

The Mooney Flyer

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

February 2016





The Mooney Flyer

The word "ROUND UP" is written in large, bold, red letters with a yellow lasso graphic looping through the letters. Below it, on a dark brown wooden-textured background, are the details: "Paso Robles, CA (PRB)" and "June 2 - 5, 2016". There are small bunches of purple grapes on either side of the date.

Thursday, June 2nd: Hands On Workshop by Cliff Biggs – “Work you can do” and “Work you can inspect”.

Friday, June 3rd: Includes three fun tour options and an evening wine reception at the Museum.

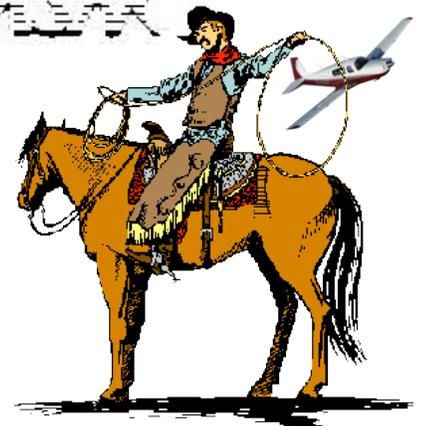
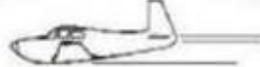
Saturday, June 4th: Seminars, both technical and non-technical (for the non-flyers), followed by a great dinner and awesome speaker.

Sunday, June 5th: Brunch for those interested, before departing for home.

DETAILS COMIN' SOON!



TOP GUN AVIATION, INC





“After the Storm”, Chandler Municipal, AZ (CHD), by Kileigh Setzler



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Half the pilots you know are below average.

Features

Editors

Phil Corman
Jim Price

Contributing Writers

Bruce Jaeger
Bob Kromer
Tom Rouch
Paul Loewen
Geoff Lee
Linda Corman
Cliff Biggs
Mike Elliott

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[Mooney Ramblings](#)

Editor Phil Corman does a random Mooney info “Brain Dump”

[The Grand Tour \(in our Mooney\)](#)

Lee Fox and his wife took the Grand Tour in their Mooney throughout the continental US, including Alaska. Great story and pictures.

[Systems Knowledge](#)

Do you know your systems so that you know what buttons to push in an emergency?

[Refreshing Your Vintage Interiors](#)

Bruce Jaegar writes about his cool new interiors for your aging vintage Mooney

[Fill to the Top](#)

Weep No More owner Paul Beck, gives the facts on leaking Mooney tanks and the solutions

[Magneto Misery](#)

Bruce Jaegar shares his thoughts on the Magneto’s place in our Mooneys

[Mooney Flyer Quiz](#)

Are you more knowledgeable than a student pilot?

[Of Rabbits and Rules](#)

Just what are the minimums for a Part 91 Approach... Geoff Lee shares a personal experience

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[Product Review](#) – URB-E Folding Electric Scooter (Mooney Compatible)

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From the Editor

Phil Corman



Jim and I thought long and hard about hosting an event in 2016. It might be that this picture exemplifies our decision to have another Mooney Extravaganza this June with **The Mooney Flyer Round Up!**

We may be crazy... why? It takes a ton of work, but based on the smiles, learning, fun, and good times, we are planning to do another one.

You know the saying from Shawshank Redemption: "It comes down to a simple choice. Get busy living or get busy dying". So,

this year, the Mooney Flyer Round Up will offer even more to keep you "busy living".

For starters, it will run from Thursday, June 2nd to Sunday morning, June 5th. On Thursday, we will have a Hands On Workshop conducted by 50 year Mooney A&P, Cliff Biggs. Cliff tested this workshop at a Mooney Flyer Fly-In to Page last October and it was an overwhelming win for everyone. Put torque wrenches in your hand, change tires, check your gear, check your empennage, check/clean/gap your spark plugs, oil and oil filter changing tips, and much much more. Details to come, but we plan to start mid-morning for Thursday arrivals.

On Friday, we will repeat our wine tasting tour with fun and discounts for everyone. But this year, we will add a tour to Hearst Castle with a lunch along the beautiful Pacific Coast Highway (PCH). Friday evening we'll have a wine and finger food reception at the Estrella Warbird Museum.

Saturday will be filled with keynote speakers, lunchtime speakers and a lineup of technical seminars for owners & pilots. We'll also feature non-technical seminars for our Flying Companions. Saturday night, we have planned an exciting dinner at a local venue.

Come join us. You'll have a great time. Just ask anyone who attended in 2015!





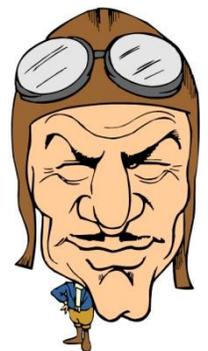
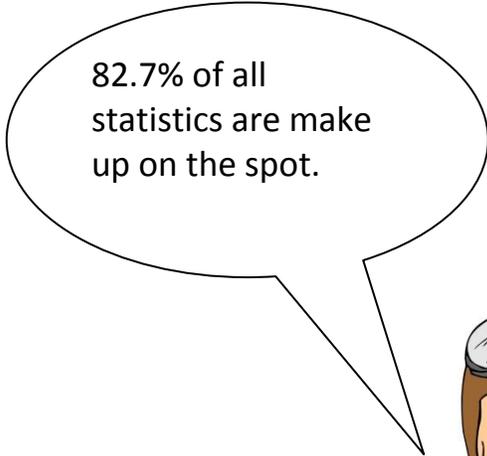
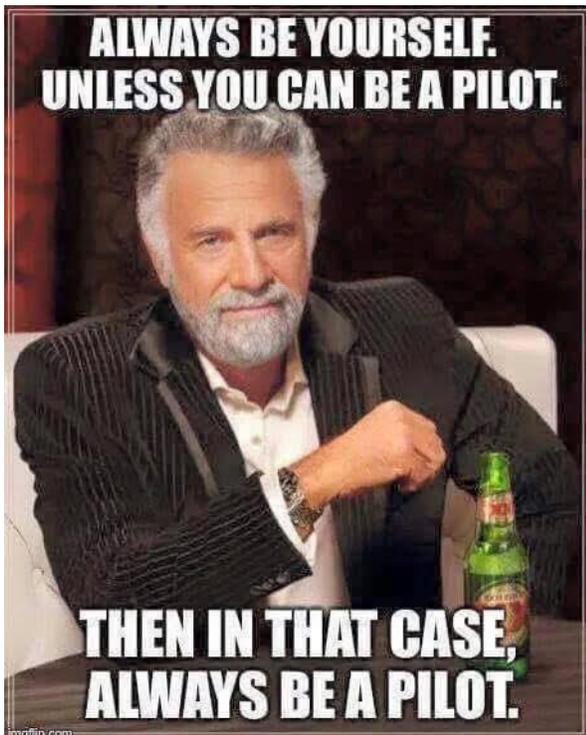
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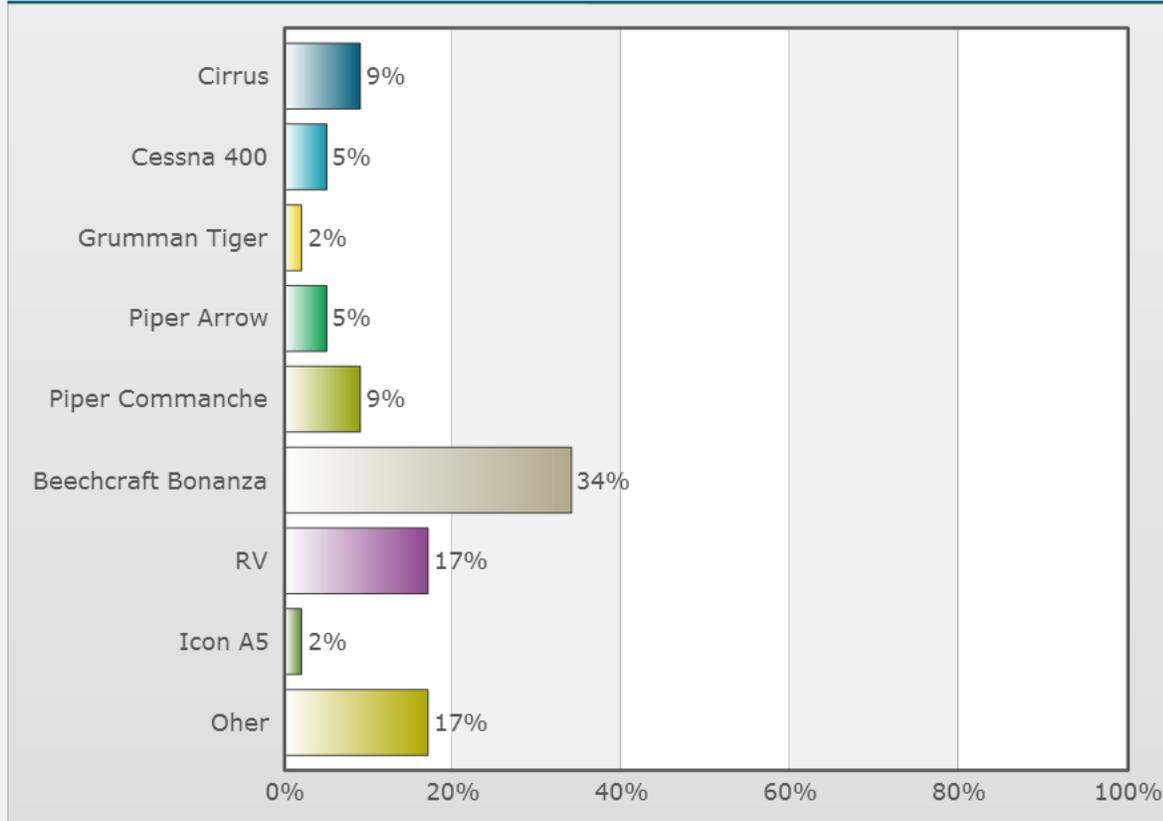
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If I Could not Own a Mooney, I Would Choose:

Poll created by [Phil Corman](#) on 12/08/2015

Poll Results



Last month's poll asked, "If I could not own a Mooney, I would choose?"

Next month's poll: "Have You Had to Repair your Fuel Tanks?"

[CLICK HERE](#) to vote.



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

Appraise Your Mooney's Value

Don't forget about our cool new [Appraise your Mooney's Value](#) calculator.

The early bird may get the worm, but the second mouse gets the cheese. For pilots, the early bird beats the turbulence.



At the top of your contact form you say “Some say TMF ranks with the major aviation publications.” This undersells the product – given that it is specific to our interest. It is far better than any of the major aviation publications. I think that it is about time you again “rattled the tin” and invited donations

John H

Editor Note: [The Mooney Flyer](#) is purely an act of love, and we humbly accept these extremely kind words... which fuels us to continue publishing.

Hi Phil & Jim. Just a shout out on your Mooney Flyer. Every month I look forward to reading the magazine, and every month it gets

better and better. There is no other Mooney specific mag out there thats more informative, timely, and better written than yours.

Ron D

RE: Mooney Tales to South Dakota – I have never written to the Mooney Flyer, but felt a need to do so after reading Linda Corman’s article on South Dakota. Finally... finally... finally... my wife wants to go on a trip with our Mooney. I have never been able to interest her in doing something like this, but after reading Linda’s articles over the years, her South Dakota tale did the trick!!! THANK YOU Mooney Flyer!!! Best gift of 2016!

Tom C

RE: Houston, We’ve Got a Problem – Cliff Bigg’s article was frightening, but in some regards not surprising. What caught my eye was two things: 1) Judgement, and 2) False reliance on silicon devices. I’m a firm believer that judgement is the #1 thing required by pilots in command. Most incidents and accidents could have been avoided with good judgement, often on the ground, but also in the air. The second is our scary reliance on devices, especially when the PIC has alternatives, as Mr. Biggs mentions. Years ago, the Mooney Flyer wrote about the “magenta line”. Biggs’ article was mostly common sense, but maybe it is NOT as common as we think. Thanks for a great review.

Ed S

Hey Mooney Flyer! Are you guys going to do another Mooney Flyer Event this June? If so, thank you! If not, cancel my subscription. Only kidding, of course, but I hope you guys are planning one. It was terrific.

George B



If Mach 1 is the speed of sound, what's the speed of dark?



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FILL TO THE TOP

by Paul Beck, Weep No More, LLC

Landing late at night, with little fuel and tired, you had just enough energy to put your Mooney back in the hangar. For numerous reasons, you did not fly for the next month, while the tanks sat nearly empty. The outside temperature falls below freezing or your Mooney sits in the hot sun. You wonder why your tanks leak? Perhaps you are part of the problem. Tanks filled to the top, help to keep water out while the sealers remain moist. Funny how that works.

Whether factory new, or a tank that has been totally cleaned and resealed, theory suggests a 25-year life.

There are many examples that go even farther, but there are also plenty of disappointments. It is not reasonable to expect an original 60's, 70's or even 80's model to remain leak-free. Resealing is no different than routine maintenance with an engine or propeller overhaul, setting aside a fuel tank reserve fund makes sense. Tank repair can be passed to the next owner, but only with a depreciating factor.

It may be hard to understand why your friend's 1966 Mooney still has the original sealer, but your late model needs a total clean and reseal. Just like the gradual elimination of low lead fuel, sealers have been modified to protect people and the environment. We have no choice but to accept the consequences. That 2,575 pound C or E model, with only two fuel tank bays just can't handle the stresses like the heavier and larger tanks in later models. The greater the weight, the more stress is placed on those critical fuel tank overlapping skins. Imagine the stress and flexing of a heavy airplane taking off on a rough runway or a less than impressive landing, especially if you have worn shock discs. These are exactly the reasons why so many leaks are found just outboard of the main gear. Leaks can be repaired, but will likely reoccur unless circumstances change. Owners of larger Mooney's are encouraged to alternate topping off the left and right tanks to protect the sealer as well as the shock discs.

It could be that tank life is only as good as the sealer – the guy who actually does the work. Anyone willing to work on a fuel tank deserves credit. However, an owner should not be responsible for supporting someone's training. Fuel tank repair is a very specialized service. Now, after 16 years of Weep No More and a whole bunch of fuel tanks, I am pleased to have made a difference.

There may be life remaining in your tanks, but that irritating leak will show up anyway. After looking inside so many tanks, one quick peek is usually all that it takes to make a recommendation. I will tell you if a patch repair is or isn't practical. If the sealer is not cracked, bubbled or severely dried, the life can be extended. Isolating the leak source is critical, as applying more sealer over what you think is the problem area, will only create frustration. Fuel leaking from a forward drain hole or aft inner bay seam, may start two bays out. Knowing where to look, use of a few simple tools and a proven technique, can make quick work of a difficult problem.

The introduction of a Polysulfide digestant has literally saved the Mooney. Starting 16 years ago with the first chemical cleaning, we had hope. Elation quickly turned into dismay when the second project was a catastrophe. The chemical simply did not work with all sealers. With persuasion, the chemical company adjusted the formula and once again we were on track. Designing chemical cleaning equipment and figuring out how to protect the paint, were the easy parts. It was hard to perfectly mix the very best sealer, maintain

the right temperature, and apply the correct thickness in a sequence of curing times. Years of experience and over 700 completed aircraft have led to our current warranty structure.

For years, Weep No More has focused solely on fuel tank repair, and has partnered with Eric's Aviation Services for transportation needs. Our team is happy to provide any other service or maintenance you may require. Eric holds Commercial, CFI, CFII, MEI, and A&P certificates as well as Inspection Authorization. These skills, along with my 20 plus years of A&P experience help us to provide the most comprehensive service facility possible.

Don't panic when the smell of fuel invades your cabin. The cause could be a simple gasket, drain, fuel selector or fitting. If the problem is discovered to be the sealer, you will have time to make an educated decision. A minor repair could solve the problem for years. If there is no choice but to plan a total clean and reseal, a professional service will add value. Tank repair only gets truly expensive if it has to be done a second time.



See ad in this publication for the website address and more insight into Mooney fuel tanks. For an answer to any question, contact Paul at paul@weepnomorellc.com or call 320-295-1671. Hope to see you some time, but not too soon.



Not Mooney-related, but we thought the pic was cool.



Mooney Tunes

Jim Price

Systems Knowledge

A typical B-727 panel.



Note the red handles, marked 1, 2 and 3. These are the **Fire Handles**. When an engine fire is detected, if everything is wired correctly, the appropriate red handle illuminates. When the red handle is pulled, it shuts off fuel to the engine. This basic concept is taught in the military, during the early stages of aircraft systems training. However, someone must have been sleeping when the functions of a fire handle were discussed. **Here's an entry from the January ASRS Callback.**

Caution: Do not read this narrative while eating or drinking

Enroute ... I started to perform my required "Weekly Checks" Checklist, going through item by item. The checklist calls for the weekly fire-test; the first item is to pull both fire handles. **As I pulled them I noticed a sudden loss of performance on both engines.** My gauges indicated that both of them flamed out. I pushed the handles back and started to troubleshoot. I determined that my right engine was still operational. Meanwhile, the aircraft was losing altitude, but it was under control. I advised ATC about

my situation and they told me there was an airport ten miles away along my route.... Being a new pilot on this airplane, under these circumstances I decided the best course of action was to secure the inoperative engine and land as soon as possible. Having my right engine operational, I was able to stabilize the airplane and started my VFR descent. I completed my Emergency Checklist and then performed a safe single engine landing.

I am a new pilot on this airplane, having just completed my upgrade training one week ago. During the flight training, this part of the checklist was never mentioned and the checklist was not available in the training aircraft. On the checklist, the fire test appears to be among the inflight test items. This situation was the result of me following the checklist that I believed I was supposed to perform. **Had I received the proper training, I am sure this situation could have been avoided.**

I am appalled that this pilot does not realize that he or she should have known what would happen if the fire handle was pulled during flight. Instead, he or she blames the upgrade training. I'm sure we'll be reading more about this pilot. I hope that he or she doesn't kill anyone.

How can we apply this narrative to ourselves and our Magnificent Mooneys?

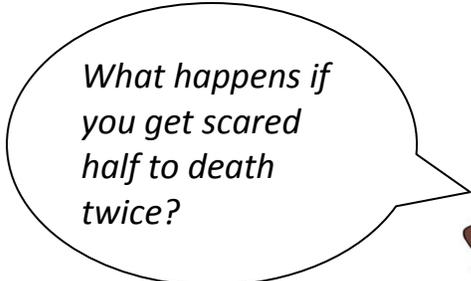
Unless you have a photographic memory, it is very difficult to remember everything in the POH. For instance, if a "VOLTS" annunciator light is flashing, can you recall if it's flashing because of an over voltage or low voltage? If it's a low voltage situation, what circuit breakers will you need to pull? If you have an overvoltage, and can't resolve it, will you be able to communicate with ATC?



Since you never know when you'll need to call on your knowledge of systems and emergency procedures, I hope that you will, on a regular basis, read the POH. I hope that you will never need to refer to the Emergency section. However, if you do find yourselves in an "abnormal bind", and you have recently reviewed your POH, you'll address the matter with greater confidence. You'll also find that your seats will not need a good cleaning. A good working knowledge of your POH may save your life.

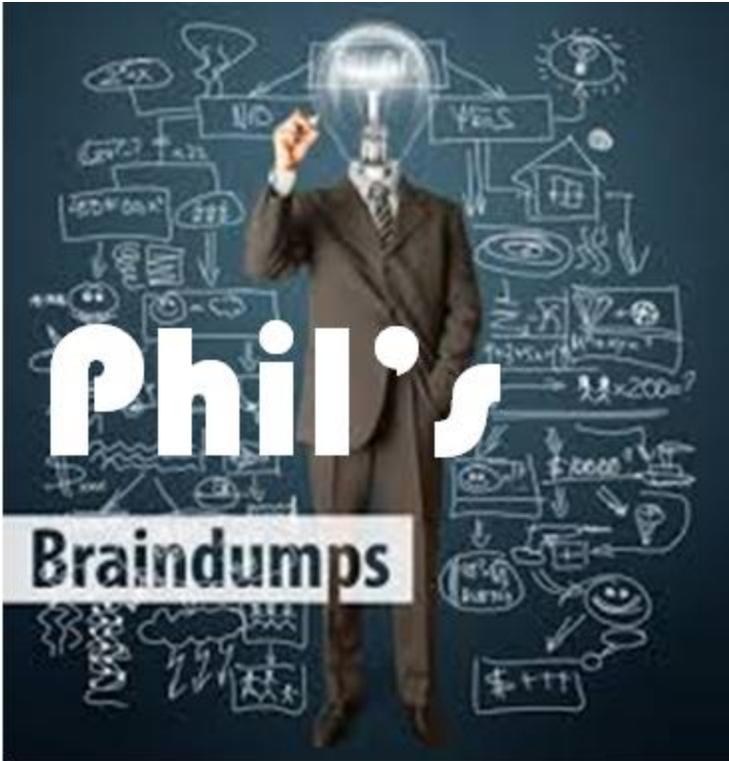
The emergency responders may "respond", but it will only be to say, "We're glad everything is OK!".

*Fly safe,
Jim*





Ramblings of a Mooniac



Oil & Your Engine

Change your oil every 25-30 hours .. no excuses.



It's the number 1 thing you can do to prolong your engine's life. And change the filter too! While you're at it, cut the filter. Look for metal, and pay \$25 for ongoing oil analysis.



Check the Free Play in Your Tail

That jackscrew wears in the place that carries the load. Over time, the slop gets bigger. Be sure to check this during your pre-flight.



Gear Down & Locked?

Whether you are alone or with passengers. Check your gear down and locked 3 times. First when you lower it, then on base, and again on short final. Each time you check, you should say ALOUD, "Gear Down and Locked".



Rod Machado tells us that the auditory confirmation is a redundant reminder.

When to Abort Takeoff?

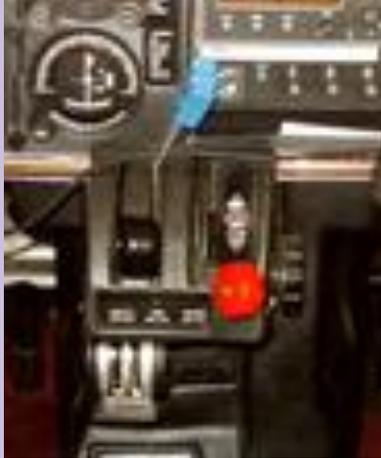
Pick a point on every runway you are about to depart and if you are not airborne at, or before, that point, abort your takeoff.



Of course, make sure you have enough runway at this chosen location to kill the power and stop the roll before the end of the runway.

Your Engine Goes Silent

OK, follow the Emergency Checklist found in your POH, but don't forget to pull the prop control all the way back.



This will reduce the drag.

Got a Johnson Bar?

Check that the bracket is not wearing out and becoming more "oval" shaped.



There are war stories of J-Bars popping out and retracting the gear at exactly the wrong time. If you need a new bracket, LASAR has a replacement part that is better than the original.

Time to Change the Donuts!

When your shock discs reach the 14 year point, it's time to change them.



You'll risk wing fuel tank damage if you keep them longer.

Lubricate

Lubricate your rod ends and hinges. It's easy to do and costs almost nothing.



While you're at it, check for corrosion. Just like a major disease, corrosion is much easier to remedy if it's caught early.



It's Winter (well, except for our Australian and South African readers)



It's below 32°F or 0°C... you want to start your engine. What should you do!

Most engine wear takes place in the first 15-20 seconds after starting? It's true in warm weather and even more true in cold weather.

Cranking your engine with the starter for too long, shortens the life of your starter and your battery.

What about the ability of your battery's power when it's cold, even if it has a good charge?

Finally, how's that oil doing in cold temperatures?

The best answer is a warm hangar. Don't have one? Turn on your Tanis heater, or other, the night before. Make sure the oil is being warmed. And rig something to keep your battery warm.

What About Those Engine Hoses?

Who ever thinks about their engine hoses? Well, you should. TCM recommends that I change the hoses in my IO550 after 10 years; sooner if there are indications of wear. How old are your hoses? How important is it to you that they don't fail in flight? Remember, you can pre-flight them without removing your cowl.



Fuel in Winter

It's probably a good idea to top off those tanks in the winter. It'll help in 2 areas. 1) It will reduce condensation in your tanks, and 2), it will keep those seals from freezing. Mooney tanks develop leaks and water so topping off will reduce the risk of #1 and #2.



Those Mag Checks

Those Mag Checks during runup are useful, and it's a safe time to perform them. Keep that up. But a more telling Mag Check can be done at cruise. It will show a failing Mag before the runup check will. Of course, if you choose to do this, do it over an airport. Also, when shutting down periodically, turn the engine off with the ignition key rather than pulling the mixture.

Do this briefly. It'll tell you if your P-Lead is shorted.





A GRAND TOUR OF THE USA

By Lee Fox

During my airline career, I flew over many spectacular sights in the US. But that was at 35,000 feet and Mach 0.82. I had always wanted to get a closer look at our great country's incredible features. The original plan was to do this in a Winnebago with my wife, Deb. However, upon reflection, it seemed our Mooney would be a better option. Good choice!

We wanted to include Alaska, and that meant a May/June timeframe would be best. So, on May 10, we set off on the adventure of a lifetime!

Our journey covered over 10,000 miles in 31 days, burning 793 gallons of 100LL in 82 hours of flying time. We started by flying to Kerrville, TX, to spend five days at a Mooney "Homecoming" event. Over 100 Mooney owners gathered for fun, great seminars and a tour of the Mooney factory. It was pretty impressive



to see how these marvelous planes are made. Deb took the day long co-pilot course and reinforced her skills. She had taken the FAA "Pinch Hitter" course eight years prior, and that enabled her to communicate with ATC and land the airplane if needed. Then we headed west.

Most of our stops (other than for fuel) were single overnights. However, we picked special places, worthy of more ground investigation for our double overnights. Our first stop was Albuquerque, NM, where we took the tram up Sandia Peak for a spectacular view of the area and a delicious meal. From there we flew over Ship Rock, Arches Nat'l Monument, Canyonlands, Lake Powell, and on to Bryce Canyon for a ground tour and much-needed visit to the Laundromat.

The next day, we flew over Zion Nat'l Park, the Grand Canyon, Monument Valley, and Meteor Crater. Since we had seen so many beautiful "red rock" areas, we were on sensory overload; thinking nothing could be more beautiful. Then we flew into Sedona, AZ. Oh my...! Sedona is red rock cliffs and formations on steroids. Absolutely breathtaking! After a full day in Sedona, we flew over Lake Mead, Hoover Dam, and on to California where we visited longtime friends in Carmel. Deb had lived there



in the early 70s, and we always love exploring Carmel Valley. It was so cool to fly over Pebble Beach and Spyglass Hill Golf Courses, Point Lobos and down the coast to Big Sur. We were planning to leave for Napa the next day, by way of Yosemite Nat'l Park and Lake Tahoe. However, severe storms were developing inland so we decided it was best to head straight to Napa, where we were treated to some mighty fine wine tastings.



We headed north to see Multnomah Falls outside of Portland, OR. On the way, we flew around Mt. Shasta, Crater Lake, Three Sisters, and Mt. Hood. Spectacular! The next day it was off to Mt. Adams, Mt. Rainier, and Mt. St. Helens. It was amazing to see the ash that is still covering so much of the side of Mt. St. Helens after the 1980 eruption. We overnighted in Bellingham, WA.

PREPARING FOR ALASKA

You really don't want any mechanical or weather problems when flying in Alaska, where there are few diversion airports and suitable emergency landing sites. So, while in Bellingham, we had the plane serviced to make sure it was ready for the challenging week.

Alaska flying is very challenging and not a place for the inexperienced or unprepared. The weather can change very quickly and often without warning and weather forecasts are notoriously inaccurate. It would involve a lot of high altitude and mountain flying, but the payoff would be beyond breathtaking aerial scenery of glaciers and mountains!

The weather was perfect, so we were able to fly the Pacific Coast route to Anchorage. You don't want to do this in less than perfect weather. At 4 ½ hours, the leg from Bellingham to Ketchikan was our longest of the entire trip. This was not by choice, but of necessity, since there was nowhere in between serving AvGas! Then, it was on to Sitka, where we saw grizzly bears, bald eagles, and even a whale! Deb took some amazing video of grizzlies eating salmon and the 20 to 30 eagles swooping in to steal their lunch! While filming, she was "buzzed" by an eagle!!

The next day, we were off to Juneau, Glacier Bay, Skagway and Yakutat. Alaska is a spectacular expression of God's handiwork in nature and it gives you a great appreciation for His creation. Yakutat is a fishing village with very little to offer for accommodations. We called this one of our two "rustic" Alaska experiences. However, it was pointed out to us that this was actually an "authentic" Alaska experience! In fact, the sign over the airport FBO read simply, "Food, Shelter, Booze." Perfect!

We had another amazing day, flying over ice fields, Mt. St. Elias and the Hubbard and Malaspina Glaciers. Hubbard is the fastest moving glacier, advancing about 150 feet a day. Because it advances so fast, it calves many icebergs. The Malaspina Glacier is North America's largest, measuring 60 miles across! Flying over the Chugach Mountains was breathtaking! Before stopping in Anchorage, we flew over the Kenai



Peninsula. This looked comparatively tame, compared to other Alaskan terrain. Alaska has over 100,000 glaciers and we photographed as many as we could!!

In Anchorage, we dined at the Double Musky Restaurant, splitting pepper steak, (their most requested menu item), which we could not finish; so large and delicious! Then on to Denali Nat'l Park, where we donned oxygen and flew all the way around 20,320' Mt. Denali (McKinley) at 16,000 feet. It was a perfectly clear morning and from Anchorage, we could see the mountain, well over a hundred miles away. We cannot begin to describe the beauty! You get a feeling of complete insignificance when flying next to such a massive mountain. We then landed at nearby Talkeetna airport. There, we took a ride in a Turbo Otter on skis and toured the mountain at around 10,000' and landed on a glacier in the Sheldon Amphitheater of the Ruth Glacier. Denali has ENORMOUS scale. We saw a base camp where scores of climbers were getting ready to ascend the mountain. Dressed in orange for visibility, they were barely visible small dots, the size of a pinhead in the vast expanse of ice. What looked like small cracks in the glacier were actually vast crevasses, large enough to swallow busses and in some cases houses. It is something we will truly never forget.



We then flew south to Glennallen where we spent our last night in Alaska at The Rustic B & B. This was our other authentic Alaska experience, complete with the legendary mosquitos. Experiencing how people in Alaska's interior live was a real treat, and the owners could not have been more accommodating.

One in five Alaskans is a pilot because many places are only accessible by air. Most small planes don't have radios or transponders, so it is truly a "see and be seen" Wild West environment. There were times when our only emergency landing options were freezing cold water, mountains, or a glacier. Those options made the glacier look pretty good. Even though it was summer with good weather forecasts, we still had a few unexpected encounters with icing. That will get your attention quickly!

We had originally planned to return to the lower 48 via the coast route, but poor weather was moving in. In a small plane, Alaskan weather is one thing you don't want to challenge. So, we headed back through Canada's Yukon Territory, landing in Whitehorse, Watson Lake, Grand Prairie, and Calgary. In Whitehorse, there is a DC-3 weather vane. Yes, it is an actual DC-3 and actually rotates as the wind shifts! While in Calgary, we drove out to spend a couple of days in Banff. The Canadian Rockies are so very beautiful; arguably surpassing the beauty of the US Rockies. We spent the day at Lake Louise, Moraine Lake and

Emerald Lake, where we were again overwhelmed by the beauty. Then, back to the USA, landing in Great Falls, MT, to clear Customs. Then, we flew to Jackson Hole, WY, and Grand Teton Nat'l Park.



Jackson Hole was one of my favorite airline layovers, so we reminisced and visited my favorite restaurant, The Mangy Moose, for a memorable dinner. Next morning we enjoyed a world class breakfast at The Bunnery, then drove up to Yellowstone Nat'l Park. However, the bridge was out, so we didn't make it to Old Faithful. We did see other geysers and geothermal sites that really gave us a taste of the area. It is just indescribable to see steam and hot water popping up out of the earth's surface.

The next day, we flew over the Badlands, the Black Hills, Devil's Tower, and Mt. Rushmore. Deb mentioned that if we hadn't already seen such beauty in the Southwest, we would have been more awed by the Badlands. However, this area is still something we are glad we saw.

Our final stop was in Lincoln, NE to visit special friends. Their superb hospitality was the perfect transition back to "reality" before heading home via "flyover country" on June 10.

The importance of thorough planning and preparation before undertaking a trip like this cannot be overemphasized. There are many "cultural" differences between flying in Alaska, Canada and the lower 48. Having the proper equipment, training in high altitude and mountain flying (an instrument rating is almost mandatory), Customs documents, Canadian paperwork, awareness of Special Flight Rules Areas and procedures, accommodations, rental cars, and several backup plans is crucial to your enjoyment and survival. But the payoff is huge!

It is impossible to pick a favorite part of our trip. However, Alaska does really stand out! We had been there before on cruises and traveled via the Vista Dome train from Anchorage to Fairbanks. We knew how spectacular it was, but seeing it from an aerial perspective this time was indescribable. We could really see how the glaciers carved their way to the sea, and saw things like vast ice fields, that can't be seen by car. To see Mt. Denali "up close and personal" was..., well, just amazing! We are extremely thankful for the extremely good weather we had because other than skipping Yosemite and Lake Tahoe, (guess we need to plan another trip!), the only weather delays we had were two mornings; one in Yakutat and one in Jackson Hole when we delayed our takeoff until 10 a.m. because of fog. We feel blessed beyond measure for the privilege it was to do this.

My mechanic told me, "I couldn't repair your elevator, so I made your stall horn louder."





Magneto Miseries

by Bruce Jaegar

You had a difficult engine start, so discovering a failed magneto during runup should not be a surprise. Too bad that long awaited family trip is going to be delayed or won't happen at all. Be happy, as it is much better to find out now, rather than flying at night a long way from home.

Just how long has it been since your magnetos were overhauled or professionally inspected? If you can't remember, chances are it has been too long. Of all your engine accessories, the importance of magnetos is pretty high on the list. Random failures are common and there are very good reasons for recommended overhaul times.

When writing this article, I thought it would be helpful to understand exactly how a magneto works. Good intentions diminished when experienced mechanics like Jason, Paul and Eric lost me with technical terms. I settled with visiting about some of the typical problems and what a pilot can do to minimize the risk.

Contact points get burned and pitted, distributor blocks crack, rotor gears chip teeth, dried lubricating felts cause worn bearings, condensers, capacitors and coils simply fail, and ignition leads wear out. Any of these common problems can spoil your day. That subtle change in RPM drop during run-up or occasional roughness, is more important than you thought. Do not let these things go unresolved, because it's likely caused by something that will not go away by itself.

My Mooney used to be really fast and climb like crazy. Something is now different and no one can figure it out. If you have had recent magneto service, chances are internal timing is no longer perfect. Close is not good enough. Technician experience and servicing on a bench are critical.

What about pressurized magnetos? Pumping warm air into a magneto makes it operate at sea level pressure all the time. No misfire, but heat is not so good for lubricants and a plugged vent leads to accumulation of moisture. Could it be that 500 hours between inspections can be too long?

It has been less than 300 hours since magneto overhaul and the coil is now bad. Dirty or improperly gapped spark plugs added to this problem. There are reasons for 100 hour inspections. Your car seems to run forever without trouble, so why is an airplane so different? The pilot is just not as good as a computer when it comes to managing an engine.

Very few know everything about magnetos and I am obviously no exception. As a pilot, I do not need to know everything. I only need to know the importance of professional timely service. You and your Mooney deserve nothing less.





Geoff Lee,

CFI

Of Rabbits and Rules

In the late 1920's and 1930's, US pilots flew mail routes using Rand McNally road maps and making minimal visibility approaches based on their personal knowledge of the geographic features surrounding a particular airport. Even as late as WW2, early RAF pilots navigated via the "Michelin' road map. This continued to some degree into

the late 1940s. In 1949, my first solo cross country flight in a Tiger moth, was flown while using a tattered and much folded Michelin road map. (*Yes, it was "tense"*).

In 1930, Elroy Jeppesen began a career as an airmail pilot with Boeing Air Transport Co. During his airmail career, he compiled a meticulously detailed notebook relating to the routes he flew and the approach paths taken to the airports. That notebook became the initial database resource for the now familiar "Jeppesen & Co.", founded in 1934.

While the successful termination of countless flights since those times can be related to the accuracy of current charts and approach plates, one should not be encouraged to compile "homemade approaches" to any airport that is not depicted on modern charts. In more liberal times, we called homemade approaches "a Chinese approach". This practice is a recipe for disaster. (*I lost a friend who, long ago, attempted a homemade approach to his ranch strip*). FAR 91.175 states that standard instrument approach procedures for the specific airport, shall be used for an instrument letdown to that airport: FAR 97 describes these procedures.

I was flying regularly between Columbia, CA and Fresno, CA (FAT) in the late fall, trying to complete a construction project. FAT had not yet been christened as "Yosemite International". (*The title still seems a little overblown to me*). The weather was continually foggy in the central valley, and always at its worst in the Fresno area. On this particular day, FAT was at or below minimums for the ILS to 29R, the runway in use. I departed Columbia in beautiful VFR conditions. The 80 nm, half hour flight was primarily conducted at 5,500 ft. I usually requested an approach when about 30 miles from FAT. The cloud/fog layer topped out between 2,000 and 2,500 ft in the Central Valley. From my house at 3000 ft elevation, above Columbia, I could see all the way across the fog enshrouded valley to the coast range.

Inbound to FAT, I was monitoring the approach controller and a commercial flight; a 727, that was being vectored for the approach to runway 29R. There was a good deal of verbiage passing back and forth relative to the varying RVR readings for the active runway. The field was obviously at approach minimums and occasionally below. At 30 nm from FAT, I was handed off to Fresno approach and requested the ILS to 29R. The controller informed me that the airport was currently below minimums for the ILS and a commercial jet had just abandoned that approach and departed for an alternate destination.

"*What are your intentions*", was his next communication.

Confident in equipment and capability, my reply was "*I would like to proceed with the ILS 29R approach down to minimums and take a look.*"

The commercial operator was prohibited, by FAR regulations, from even commencing the approach unless the ceiling and visibility minimums depicted on the approach plate were met. That flight was bound by the minimum visibility ; by the RVR readings which record ground visibility. By operating under rules of Part 91, I was allowed to try the approach down to minimums. If, in my judgment, the "flight visibility" was at or above the visibility prescribed for the approach plus all the elements delineated in FAR 91.175 for

recognizing the touchdown zone were visible, then I could land. Simply put, the decision to land or to execute the missed approach, rested on my personal eyeball judgement.

The controller commenced to vector me a little above the initial approach altitude, into alignment with the localizer. My airspeed was set on the end of the white arc. I dialed the Localizer frequency and checked that my fuel was on best tank. I armed the approach on the flight director and set the #2 Nav for the missed approach. Once cleared for the approach, I established the aircraft on the localizer and carefully nailed that needle center with my feet. I held the plane somewhat higher than the initial approach altitude as the Glide slope needle moved steadily down the HSI. I lowered the gear and half flap as it centered on the doughnut, reset power and pitch and commenced the descent with the needles crossed and glued on the doughnut. The flight Director had coupled the glide slope and localizer, which minimized my scan. With the prop at "full", the throttle/MP was set to keep the airspeed on the white arc within an aircraft's pitch range of 85 to 110 kts, while descending at approximately 600 fpm. I used the pitch to hold the glide slope centered and power was used if I digressed from the 85 or 110 knots. The V bar on the KFC 200 flight director makes all this quite easy, if you get the power setting right.

I entered the fog shroud at 1,800 feet; the initial approach. The controller handed me off to FAT tower and I was told to report the *outer marker (currently titled "STORI"...it was a long time ago)*. The tower also informed me that the runway was "below minimums" and reported the RVR reading. Acknowledging the information, I asked the tower controller if the approach lighting was "up full" and the "RAIL" was on? After an obvious pause, he asked, "Do you mean the "Rabbit".

I replied, "Rabbit, RAIL, sequence flashers. I need it up full please"

His reply was, "*we call it the Rabbit and it is on strength three*".

Sensing an attitude, I replied, "*Nothing on my approach plate that refers to Rabbits . Just Runway Alignment Indicator Lights (RAIL)*".

The blue marker light came on and I reported the "outer". I mentally committed to the go-around and continued the descent. At about 650 feet indicated (300AGL), the pulsating RAIL became discernable through the fog. Just above DH, I observed the runway lighting and all the approach lighting at the end of 29R. After landing roll out, I could not see the tower, so I reported, "*On the ground and turning off at Bravo 3 intersection*".

The tower person told me to taxi to the base of the tower... *if I could find it*, and call them on the phone there.

A *strained* conversation with the tower chief ensued. He informed me that I had landed when the RVR (Runway Visual Range) reflected that the runway was below minimums and the "Rabbit" was set at strength 3, not "full up" (strength 5) as requested. This was because above the 3 setting, it had an effect on the RVR reading. He also stated that the city was always concerned regarding the power usage at the airport and cranking the lighting up to accommodate a single engine, single pilot plane did not seem reasonable. He also asked me if I knew what the term Rabbit referred to. (*He probably did not like my foreign {English} accent*).

After listening patiently, my response was that the city's power budget might have been exceeded had my wing passed through the tower cab as I executed the missed approach, due to insufficient approach lighting. I informed him that approach lighting intensity was my call not his, and as a private pilot, part 91 of the FAR did not bind me to the RVR setting for visibility, but my personal observation of "in flight visibility", which did, in this case, allow me to clearly see the approach end environment prior to the decision height.

I closed with a suggestion that he review part 91 of the Federal Regulations and educate the tower guy regarding the meaning of RAIL. This was met with silence and I put the phone down. We did not part as friends and I was perturbed.

With a sense that I would be contacted by the FAA in some form, I contacted the Federal Office in Los Angeles and spoke with an airport lighting specialist, relating the incident. Amazingly, the lady stated that the term Rabbit was primarily used and understood by the tower controllers, but they should know what RAIL meant. She did acknowledge the “in flight visibility issue” but informed me that she was surprised by the tower controller’s “strength 3” position, particularly as I had asked for higher and that their regulation allowed for higher strength, as required by the pilot. She said that the tower chief at FAT would be contacted regarding my issue.

I was subsequently informed by mail that there had been a meeting with the FAT tower chief and I should be assured that any misunderstandings had been resolved.

I have always had the utmost respect for the difficult and stressful task that controllers perform. In 50 plus years of flying, I have been helped exponentially more times than I have been hindered by controllers.

FAR 91.175 defines “runway environment” for us, but the “flight visibility” rule should not be used a get out of jail card in order to push the limits of safety.

The following is excerpted from part **91.175**

- 1) The aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal maneuvers, and for operations conducted under part 121 or part 135 unless the descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing;
- 2) The **flight visibility** is not less than the visibility prescribed in the standard instrument approach being used; and
- (3) Except for a Category II or Category III approach where any necessary visual reference requirements are specified by the Administrator, **at least one of the following** visual references for the intended runway is **distinctly visible and identifiable to the pilot:**
 - (i) The approach light system, except that the pilot **may not descend below 100 feet above the touchdown zone elevation** using the approach lights as a reference, **unless the red terminating bars or the red side row bars are also distinctly visible and identifiable.**
 - (ii) The threshold.
 - (iii) The threshold markings.
 - (iv) The threshold lights.
 - (v) The runway end identifier lights.
 - (vi) The visual approach slope indicator.
 - (vii) The touchdown zone or touchdown zone markings.
 - (viii) The touchdown zone lights.
 - (ix) The runway or runway markings.
 - (x) The runway lights.

Airport lighting runs from the very simple to very complex interactive systems. However, if you are given to flying in conditions of marginal visibility or at night, VFR or IFR, it is prudent to have good knowledge` of what level of lighting will be available at your destination airport.

Get friendly with HIRL, MIRL,LIRL, MALSR, REIL and RAIL.....plus the term “RABBIT”!

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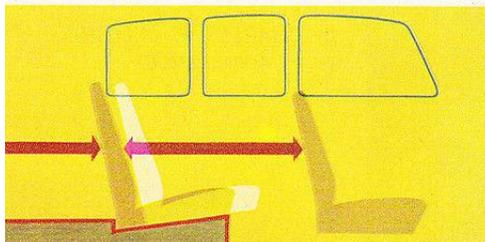
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This one offers plush, executive comfort for every passenger . . . schematic diagram below shows how the extra length of the new Executive 21 makes room for stretch-out comfort in the back seat, provides for 25% more baggage space and three large picture windows for added visibility. Each seat, front and back, reclines for personal comfort.

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Are you smarter than a student pilot?

1. Above which state can you climb to 20,000 feet and NOT be in Class A airspace?
 - a. Alaska
 - b. Hawaii
 - c. California
 - d. None of the above



ANSWER: “b”, Hawaii. Class A airspace is defined as:

“Generally, that airspace from 18,000 feet MSL up to and including FL 600, including the airspace overlying the waters within 12 nautical miles of the coast of the 48 contiguous States and Alaska; and designated international airspace beyond 12 nautical miles of the coast of the 48 contiguous States and Alaska within areas of domestic radio navigational signal or ATC radar coverage, and within which domestic procedures are applied.”

2. If you have a rough running engine, or perhaps one that has stopped, you'll need to tell ATC about your situation. Which phrase, repeated three times, signals urgency and which phrase signals distress?
 - a. Emergency, Emergency (urgency) & MAYDAY (distress)
 - b. PAN – PAN (urgency) & MAYDAY (distress)

- c. WAM - BAM (urgency) & Help me man (distress)
- d. Houston, we have a problem (urgency) followed by a blood curdling scream

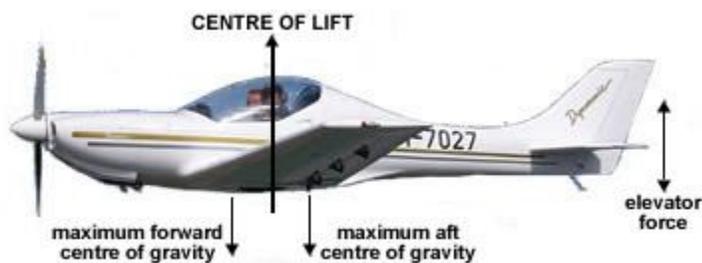


ANSWER: "b". PAN-PAN (urgency), MAYDAY (distress). Here's the AIM definitions:

"DISTRESS- A condition of being threatened by serious and/or imminent danger and of requiring immediate assistance. URGENCY- A condition of being concerned about safety and of requiring timely but not immediate assistance; a potential distress condition."

Never hesitate to ask ATC for help. If you hear a PAN-PAN or MAYDAY call on an ATC frequency (or 121.5), remain silent and let the controllers handle it. If ATC doesn't hear the call, please relay the information to ATC. ([AIM Chap. 6](#))

- 3. As the CG moves rearward (towards the tail), the aircraft becomes more and more dynamically (_____).**
- a. Stable
 - b. Unstable
 - c. Unbalanced
 - d. Balanced

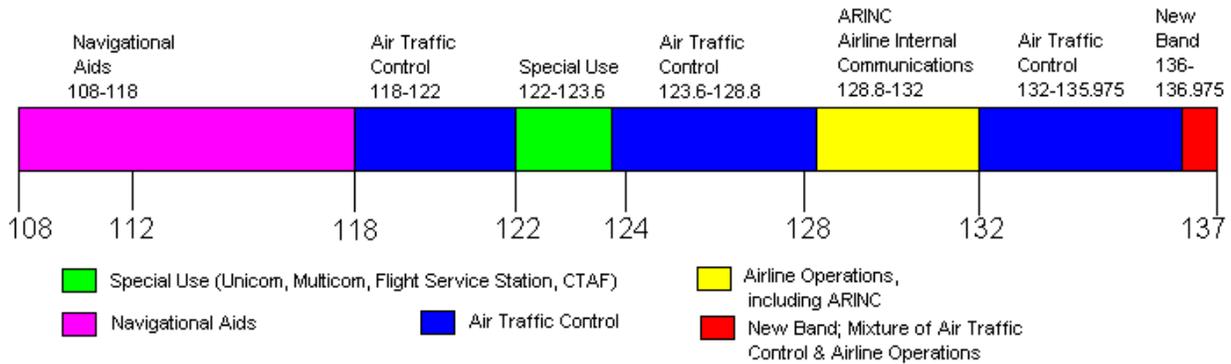


ANSWER: b, unstable. From the [Pilot's Handbook of Aeronautical Knowledge](#): "The position of the CG of an aircraft determines the stability of the aircraft in flight. As the CG moves rearward (towards the tail) the aircraft becomes more and more dynamically unstable."

- 4. The frequency range (_____) to (_____) MHz is used for civil air/ground voice communications (think simplex).**
- a. 248.6 – 342.9
 - b. 121.5 – 136.0
 - c. 107.0 – 136.0
 - d. 118.0 – 136.0

ANSWER: d, 118.0 to 136.0. The VHF frequency band runs between 30 and 300 MHz. Frequencies 108 to 118 MHz are used for certain NAVAIDs, while 118 to 136 MHz are used for civil air/ground voice communications. Other VHF frequencies in this band are reserved for non-ATC purposes. ([P/C Glossary](#))

Civilian Aircraft Radio Band



Copyright 2005, 2010 Matthew Hurst All Rights Reserved Diagram Not to Scale

5. FAR 91.203 says -- among other things -- that thou shalt have an airworthiness certificate (or a special flight authorization) and a current U.S. registration on board the aircraft before flight, because Bernoulli proved that aircraft simply won't fly without them. Which of these two flight-enabling documents must be *displayed* and to whom?
- The airworthiness certificate (or a special flight authorization) displayed at the cabin or cockpit entrance so that it is legible to passengers or crew
 - The US registration certificate or a special flight authorization displayed at the cabin or cockpit entrance so that it is legible to the passengers or crew.
 - The airworthiness certificate (or a special flight authorization) displayed at the cabin or cockpit entrance so that it is legible to pilot or crew or both.
 - The US registration certificate or a special flight authorization displayed at the cabin or cockpit entrance so that it is legible to a FSDO inspector.

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1. NATIONALITY AND REGISTRATION MARKS	2. MANUFACTURER AND MODEL	3. AIRCRAFT SERIAL NUMBER	4. CATEGORY
5. AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein. Exceptions:			
6. TERMS AND CONDITIONS Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 81 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE	FAA REPRESENTATIVE	DESIGNATION NUMBER	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (8-82)		U.S. GPO: 2001 - 668-455	

ANSWER: a. The airworthiness certificate (or a special flight authorization) displayed at the cabin or cockpit entrance so that it is legible to passengers or crew. (FAR 91.203) More than a few pilots have shown up for training without valid aircraft paperwork on board. Part of a good flight review includes gathering these documents into their proper places. Another common paperwork error is having an Expired aircraft registration.

6. Fuel, and lots of it, is usually a good thing to have on board before beginning a flight. Just ask the many pilots who have found themselves featured on the evening news, simply because they could not grasp this concept. According to FAR 91.151, a VFR pilot flying at night shall plan a (____)-minute reserve based on (____ ____ ____). [Fill in the blanks.]
- 30, economy cruising power
 - 45, economy cruising power
 - 30, normal cruising power
 - 45, normal cruising power

ANSWER: "d" - 45, normal cruising speed. Forty-five minutes is also the minimum IFR fuel reserve.

Here's the Fuel requirements for flight in VFR conditions, from [FAR 91.151](#):

(a) No person may begin a flight in an airplane under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed -

(1) During the day, to fly after that for at least 30 minutes; or

(2) At night, to fly after that for at least 45 minutes.

(b) No person may begin a flight in a rotorcraft under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed, to fly after that for at least 20 minutes.

Officials: Fuel possibly low in crashed plane

Two survive incident near interstates 675 and 75 in Miami Twp.





Send your questions for Tom to TheMooneyFlyer@gmail.com

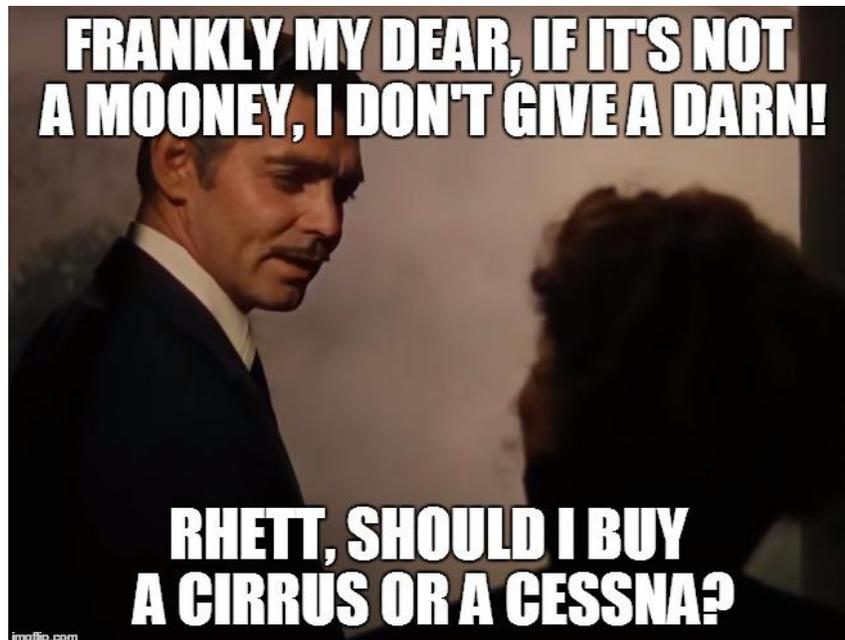
Question 1: My friend is a fairly recent 231 owner and his #5 (front right) CHT runs over 400°; much higher than the others. He is questioning why there is a baffle in front of that cylinder. The factory, MAPA and others are not much help. Any ideas?

1st. The engine in the 231 has a horseshoe type induction system that does not provide induction air equally to each cylinder. The front cylinders receive more air than those in the rear, so the front cylinders run rich and the rear cylinders run lean. Rich affects the CHT.

2nd. Without spending money on GAMI injectors, you can swap the CHT probe from the lowest Cylinder with #5 to see if it is just an indicating problem. Temp probe deterioration is very common.

3rd. The baffle in front of #5 is intended to direct the airflow over the cylinders. If it was not there, the front cylinder would be super cooled. Cylinder cooling air on that engine is controlled by the flexible baffling around the cylinders sealing on the top cowl, forcing air down through the cylinders. The rear flexible baffle is the most important. If it gets worn, torn, or flops backward over the metal baffle, the cooling air will go over the back of the engine, greatly affecting CHTs.

The main problem with this engine is the induction system. It does not provide equal air/fuel mixture. When leaning the mixture, it requires more operator care. In addition, owners should ensure that the injectors are cleaned annually. Owners should ensure that the flexible baffling has regular maintenance. Many owners have invested in GAMI injectors. These injectors match the fuel going to each cylinder. Continental has tuned injectors available. The engines in the 252 and Encore have been updated with tuned induction systems, eliminating this problem. The GB/LB engines also have a fixed wastegate which greatly affects the turbo operation. The 252/Encore engines have a turbo with a variable wastegate, which provides automatic operation.



Public Service Announcement

The Fourth annual Mooney Summit is in the works

It's been a couple of months now since Mooney Summit III, and we are all getting the itch to do it again! The Mooney Summit team is in the process of selecting and inviting subject matter experts for the 2016 Summit, which will be Sept 29 thru Oct 2 in Panama City Beach, Fl. We are soliciting your suggestions of speakers and topics. If you know someone who might like to present, have them contact me so we can consider them prior to our final selections. This is your Summit and your chance to have another great event. Topping last year's Subject matter expert list will be extremely difficult, but we will sure try!

Subjects in the works include an oxygen deprivation chamber, a hands on Maintenance clinic during Friday's Airport Day, the Redbird full motion Mooney Sim, and of course, our fantastic reception and Saturday night dinner. We will also look for a bit more personal time to enjoy the Panama City beach area's attractions.

We intend to open registration on July 1; it will again be capped at 95 pilot attendees due to physical space limitations. While the event is free, last year all but one attendee made a donation to The Mooney Summit, Inc, a 501(c)3 tax-exempt organization. Contributions offset Summit expenses, and the surplus funded the Bill Gilliland foundation. The Bill Gilliland foundation offers assistance to the family of downed Mooney pilot. Sadly, so far in 2016 the foundation has had to reach out to 3 families.

Please consider your tax deductible donation The Mooney Summit, Inc. Either send your donation as a gift via paypal to mike_elliott@hotmail.com, or mail a check payable to The Mooney Summit, Inc , 1334 Riverside Dr., Tarpon Springs, Fl. 34689.

Another way to support this charity is via your Amazon.com purchases! The Mooney Summit, Inc. has been added to Amazon's list of charitable organizations, and Amazon donates 0.5% of your purchase to The Mooney Summit, Inc. To select us as your charity, go to www.smile.amazon.com and link your account to The Mooney Summit. When you make amazon purchases, do this by going to www.smile.amazon.com vs the amazon.com home page. The products are not priced any higher and it will cost you nothing additional. It's Amazon's front end to trigger their charitable contribution.

Thank you for considering this very worthwhile charity and supporting The Mooney Summit to continue to provide best in class education and social networking for the Mooney pilot community.

For more information, feel free to contact me mike AT aviating.com

<https://smile.amazon.com/ch/47-4343940>



Refreshing Interior Update

by Bruce Jaegar

Have you really looked at your Mooney interior lately? If the effects of time, temperature and sun have taken their toll, maybe it is time to do something about it. For many reasons, a new interior may not be high on the priority list. In the meantime, there are practical and inexpensive updates that make sense. Discoloration, cracks, pulled through screws, falling down headliners, frayed windlace and out of date colors may be more easily repaired than you think. Then, when the time is right, the job can be finished with new seat upholstery, carpet and the advantages of

adding the new Spatial Interior panels.

Nearly ten years of designing, certifying and more recently, installing the new Spatial Interior, have required countless hours of research and experimenting. Finding the best materials and techniques to efficiently repair plastics was a frustrating task. I have finally settled on a simple and effective way to recondition deteriorating plastics. The use of thin, flexible back mounted patches, a common adhesive and filler are the materials. Even a headliner surface mounted patch can be finished to look great. A sander and series of aerosols create the desired finish and color.

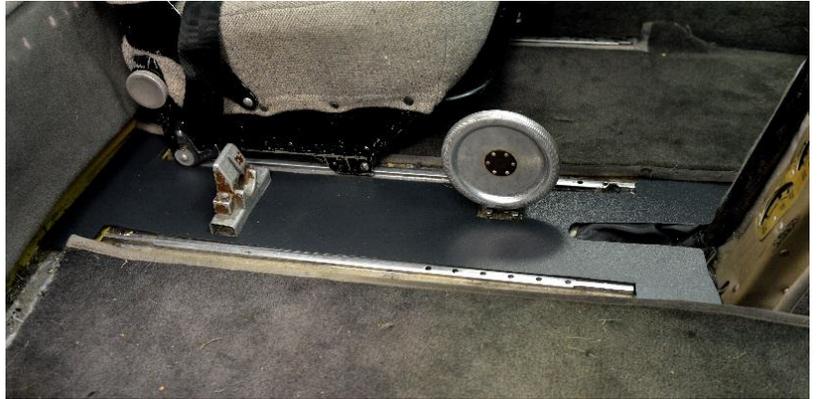
Window trim, baggage and arm area panels are easily removed and can be reconditioned on a bench. Much labor and stress is eliminated by reconditioning a headliner while it remains in place. Reinstalling original parts is easy, as screw holes are in exactly the right place. Color coordinated screws and a silicone rubber edge trim are the finishing touches.

If your plastics are all there, chances are they can be reconditioned. Imagine the look with some fresh color and new headliner fabric inserts for earlier models. A fabric covered two-part decorative trim, held with recloseable fasteners, can replace that long, narrow accent piece on the J and K models. Arm area trim can be handled in the same way. No more irritating glue or tape. Armrests can be recovered or new ones cut from FAA rated plastic. Even the front seat kick panels can be replaced with flat plastics, held with the same recloseable fasteners that are used in the Spatial Interior.

Frayed and torn cabin door windlace can be replaced with the same multiple piece plastic trim used in the Spatial Interior. This durable trim, held securely with color coordinated screws, provides a wide overlap of adjoining panels, even supporting the headliner. Aerosol finishes can change the standard black to a color of your choice.

As the designer of the Spatial Interior, my purpose was to come up with a practical way for vintage Mooney owners to make their airplanes look better at a reasonable cost. Part of the plan included the use of all the possible space, and easy panel removal, for simplified service. For those desiring these benefits or with un-repairable arm panels, the Spatial Interior is a great option. For anyone wanting to simply refresh their interior, these simple techniques and inexpensive materials make that possible. When the time is right to re-upholster seats and take advantage of all the Spatial Interior has to offer, you already have a great start.

Though it is quite possible for owners to update an interior on their own, my experience has shown that not many have the time or desire to do it. Whether your interest is for a refreshing update or a complete interior, on your own or with help, I would be pleased to answer your questions or arrange a time when we could work together. Visit www.jaegeraviation.com or email: bruce@jaegeraviation.com for more details.



*Everyone has a photographic memory;
some just don't have film.*



The Mooney Flyer Fly-Ins

March 25-27: Spring Training Fly-In to Glendale, AZ ([KGEU](#)). Informal dinner on Friday night. Take in the Seattle Mariners vs LA Dodgers (\$39 for patio seating with all the food you can eat)... More details later

May 14: Tour the largest Binocular Telescope. This would be a joint fly in with the Arizona Breakfast Club. The airport is located in southeast Arizona ([KSAD](#)). This is a first class event. The town arranges transportation and room accommodations with a cowboy breakfast @ the University of Arizona base camp @ 8 am. The University has buses reserved with lunch provided all for \$45.00 per person. The Breakfast Club has hosted this event several times and knows the logistics of early & late arrivals.



- February 13:** Fort Pierce ([KFPR](#))
- March 12:** Ocala ([KOCF](#))
- April 9:** New Smyrna Beach ([KEVB](#))
- May 14:** Winter Haven ([KGIF](#))
- June 11:** Williston ([X60](#))

Henry Hochberg's "Wild Wings to Walla Walla" Fly-In

June 24-26: This fly-in takes place whenever Henry gets the urge to host it. It's located in SE Washington state at [KALW](#). Walla Walla is located in a beautiful wine area and Henry usually suggests wineries to visit and schedules 1 or 2 lunch and/or dinner get togethers. Stay tuned for more details as Henry figures them out.



- February 12-14:** Melbourne, FL
- April 15-17:** Bullhead City, AZ
- June 10-12:** Denver, CO

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Happy
Valentines Day



Overhaul Bids Offers Public Pricing

What does an average engine overhaul cost? Now you can see actual numbers from projects that have gone through OverhaulBids.com.

- [Continental Overhauls](#)
- [Lycoming Overhauls](#)
- [Pratt & Whitney Overhauls](#)



Alan Depauw, Overhaul Bids founder, said jokingly, “Don’t ask me how long it took to do this. I’d rather forget.”. “We already have a [complete directory](#) of all overhaul shops in the country and wanted to give people a price list too,” he continued.

The price lists are a great way for anyone looking to buy an aircraft, or just for long term budgeting, he adds. For those who need their engine overhauled within the next six months, Overhaul Bids just launched a new feature to get quotes in an easy to understand apples and apples comparison.

[READ MORE HERE](#) at *General Aviation News*.

Pilot Partner’s iPhone & Android Logbook app

The [Pilot Partner](#) Electronic Pilot Logbook App is now available in both the [Apple App Store](#) and [Google Play](#) store for download. The application is free to download and you can create your account with a [60-day free trial](#).

With the app, you can:

- Log new Flights
- View and Edit previous Flights
- View your Currency
- View your Flight Totals

Pilot Partner remains a 100% cloud based solution, company officials said.

Subscription Options:

- 1 Year Logbook \$24.95 (\$34.99 in app)
- 2 Year Logbook \$54.95 (\$74.9 in App)
- Lifetime Subscription \$199.95 (On Sale, not available in App)

[READ MORE](#) at *General Aviation News*.



FAA Updates Flight Review Criteria



The FAA is concerned that pilots' hand-flying skills might not always be up to acceptable standards and that many may suffer from an overreliance on automation and electronic systems.

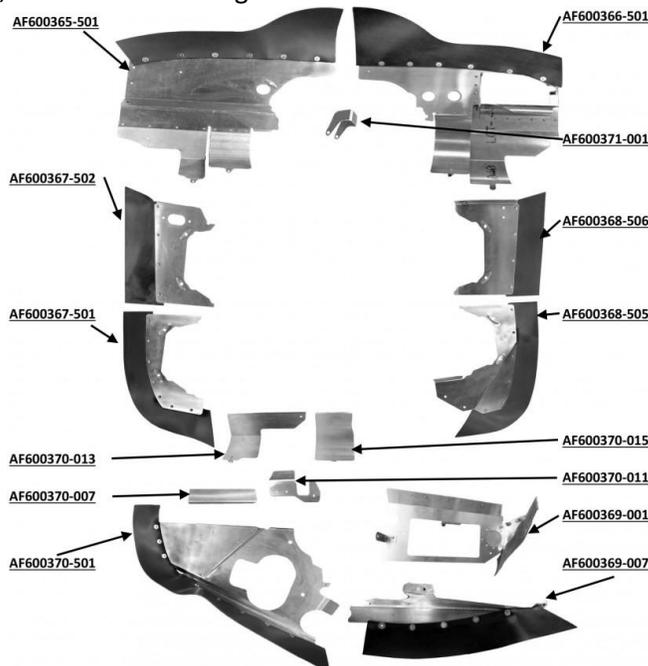
"The FAA reminds CFIs conducting flight reviews and IPCs to ensure that a pilot under evaluation is proficient with the automated system and knows what to do if it fails.

Loss of control and traffic pattern operations will be areas of special emphasis on flight reviews, with CFIs encouraged to ensure pilots can safely hand-fly in the most common phases of flight likely to lead to loss of control.

The FAA also recommends that pilots develop personal currency programs to ensure their skills don't erode between flight reviews.

Airforms (Big Lake, AK) Receives FAA PMA Approval for M20J Baffle Kits

The baffles are eligible for installation on all Mooney M20J aircraft, serial numbers 24-0001 through 24-1623, and 24-1632 through 24-3431.



Airforms baffles are available with either bare metal or a durable powder coat finish. Each incorporates design reinforcements with longer lasting materials, and features reinforced Hi-Temp silicone seals fastened to the metal baffles with rivets, according to company officials.

All baffles are FAA approved replacements for the original equipment parts, and are individually interchangeable.



TME PRODUCT REVIEW

URB-E Foldable Electric Scooters

This month's Product Review comes from Henry Punt, who has been flying for 50 years and owns an excellent J model that he recently repainted, filled the panel with glass avionics, custom leather, etc.

Many of us are frustrated when we fly somewhere for the day and there are no courtesy cars. Sometimes where we want to go to is 5-6 miles from the field. Foldable bikes have been the historical solution for those of us that want to go into town for lunch. Henry brings us the first

"feasible" electric solution, the URB-E Foldable Electric Scooter. It is the same price as the high end, foldable bikes. Just \$1,499.

Our foldable questions include:

1. Do they fit in a Mooney cargo bay and through the Mooney cargo door?
2. How easily do they fold up and extend?
3. How far can it go on a single charge?
4. How long does it take to charge?
5. How fast does it go?

Well, Henry has a first-hand PIREP on these scooters and it's impressive.

Yes, they easily fit through Mooney cargo doors, and when folded, 2 will fit in a J's cargo bay.

Instead of a meager 8-10 mile range, the URB-E has a range of 20 miles and will cruise along at 15 mph. That seems ideal for sojourns off the airport

to town or a favorite spot. Henry is handicapped and can easily handle the URB-E, since it only weighs 35 lbs. And lastly, it only takes 4 hours to recharge.

Additional Resources

URB-E Website: <http://shop.urb-e.com/collections/urb-e-electric-vehicles>

Henry's YouTube Video: <https://www.youtube.com/watch?v=KdwuAL1ac3g&feature=youtu.be>



URB-E



Mooney Flyer Exclusive

URB has created a promo code for *The Mooney Flyer* readers. It's "mooney201". When ordering, if you enter this code, you'll receive a free 1600 Lumens LED Headlight and Cup Holder.

Mooney Instructors Around the Country



Arizona

Jim Price (CFII, MEI, ATP). Chandler, AZ (KCHD). 480-772-1527.

JasPriceAZ@gmail.com Proficiency training and IPCs.
Website: www.JDPriceCFI.com.

Boris Vasilev (CFI, CFII, MEI, AGI), Phoenix Area.

602-791-9637, boris@atjeuhosting.com. Time in M20C through M20R models. Private commercial and instrument training, BFR's, IPC's, and FAA Wings.

California

Geoff Lee, San Martin, CA. 69050@comcast.net. 9,000+. Teaching since 1969.

Don Kaye (Master CFI) Santa Clara, CA. (408) 249-7626, Website: www.DonKaye.com. Master CFI. PPP Instructor, MAPA, 8 years; Owner: M20M. Total: 10,265; Mooney: 8454; Instruction: 5641

Chuck McGill (Master CFI) San Diego. CA 858-451-2742, Master CFI, MAPA PPP Instructor, M20M, M20R, M20TN, Website: [Click Here](#). Mooney: 6000; Total: 13,000 Instruction: 9800

Rodrigo Von Contra, Oakland. CA. (510) 541-7283, Rodrigo@vonconta.com. [Sets record in a Mooney](#). 7,000 hrs. CFII & Gold Seal; Garmin (including G1000) training; Ferry flights (experience in Central & South Amer) transition training & Aircraft Mgmt; Owner: M20J/Turbo Bullet

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

Paul Kortopates, San Diego Area. (619) 560-8980, Kortopates@hotmail.com. PPP Instructor, MAPA; Owner: M20K/252. Total: 2500; Mooney: 2000

Mike Jesch, Fullerton, CA. (714) 588-9346 (e-mail is best), mcjesch@pacbell.net. Total: 20,000 Instruction: 1500, FAA Team Lead Representative, Specialites: Airspace, Garmin 430/530, Proficiency flying; Wings Program, VP Pilot's Asso. Master CFI for ASME, IA.



Colorado

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



Connecticut

Robert McGuire, Durham. Cell: 203-645-2222, rmcguire007@hotmail.com. MAPA Safety Foundation Instructor; founding partner, Aero Advocates Aviation Consultant. Total: 6500; Mooney: 5000

Winslow Bud Johnson, smgemail@aol.com, 203-348-2356. Bud specializes in teaching in the M20K and has logged more than 1,500 hours in that aircraft.



Florida

Mike Elliott Tarpon Springs. (CFII) Master CFI. 317-371-4161, mike@aviating.com. Quality instrument & commercial instruction, transition training, ownership assistance, plane ferrying. Mooney: 1600; Instruction: 600

Ronald Jarmon, Panama City. (850) 251-4181. IAELLC@gmail.com. Total: over 7000. WILL TRAVEL! Will accompany customer out of Country, ferry flights, mountain flying, avionics training, Garmin Products. Total: over 7000. Web Site: IslandAirExpress.com.

Robert McGuire, Hawthorne. (203) 645-2222, (Dec – Feb), rmcguire007@hotmail.com. MAPA Safety Foundation Instructor; founding partner, Aero Advocates Aviation Consultant. Total: 6500; Mooney: 5000

Ted Corsones, Naples. tedc@corsones.com, 239-263-1738. Total: 7500, Mooney: 4500, Instruction: 2000+. ATP & MCFI for MEL, MES, SEL, SES, Instrument Airplane & Glider. **Master Instructor Emeritus. He serves with the MAPA Safety Foundation as an instructor, treasurer, and chief financial officer.**



Georgia

Jim Stevens, Atlanta. USAF, Col, (ret), CFII. 404-277-4123. Instrument, commercial, IPC, BFR, transition training, ferry flights. 20 year owner of 1968 M20F. Total: over 6000; Instruction: 1500



Kansas

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



Maryland

George "Brain" Perry, Maryland area (Frederick). Commander, USN, Retired.

Interim Executive Director, AOPA Foundation, Senior Vice President, AOPA Air Safety Institute. 5000+ hours TT in lots of different aircraft including F-14 and F-18's. 1000 Hours in Mooneys of

all flavors. 1000 hours of dual given. CFII / MEI / ATP / 525S. I currently own a 99 Eagle M20S and fly about 200 hours a year. Cell (240) 344-1777. George.perry@aopa.org



Massachusetts

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



New Jersey

Parvez Dara, daraparvez@gmail.com, 732-240-4004. ATP, MCFI SEL/MEL with an advanced ground Instructor rating. Parvez has owned a Mooney M20J and a Mooney M20M (Bravo).



New York

Jack Napoli, Long Island. TT 6,000 hrs & Mooney time 3,000, jacknapoli12@gmail.com, 631-806-4436. He has been flying since 1965 (before he owned a car) and has over 6,000 hours of total flying time including 3,000+ hours in Mooneys. He currently owns a M20K-231.



North and 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 tail wheel 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. (See also, Texas). Total: 9800; Mooney, 1300; IP: 5600/21 years



Ohio

Mike Stretanski, Delaware Municipal Airport (KDLZ), Delaware, Ohio, AGI, CFI, Mooney Owner/Flyer, Flight Physicals, Senior AME, Test prep/Written review prep, Transition Training, G1000, HP/complex endorsements. 614-975-1003. MFSTRETANSKI@gmail.com



Texas

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

Doug Bodine, Commercial Pilot/Flight Instructor, Cell 605 393-7112, mei.cfii@gmail.com
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 tail wheel 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. (See also, North and South Dakota). Total: 9800; Mooney, 1300; IP: 5600/21 years

Bob Cabe, San Antonio. Cell: (210) 289-5375, Home: (210) 493-7223, bob_cabe@hotmail.com. Total: 5000; Instruction: 2000+. Pilot since 1965. Served as an instructor providing transition training for people purchasing new Ovations & Acclaims. Total: 5000; Instruction: 2000+

Brian Lloyd, Kestrel Airpark (1T7). 210-802-8FLY, Brian@Lloyd.aero. WILL TRAVEL! Owner: M20K/231; Non-Mooney :-) specialist in spin training, upset recovery training, basic aerobatics formation training, tail wheel transition. Total: 8500; Mooney: 500

Mark Johnson, Houston area. mjohnsonf16@hotmail.com. 832-773-4409. CFII, SEL. Citation 501 and a King Air 350, F-16s and F-117s; currently a T-38 Flight Instructor at Sheppard AFB as a Reservist in the USAFR. Owns an '81 M20J 201. 5800 total hours, 2200 military and 1500 hours of it in Mooney aircraft.

Jerry Johnson, Southwest Texas. mooney9281V@hotmail.com. 817-454-2426. Member MAPA Safety Foundation. Owned Mooneys for over 30 years. Total: 11,000 +; Mooney: 6000.



Vermont

Ted Corsones, Rutland. 813-435-8464, tedc@corsones.com. Total: 7500, Mooney: 4500, Instruction: 2000+. ATP & MCFI for MEL, MES, SEL, SES, Instrument Airplane & Glider. **Master Instructor Emeritus. He serves with the MAPA Safety Foundation as an instructor, treasurer, and chief financial officer.**



Virginia

William Wobbe, Leesburg. william.wobbe@gmail.com, (713) 249-7351. 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. I can answer questions on the Washington, DC SFRA and ICAO Flight Plans.



Speed is life, altitude is life insurance.

No one has ever collided with the sky.



For Sale -- Mooney M20J, IO-360-A3B6D, Exhaust System. Removed recently to install a Power Flow Exhaust System. In good, serviceable, condition according to the Mooney mechanic who inspected it at pre-buy (7 months ago) and the mechanic who removed it (2 months ago). Asking \$450 plus shipping. Shipping calculated upon sale. Located Perry Oklahoma (F22). Call 405-338-8992.

For Sale

King KX155 Navcom and KI 209 Glideslope Receiver. Removed from my Mooney 201 due to an upgrade to my panel. Guaranteed to work perfectly. Asking \$2,995 for both units. Contact Henry Punt at henrypunt@gmail.com, 562-881 9018



For Sale -- Complete M20C O-360 A1D 180 HP Mooney exhaust system. Removed several years ago to install a new Power Flow system. Was working fine at the time. Always stored indoors. May need to be inspected to obtain a yellow tag. Make offer. Shipping extra. Located at Cobb County McCollum Field (KRYV). Call Ron at 678-848-9899

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

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

Mooney Cover



This cover will fit a newer, longer body Mooney. Asking \$600 (When new, these covers cost \$1,149), Contact Jason Herritz at Chandler Aviation, Inc. [480-732-9118](tel:480-732-9118)
parts@chandleraviation.com

1965 Mooney M20E Super21, J-Bar



SMOH 1351
Since New Prop 207,

Other maint. Tank seal, New Exhaust, EGT, New Starter, Throttle Cable.

GX50 IFR

Great traveling machine!

\$30k (vref price)

F70 space #59

Ready for Annual now.

Poor paint, interior is nice.

Jim H 951 303 0704,

Cell 951 704 5857

LASAR'S Free Site



Check out Lake Aero Styling & Repair's "LASAR" Web Site: www.lasar.com New, under "Mooneys for Sale", you can List your Mooney for FREE!

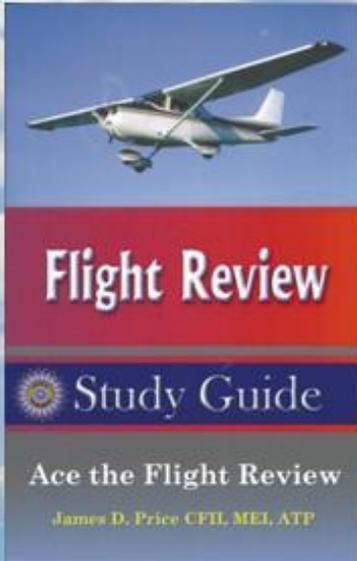
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Also check out Parts, Mods, and Services. LASAR, est. 1975 (707) 263-0412 e-mail: parts-mods@lasar.com and service@lasar.com

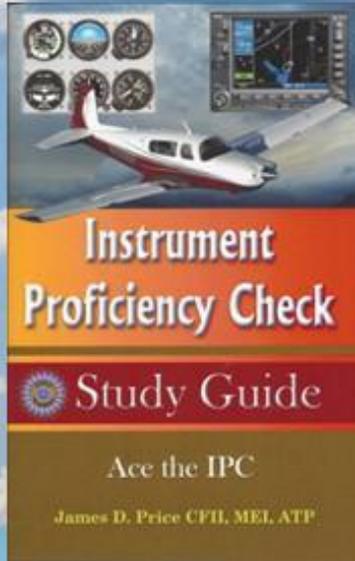


MODS	PARTS	SERVICES
	Parts Order Form	
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	Mooney Manufactured	
	Avionics	
	Used Parts	

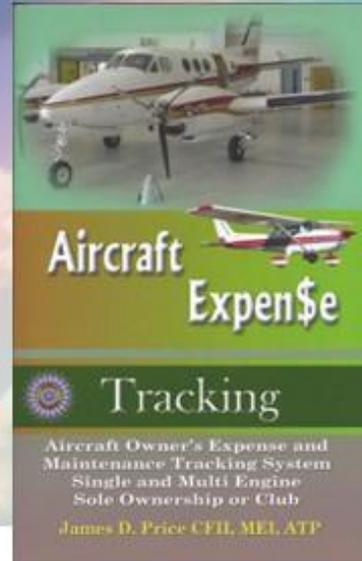
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James D. Price CFI, MEI, ATP



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