of which were from the 80s), no time in type, no retractable or complex time, no hours in the last 2 years and no current medical was going to be a little difficult. Mike's suggested, "Why not buy the plane before the training?" He suggested that I could use the services of a disinterested 3rd party, and for a very modest fee, he'd be happy to help with the search.

I'm a CPA from a prior career and I'll be honest, my auditor's senses were awakened at the thought of having a stranger that I had found on the internet assist me in finding and acquiring a fairly expensive, very mobile piece of equipment. In this instance, I decided to go against my instincts and the search for a suitable plane began. We both started searching the usual places, and decided to eliminate the 231s and 252s. Let's face it, for an 80 hour Cessna pilot, a Mooney is complex enough without worrying about turbos, intercoolers and speed brakes. We found a few Mooneys and got the logs. Mike would give me notes and we'd talk about offers. There are a lot of used Mooneys that have had gear up incidents. Mike was OK with that as long as a well-known mechanic had done the repairs. Frankly, I fear the ghost in the machine; hidden damage that comes out later. Gear ups make me very nervous; actually they freak me out, so we avoided them.

Even when I finally had an accepted offer on a plane, it didn't get real until the plane was in Longview, Texas and I got a call with the results of the pre-purchase inspection. I've never bought a house, so signing on a 15 year loan for the most expensive thing I've ever bought gave me concerns, with my knowledge of contract law ran through my head. Could I back out now and not get sued, or was I stuck with a really expensive toy? I signed and shipped the documents, called the bank to do wire transfers and I was officially a member of the Mooney owning club. But, I had still never even sat in one. Mike moved the plane to Tampa where my training would begin in three months.

I still remember that first day, having not flown in over three years. I reached past my ego and asked Mike if I could just sit in the right seat and go for a short flight to get used to the idea of actually flying the plane. Flight training would begin the next day. After flying two to five hours every day, I got my complex and biannual flight review sign-offs and we had even started building hood time in the first seven days. We created our own intensive instrument program, seven days a week, weather permitting. We flew around Florida looking for cheap gas, new approaches, while dealing with ATC. All the while, Mike was constantly breaking equipment (simulated partial panel of course). At one point, I was comfortably maintaining the 100 foot/5 degree tolerance under the Foggles, with nothing but a compass, turn coordinator, airspeed indicator and GPS.

Mooney 4 Victor Whiskey has EBELS... "4 Victor Whiskey, cleared for the option runway 9. On the missed, fly runway heading to 2000, right turn to 180, contact Tampa approach 125.3."

Something magical happens the first time an approach just falls into place and the needles behave and the radio calls work and the gear come down and you fly that digital slope down to 200 feet above the runway. For me, that was an ILS approach into the Brooksville, FL Airport. It sent a shiver down my spine. Three weeks from first slipping backwards into the seat and strapping in, Mike gave me the instrument endorsement and I was ready for the check ride.

Murphy (of Murphy's law fame) had other ideas of course. Bad weather and a failed primary flight display scrubbed two scheduled check rides. Then, life events pushed it off for another year. On June 2nd, after a week of refresher flights, I'm happy to report that the check ride was almost anti-climactic. For 25 years, I would tell people I was a pilot, but somehow, that didn't feel right. Thanks to Mike Elliott, I'm a Mooney driver with a fresh instrument endorsement . . . and it feels real. Yes, I'm a pilot!

FROM THE OTHER SIDE OF THE COCKPIT – by Mike Elliott

On one fortunate day, I was approached by Joseph Dion to resolve the best way for him to get his instrument ticket and get back into flying. I say that as I quickly learned the Mooney community, Clearwater charter, was soon going to be blessed with a fine new member; one that will make us all proud to say that we fly Mooneys. Joe, like all "prospects" in the Mooney Club, had many questions. He had so much to learn, like 1 AMU= 1 JMU; never to "dis" another's aluminum mistress, and his new ol' lady needed to be flown and treated like a fine woman, not like those Cessna's he was used to. Sponsoring Joe to be a "brother" was an honor. He absorbed every detail at a rate that would make Bounty paper towels jealous. This began when he contracted me to find him the right ol' lady. We had lengthy discussions of what he wanted to do with his new love, and how he wanted to do it. We visited where he might be living, and the type of treatment she could expect from him. His initial thoughts were to get a statuesque K model. I personally didn't have an issue with him getting a K model, other than within his budget, there were few if any that had the "bones". Inevitably, Joe started seeing how attractive some of the more modest, and humble J's were. I must have reviewed a couple dozen J model log books, made notes and spreadsheets of all their potential issues. I came up with a valuation for them. Joe was like a 16 year old being taken to a car lot. He was excited, seeing beauty in all of them. I felt like a mail order bride salesman at times, falling in love with some of them myself. Three beauties rose from the pile, one represented by Jimmy Garrison, whom we came close to consummating the marriage, but we were stopped only by the owner's unwillingness to get it to Don Maxwell for a pre-buy, which was only a short Mooney flight away. Next.

The plane we selected was in part, because the owner was such a square shooter. It had a very updated instrument panel, and a solid maintenance history. While it could use some cosmetic "enhancements" like most of the over 30 year old ones, her "bones" and skin condition were solid.

Joe entrusted Don Maxwell to give her a thorough physical and asked me to evaluate her ride. He and the previous steward came to an agreement, and Joe was now able to say he was a full "prospect" and not just a wannabe.

She was magnificent! Don tweaked her flight attitude ever so slightly, and she became the fastest J I have flown; 160 kts on 8.3 GPH at LOP. Others cried "BS", and the pics were posted on MooneySpace to validate the brags. Joe was in for a sweet, sweet time!

I met Joe a couple of months later, when he came from San Francisco to Clearwater, Florida to meet his new aluminum mistress for the first time. He was smitten when he saw her. Here, a well-educated, professional was having trouble formulating four word sentences with words larger than four letters in her presence. And she responded equally, like a young teenage girl in the presence of her Don Johnson, starting up on the second blade, purring at Joe's ever so gentle touch of her Manifold Pressure control.

I could tell these two were going to get along.

Day one of training revealed Joe's insatiable appetite for knowledge. He wore me out, making me dig deep into the archives, exercising the Axon and Synapse in such a way John and Martha King would have been

proud. Then, I discovered the key to communicating with Joe, (an essential skill of a good instructor). It was Rhumbi's Island grill. Daily debrief's with the early bird portion of Hogfish and an IPA of choice would cement the concepts as proven by the next day's demonstration.

Joe was in Love.

As he mentioned, through no fault of his, weather sabotaged his first and second attempt at his Instrument ticket. Was he ready? Absolutely. Those that know me, know I have the rebuttal presumption before getting my signature in their logbook. I ask myself if I would allow my wife Alice to fly with them. Without question, I would let her fly with Joe. The next attempt was postponed because of the accident I was in last July, demanding recovery and the re-issuance of a 2nd class medical. Finally, our schedules re-aligned and Joe returned to Sunny Florida and his waiting mistress. A few laps around the patch and we began the process of re-acquiring the perishable instrument skill set. Joe poured himself into it, and he really aced the check ride and the oral. He was well prepared, the DE was absolutely delighted with his performance, as was I.

Joe, you are now a full patch member of the Mooney Community. You have proven your loyalty and your actions are exemplary of the Mooney Summit's mission statement, "to better the breed". Congratulations, you have five minutes to sew on your new colors.



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Sisters, Oregon

by Linda Corman

After our exhausting multi-day Mooney Flyer Summit event, Phil and I decided we needed a little time off to recoup. So, of course, we headed to our favorite destination in the northwest, Sunriver Oregon. We had only been there a couple of days when some very

dear friends suggested we might enjoy looking at the small town of Sisters. Off we went and we were very pleasantly surprised at this cute and charming town. The town of Sisters gets its name from the Cascade Mountain peaks that you can see on the southwestern skyline, known as the Three Sisters. What makes this little town so cute is it has recently been gentrified when the core of downtown was remodeled.

Cascade Avenue, also known as highway 20, runs through the center of town and the Oregon Department of Transport and the City of Sisters partnered up to renovate the entire "streetscape". New decorative lighting, benches, and landscaping make the town inviting and encourages folks to stroll around and look at the stores and restaurants. The City of Sisters provided matching grant monies so that downtown



businesses could invest and improve their buildings. Sisters is also known as an art community, so much of the outdoor artwork is done by local crafts people. One of the most impressive pieces of metalwork is located on Highway 20, just before you enter town. This piece is called "Running Horses", and as we drove past, it is so lifelike, I thought these were live horses being herded by two cowboys and a couple of dogs. Another beautiful piece of sculpture is the "Bronze Wild Stallion" on the corner of Cascade Avenue and Spruce Street. If you enjoy Quilting, Sisters has a huge outdoor Quilt show in July. The biggest draw to Sisters is their Rodeo, which we just missed by a couple of days. This Rodeo has been entertaining people for 75 years and brings in world champion cowboys and cowgirls from the Professional Rodeo Cowboys Association; competing for some of the biggest purses in the nation.

Now to some of my favorite things to do, shopping, eating and drinking some local beverages. The best shopping was located along Cascade Avenue with lovely shops on both sides. The shops had interesting mixes of clothing and local artist jewelry. There were many western stores with furniture and interior



Sisters Eagle Airport is Awesome

treat to find a local distillery on Cascade Avenue. The “Cascade Street Distillery” was a great surprise with their locally grown berries and apples infused vodka. They do charge for tasting, but if you buy, they return the tasting fee. I did buy two bottles; one called Wild Roots Marionberry and the other Wild Roots Apple Cinnamon. I never thought I would enjoy a glass of Vodka but this place changed my mind. The counter person was a family member by the name of Katie and I found her knowledgeable and very friendly. If you stop to try the vodka, I hope you get to meet her.

To sum up our experience in Sisters, it is worth the trip and it was a delightful day for us. If you choose to stay overnight, there are a few hotels and lodges that looked great and had that western outdoorsy vibe to them. The one we thought looked nice was the [Five Pine Lodge](#).

Sisters Eagle Airport ([6K5](#)) is privately owned but open to the public. Benny Benson, President of Energyneering, owns the airport and is doing significant improvements to the runway and ramps. He is actively building hangars and even provisioning for condo hangars. This is an airport on the go and well worth a trip. The runway is 3,560’ with an elevation of 3,168’ MSL. There are trees at the northeast approach and it is open at the southwest. Dave Campbell is acting as the Airport Manager and gave us a personal tour of the airport and airport plans!

The airport and the town of Sisters are growing and improving. This is definitely worth a weekend trip.



design objects, also made by local craftsmen. There were so many restaurants to choose from we had to ask some locals which was the best. Of course, everyone has a favorite, so we decided on a Mexican restaurant called Los Agaves on Cascade Avenue. Los Agaves features Mexican family traditional recipes and they were outstanding. The food was fresh, very flavorful, and best enjoyed out in the warm sunshine on their patio.

If you know anything about me, you know I enjoy a good glass of

wine or something from a local distillery. So, it was a wonderful



Of course, this is a town we probably would never have visited if we didn’t have the greatest airplane in the world – our Mooney.

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If you're tired of flying "wheels down" and you're ready for a new thrill, let yourself go! Move up in performance, in popularity, in proficiency. Ask your nearest Mooney dealer for a "fun ride" in the one that's stealing the show. Slip into the left seat of the new Super 21. Notice the richly appointed interior, the beautiful wood-grained instrument panel with post lighting, plus Mooney's Positive Control feature that lets you fly with added safety and convenience. Now, for take-off! Push in the throttle and Lycoming's 200 hp, fuel-injected engine lifts you off in a hurry. Pick up your wheels and GO! Cruise at 185 mph and get up to 20 miles per gallon. Cross country trips are fun again. Step up to finer flying, thousands of dollars easier the Mooney way...it's the popular one that's outselling every other retractable. Why don't you let yourself go, Mooney?

fly the one that's fun to fly!

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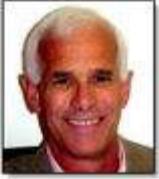
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REMOVE BEFORE FLIGHT



Bob Martens, one of the great instructors at PilotWorkshops.com, related this story: **A Connecticut airport had been using cinder blocks to tie down ramp aircraft. One of the aircraft managed to drag a cinder block all the way to the active runway. Another aircraft actually took off!**

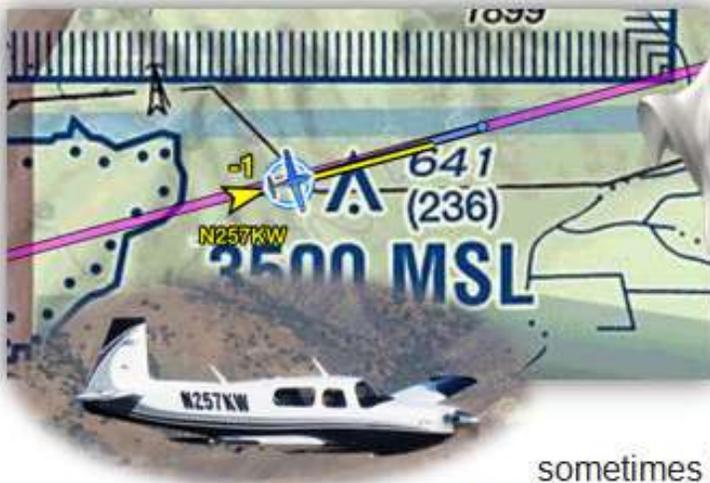
At some point, didn't those pilots ask themselves, "Why is this airplane taxiing so *funny*?"



Yet, off they went, trailing blocks behind them.

How often have you heard an unusual noise outside your door, only to find that a seat belt was flapping in the prop breeze? Great job! You stopped and found it. If something feels or sounds funny, investigate!

ADS-B Traffic "Ghosting"



If you have ADS-B "Out" installed, (using either an Extended Squitter transponder or a Universal Access Transceiver (UAT)), and you view ADS-B "In" traffic (TIS-B) using a Stratus receiver and ForeFlight Mobile, sometimes the ADS-B traffic picture can be a little bit *too* complete. In an attempt to give the complete traffic picture,

sometimes Stratus and ForeFlight will depict your own plane.

Yes, that's *my* "ghost" depicted in yellow, trailing my Mooney, 100 feet below. Fortunately, Ghosting seems to occur infrequently, and only when using portable ADS-B receivers like the Stratus. Nevertheless, it can be a bit disconcerting if you don't realize what's going on.

Heading to Oshkosh from the western USA? Here's some good rules of thumb for crossing the Rockies. Fly early in the morning. Avoid high terrain if winds at the peaks are greater than 20kts. Follow interstates, except beware of tunnels. Be prepared and willing to turn around or divert significantly to avoid high winds coupled with high terrain.



Send your questions for Tom to TheMooneyFlyer@gmail.com

Q1: What type of Spark Plug do you recommend, Massive or Fine Wire? Champions or Tempest?

All of the above will do the job, so we should go to the main difference and that is the price. We generally recommend massive plugs because they do a good job for a moderate price compared to fine wires. These are almost the cost of gold per ounce. They last a long time, if you don't drop one while cleaning, but I don't see any better performance except with one exception: When we have an old engine, pumping oil, but otherwise airworthy, I like to put fine wires in the bottom hole. That's because they will fire even if there is oil in the bottom plug. As far as manufacturers, the Tempest has hit the market pretty good. At one time, Champion had some bad press about a plug used mainly in the Cirrus engines. I still like Champs but have no problem with the Tempest and to me, it is cost that matters to most owners.

Q2. What are the shock disc requirements for different Mooneys?

All models now use the same shock discs which are made by Lord. For a while, we had another manufacturer, but the quality was poor, so we have a monopoly with a sole source.

At times, during the last few years, we would get back ordered on the discs and of course the price has gone to about \$100 each, so it is a big cost.

Now for all nose discs on all models. All discs must not be cracked, and there is no tolerance for wear. So, if you have a gap on the top disc they must be changed. The heavier models with big engines, such as the Rocket, are the hardest on nose discs. For all main discs, there is a tolerance in the service manuals that allow a gap at the top of the stack. The gap allowed is largest for the long bodies because of their heavier weight. I never quite understood, since all models use the same disc, why the heavier planes were allowed a larger gap. Seems like the lighter models would have the larger gap allowance. Anyway, as expected, we change discs on the larger Mooneys far more often than the early models up to even the K model. Those discs last many years compared to the long bodies which can require replacement in just a few hundred hours. There is one check that I want to emphasize for all discs: When you jack the aircraft, check the mains to see if the discs expanded immediately. They can get hard and don't expand when the gear is off the ground and you can move the individual gear by hand back and forth with the gear being loose since the discs did not expand. You need to do this as soon as you raise the plane as the discs may expand after being off the ground a while. We routinely remove discs that are as hard as hockey pucks. These should have been changed years before. How much "damage" can old discs cause? That's really open to discussion, but when it comes to limits in the service manuals, as an AP/IA, we really don't have a choice on what is required. I believe that bad shocks can transmit "shocks" through the airframe, fuel tanks, gear linkages, and even instruments. These shocks are cumulative over time. I just believe that keeping the plane about like it was built, is smart in the long run.

Upcoming Fly-Ins



Mooney Flyer Fly-Ins

**October 9-11: Here We go Again
PAGE/LAKE POWELL FLY IN**

Come for a weekend of fun and information

The Plan- Lunch as usual at the airport on **Saturday Oct. 10th at 12 noon sharp!** Be there or be square. Last one to the trough gets the leftovers. A donation for lunch would be appreciated.

The Information- This time we will have a hands-on maintenance session. We'll have one Mooney on jacks to show you how to jack the airplane and how the gear pre-loads are taken. We'll show you how to find wear on your nose gear steering, how to check your tail section for wear, what we mean by "zero bungee force" elevator setting on vintage Mooneys, and how to "level" the airplane. We'll also show you how to change, clean and inspect a spark plug, how to use a torque wrench the correct way and maybe have time to change a tire the correct and safe way. Try your hand at safety wiring if you've never done it before. You will look at the Type Certificate Data Sheets (TCDS) for Mooneys so you will know what they contain. We'll go over just what YOU can do as a licensed pilot AND owner of your airplane for Preventive Maintenance. You can do a lot of your own work AND sign it off in the log books. We'll go over the sign offs also. It will be a busy afternoon for about 2-3 hours.

Other Interesting Stuff- For those who arrive on Friday, we'll get together for dinner at a local restaurant (TBD). For those staying Saturday night, we'll have dinner somewhere, but beforehand, we may be able to tour a new large houseboat and "walk the docks" among million dollar houseboats. Sunday is on your own.

There are always other tours and things to see in Page if you don't need the hands on experience:

- You can do an air tour of Lake Powell from your airplane (better than Monument Valley @ 30 mins away by Mooney). The lake tour directions are on the VMG website.
- A dinosaur museum is about 15 miles away with a new, previously unknown Velociraptor discovered nearby, by a local amateur paleontologist.
- A guided tour of Antelope Canyon (a 15 min drive from the airport).
- A short drive (10 mins) and then a walk out (1/2 mile) to view Horseshoe Bend on the Colorado River from atop a 900' canyon wall. This is right where John Wayne stood at the beginning of the movie "Red River" in 1948.
- A morning float trip down the Colorado River from the Glen Canyon Dam to Lees Ferry. There is NO WHITEWATER and it takes about 3 hours. If you take this trip, ask Cliff where to see the dinosaur footprints on the trip. No one will tell you except him.
- A guided fishing trip on Lake Powell
- A tour boat ride on the Lake
- You can rent jet skis and boats on the lake
- Off Road 4 wheelers are available in town for excursions.
- Of course, we'll have an FBO fuel discount and group parking.
- Sign up early so we can have something to plan on, Thanks!

[CLICK HERE](#) to Register for the Fly-In



July 11, Sebring (SEF)
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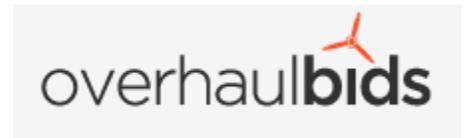
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Avionics Repair and Installation Services now available on site thru J&R Electronics



Overhaul Bids – When Shops Compete, You Win!



Alan Depauw at [Overhaul Bids](#) reports that they brought in more than \$2 million of engine overhaul and repair projects in just its first three months.

Overhaul Bids is similar in style to [Angie's List](#), but with pricing on engine repairs, overhauls and inspections.

He attributes this early success “to a long unsatisfied need for information about engine overhauls.”

“Essentially our main product is helping the aircraft owner make a confident well-informed decision,” he explains. “Before Overhaul Bids, aircraft owners would have to buy engine overhauls on faith while relying only on the information that came from the salesperson. Now, they spend two minutes posting a project and in less than a week, they have three to five quotes from the best shops in the country, along with information catered to their situation to help their decision. After the quotes are in, aircraft owners call the shops of interest and award their project to whomever they choose.”

Overhaul Bids hand-picked 15 “Bidding Shops,” which include big names like Western Skyways, Poplar Grove Airmotive, and Zephyr Aircraft Engines. Continental Motors and Air Power also have submitted quotes for factory engines.

Best of all? The service is completely free to the aircraft owner. Shops only pay a small percentage when they complete a project through the website. [READ MORE](#)



FAA to Pilots: Keep Transponders On While Taxiing

Safety Alert for Operators [15006](#) was published by the FAA in late May to ensure that pilots realize the need to keep their aircraft transponders turned on to the altitude-reporting mode even when taxiing in airport movement areas. The FAA uses runway safety systems, such as airport surface detection equipment

model X (ASDE-X) and advanced surface movement guidance and control system (A-SMGCS), at many airports in the U.S. to determine aircraft and vehicle locations when operating on an airport surface.

Both of these systems use data from transponders to obtain accurate aircraft and vehicle locations to increase airport surface safety and efficiency. Nationwide, the agency said that airports with ASDE-X report an average of 20 non-compliance transponder events per day, even with explicit airport diagrams or ATIS notification, or both, directing pilots to operate with transponders on. To address these problems, aircraft operating on all airport movement areas at all airports—not just those that are ASDE-X equipped—must taxi with their transponders on in the altitude-reporting mode.



Sporty's Pivot iPad Case

Previously available to Southwest Airlines pilots, **Sporty's Pivot iPad cases** — specifically designed for use in the cockpit — have reached general aviation.

With a suction cup mount, the Pivot design enables pilots to secure their iPads to any non-porous surface in cockpit, offering easy installation and quick release. The arm of the mount also provides 360-degree rotation and 30 to 60 degrees articulation.

The case itself is made of impact-absorbing polycarbonate, and its rugged but not-too-bulky design is intended for durability and easy transport. For use beyond the cockpit, the Pivot's mount can be replaced with the "smart cover," which can protect the screen or double as an adjustable stand.

Sporty's three Pivot kits for the iPad Air 1, iPad Air 2 or iPad Mini are each \$129.95 at sportys.com.

[MINI](#) [iPad Air 1](#) [iPad Air 2](#)



FAA Certifies Avidyne IFD440

Avidyne has received FAA Technical Standard Order (TSO) approval and an Approved Model List Supplemental Type Certificate (AML-STC) for the IFD440 touchscreen GPS/navcom, a smaller version of **the IFD540 certified last year**. The IFD440 is designed as a slide-in replacement for the Garmin GNS430.

Avidyne also announced the availability of Version 10.1 software for the IFD540, which adds new features and cancels an earlier emergency FAA Airworthiness Directive relating to GPS approaches with specific leg types.



The IFD440 and IFD540 both include an integrated GPS, built-in navcom radios, terrain warning features and compatibility with Avidyne's line of ADS-B avionics. The **IFD540** is intended as a slide-in replacement for older Garmin GNS530 avionics.

The IFD440 has a **"plug-and-play" price of \$14,995**, while the IFD540 is \$16,995. Installation kits and trays are available for an additional \$650. Antennas are sold separately.



FAA Plans to Discontinue Printed WACs

The FAA has published a notice of policy to discontinue World Aeronautical Charts (WACs) without a public comment period.

The FAA reasons that digital advances in technology and navigational capabilities are making these printed charts obsolete as pilots shift their attention more toward digital products. [READ MORE](#)

Breitling Unveils Watch with Personal Locator Beacon

The watch, which recently gained FCC approval for sale in the U.S., features a PLB operating at 121.5 MHz and 406 MHz, meeting Cospas-Sarsat standards.

The dual frequency micro-transmitter is able to send a distress beacon to rescuers on land, ships at sea and airborne aircraft through the 121.5 MHz frequency and satellite transmissions through the 406 MHz frequency. Prices start at \$15,000. [READ MORE](#)



Globalair.com features Oshkosh Specials

Globalair.com has launched its annual ["Oshkosh Specials" page](#), which gives pilots heading to EAA's [AirVenture](#) a list of the discounts and special deals offered from FBOs nationwide just for them. The page has already collected more than 50 specials from 15 different states, according to GlobalAir.com officials. **FOR EXAMPLE:**

Kansas		
Centerline Aviation, LLC.	KGBD	Stop in on your way to or from Oshkosh and receive \$0.50 off Full Service Avgas and \$0.25 off Full Service Jet-A. Bombers, our food trailer is open and serving breakfast and lunch. At Centerline, you and your plane can get a fill up! Mention your trip for discounts. Email: Chrissy@fuelwith.us



Fly Ties

FLY TIES

Flyties® were conceptualized 14 years ago by Bruce Roberts after a runway campfire bull session with other pilots. Bruce went back home to his workshop in Watsonville, CA and started designing and a company was born. Since then, FlyTies have been popularized by continuous improvement year after year. Today they are the tie down of choice for pilots who are serious about the best quality and security for their aircraft. Flyties are high quality, reliable and penetrate harder soils. The small surface footprint helps ensure that people will not trip over them.



The rugged, die-cast steel rods are 3/8" x 14" for deeper penetration into harder ground. FlyTies will hold over 1,200 lbs each, (**3,600 lbs** collectively), in most conditions.

Each hub is machined out of high strength aluminum, then powder coated. This ensures a corrosion resistant finish. A complete kit weighs only 6 lbs (Less than 1 gal. of Avgas) and has a lifetime warranty.

Each kit includes:

- 3 ea. Aluminum hubs
- 9 ea. 3/8" x 14" steel rods
- 3 ea. 3/8" x 12' ropes
- Easy-out extraction tool
- A rugged compact canvas tote bag.
- Instructions





The only thing not provided is a hammer. A standard 16 oz. claw hammer, found in any hardware store works well. Some pilots prefer the ax/hammer combination for those back country camping trips.



There are advantages to using an omni directional tie-down stake design such as FlyTies. That's because the force is being distributed evenly over three points. The three rods, working together act as a single unit. This yields tremendous holding strength.

Compare this to the force that is being directed to one single point, such as a single steel spike or wooden stake. The force is directed to one point only. High gusty winds can eventually work it loose. If the winds are strong enough, the hole will elongate and eventually fail to hold.

Tornado vs. FlyTies

After the March, 2011 Sun'nFun disaster, a FlyTie user wrote: *"I used FlyTies [at Sun'nFun]. My ropes never loosened. Two airplanes behind me broke their tie downs and went over on their backs. I know one of them was using the The Claw. Several of the Vendor Aircraft broke their Claw tie-downs. The winds in the Antique/Classic area were 75 mph. An F1 Tornado [had] winds estimated at 105 mph. I saw Claws in that area broken and others that pulled the nails up. Personally, after what I saw at SnF, I think the Fly-Ties are superior."*

See more customer reviews at <http://flyties.com/reviews.html>

The photo on the right shows damage caused by a mere 35 knot storm at AirVenture in Oshkosh. The aircraft sitting on TOP of the Bonanza was using "The Claw".



There are good tie downs and lousy tie downs

Shown at the left is a bucket full of broken curly type tie downs that were abandoned at Oshkosh. They literally snapped off when the owners were attempting to get them into or out of the ground. Oshkosh officials said the ends that snap off are a big hazard and are virtually impossible to remove from the ground.



Easy Setup/Install

- 1). Put the hub on the ground, directly under the wing tie down.
- 2). Pound the stakes in, one by one.



3). Using the ropes provided, tie down your airplane. Here is where you find out if you're smarter than a Cub Scout. So, if you don't know a Clove Hitch from a Bowline, you can learn how to tie down an aircraft with rope [HERE](#) & [HERE](#). If you're still not sure you can tie a good knot, you might want to consider **Trailer tie down straps**. These are available almost everywhere. I like the type with a hook guard. The ones shown on the right claim to have a load capacity of 2,000 lbs. and a

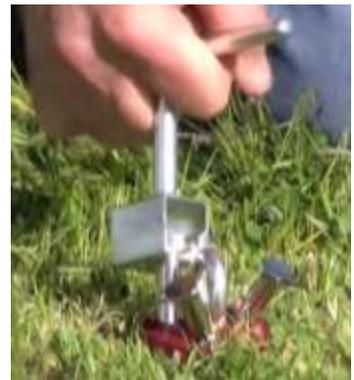
break strength of 10,000 lbs.



Leaving

When you're ready to leave, use the **stake pull out tool** to remove the stakes.

For more information, you can See the FlyTie Video [HERE](#)



Be AIRVENTURE ready and get yours at:



<http://flyties.com/>



FlyTies are shipped by UPS Ground unless otherwise instructed. They usually go out the next day. Depending on where you live from the west coast, the shipment takes 4-5 working days. Mine arrived at my home(in Arizona) in three days.

Fly Safe!

Mooney Instructors Around The Country

Arizona

Jim Price (CFII, MEI, ATP). Chandler, AZ (KCHD) 480-772-1527. Proficiency training and IPCs. Website: www.JDPriceCFI.com

Boris Vasilev (CFI, CFII, MEI, AGI), Phoenix Are, Tel: 602-791-9637, email: boris@atjeuhosting.com, Time in M20C through M20R models. Private commercial and instrument training, BFR's IPC's FAAWings

Connecticut

Robert McGuire , Durham, 203-645-2222 cell, rmcguire007@hotmail.com

Winslow Bud Johnson, smgemail@aol.com, 203-348-2356

California

Geoff Lee, San Martin, CA, 69050@comcast.net

Don Kaye (Maser CFI) located in Palo Alto, CA, (408)-249-7626, Website: www.DonKaye.com

Chuck McGill (Master CFI) located in San Diego, CA 858-451-2742, Master CFI, MAPA PPP Instructor, M20M, M20R, M20TN, Website: [Click Here](#)

Rodrigo Von Contra, Oakland, (510) 541-7283, Rodrigo@vonconta.com

George Woods, Woodland (O41), (530)-414-1679, , georgemichaelwoods@yahoo.com, Fixed wing CFII, Multi-Engine, Helicopter, Glider & Gyroplane CFI. Owns Mooney Rocket

Colorado

Ben Kaufman (CFI/CFII) – Fort Collins (KFNL) - (801)-319-3218 - bkaufman.mba@gmail.com

Florida

Mike Elliott (CFII) Master CFI located in Tarpon Springs, FL, Contact 317-371-4161, Email mike@aviating.com, Quality instrument & commercial instruction, transition training, ownership assistance, plane ferrying

Robert McGuire , Hawthorne, (203) 645-2222, (Dec – Feb), rmcguire007@hotmail.com

Georgia

Jim Stevens, USAF, Col, (ret), CFII. Atlanta, GA area. 404-277-4123. Instrument, commercial, IPC, BFR, transition training. 20 year owner of 1968 M20F.

Kansas

John R. Schmidt (COL, USAF, Retired) Fort Leavenworth, Kansas and the Kansas City area. Instrument and commercial instruction, transition training, BFR. (913) 221-4937 jspropilot@att.net

Massachusetts

Ralph Semb, ralph@bowling4fun.com, 413-221-7535

New Jersey

Parvez Dara, daraparvez@gmail.com, 732 240 4004

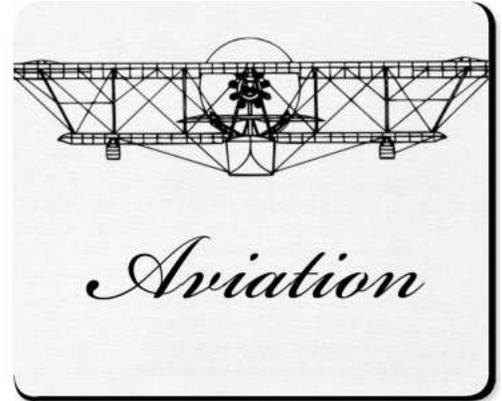
New York

Jack Napoli, Long Island, TT 6,000 hrs & Mooney time 3,000,
ki4kqvh1@yahoo.com, 631-806-4436

South Dakota

Doug Bodine, Commercial Pilot/Flight Instructor
Cell 605 393-7112, mei.cfii@gmail.com

I am a retired USAF pilot, now working as a commercial contract pilot, so various model experience from WWII warbirds through heavies. I have been flying mooneys for 12 yrs and have a 201. I have been instructing since 1994 and am at about 10,000hrs. I actively instruct in tailwheel and turbine as well. I have flown all the common mooney modifications – missile, rocket, screaming eagle, trophy etc. Even have time in the M22 Mustang.



Texas

Austin T. Walden, Lubbock & Abilene, Texas 432-788-0216, Email AustinWalden@gmail.com
PhD, Specializing in Models C thru J, www.WaldenAviation.com

Brian Lloyd, Kestrel Airpark (1T7), 210-802-8FLY, Brian@Lloyd.aero

Mark Johnson, mjohnsonf16@hotmail.com, 832-773-4409

Jerry Johnson, mooney9281V@hotmail.com, 817-454-2426

Vermont

Ted Corsones, tedc@corsones.com, 813 435 8464

Virginia

William Wobbe, william.wobbe@gmail.com, (713) 249-7351

Leesburg, VA. ATP, SES, SEL, MEL, MES, CFI, CFII, MEI, AGI, IGI, ADX. Time in M20B through M20TN models and very familiar with Garmin G-1000, GTN750/650, and G530/430 avionics. 1600+ dual given in Private through ATP training. MAPA PPP instructor and lots of experience in cross country all weather flying including TKS Known Icing Systems. Flight Service Station Specialist and familiar with iPad weather planning apps such as ForeFlight. Can answer questions on the Washington DC SFRA and ICAO Flight Plans.





For Sale – 1978 Mooney M20J 201. Aspen with extended warranty, Avidyne traffic, storm scope, very good paint 8, interior a 7. King 200 autopilot coupled to the Garmin GNS 430 and Aspen. Factory engine with 850 hours. \$ 88,000 - mbmaksymdc10@aol.com

Mooney M20J/201, N9269N, S/N 24-0751

TTSM 961/TTSN 3189

Engine time 961 SMOH by Triad

Propeller HC-C3YR-1RF 3-Blade 961 TTSN

Annual due 3/31/2016

Useful Load 1024

Avionics: GNS 430 w/ GI-106SCDI (cable wired for WAAS)

KX-155 Nav/Com w/KI-208

KMA-28 Audio Panel

KR-85ADF w/KR-225 Indicator

KT-76A Transponder Mode C

JPI-700 Engine Monitor w/Fuel Flow (monitored to GPS)

Century 11B Autopilot w/ Heading Bug

Other: Yoke Mounted Electric Trim and Map Light

Vertical Card Compass

Davtron Digital Timer

Sigtronics 4-Place Intercom

Electric Gear, Trim and Flaps

True Airspeed Indicator

Overhauled Magneto w/New harness

New Landing Gear Donuts, New Muffler, New Engine Lord Mounts

New Concord Sealed Battery

New Engine Vacuum Pump

LASAR Mod Enclosed Strobe Wing Tips

Wing Root Fairings

Clam Shell Nose Gear Door, Panel Overlay

New Leather Interior Seats



Contact Eddie Smith @ 803 684-3425 or easeddie@aol.com. More views at <http://www.heraldonline.com/news/business/biz-columns-blogs/don-worthington/article12303545.html>. Appraised at \$85,750.00, asking \$78,500.00 or best reasonable offer. I have owned for fourteen years; selling for medical reason.

1959 M20A for Sale, as is

My brother was a Mooney enthusiast, who died nearly 12 years ago. My parents inherited his Mooney M20A (SN 1276). It's been sitting in a hangar at Hicks Airfield near Fort Worth since that time. It was flying until maybe November, 1989, when the prop was tagged.

Total time, 2608 and Tach time 187.

This is a definite fixer-upper. My brother loved his plane and maintained it very well. We have all the documentation and log books back to its original purchase in 1959.

Please make an offer. The buyer would have to transport it.

Contact information: Deborah Evans

Home: [972-985-8471](tel:972-985-8471); Cell: [214-213-0865](tel:214-213-0865); email: Deborah.parker@verizon.net



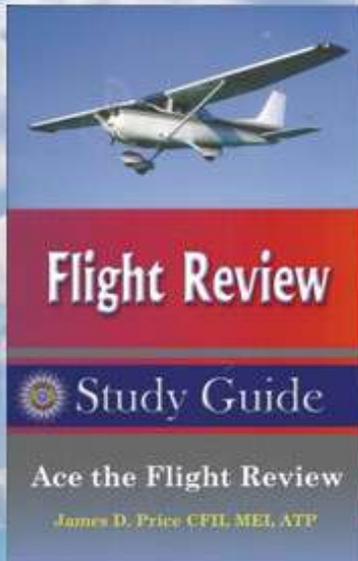
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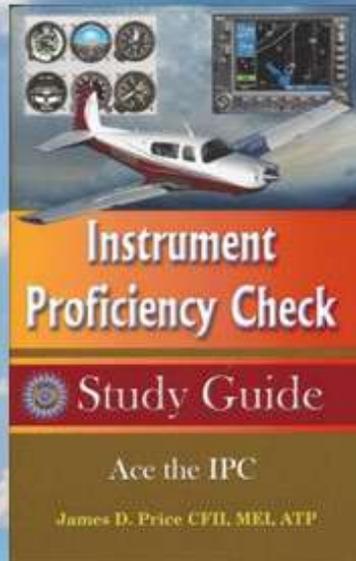
LASAR'S Free Site

Check out Lake Aero Styling & Repair's "LASAR" Web Site: www.lasar.com : New under Mooneys for Sale, "List your Mooney for free" and "Mooney Instructors." Also check out Parts, Mods, and Services! LASAR, est. 1975 (707) 263-0412 e-mail: parts-mods@lasar.com and service@lasar.com

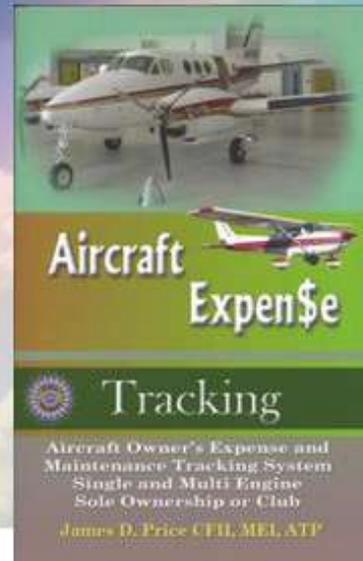
Increase Your Knowledge



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James D. Price CFI, MEI, ATP



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