

The Mooney Flyer

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

July 2017



Features

[Paper Charts – Who Needs ‘Em!](#)

Jim Price investigates if this argument is already over

[Slowing Down a Mooney](#)

New owners often lament on how to slow a Mooney... Here's some useful tips from Co-Editor Phil Corman

[Summer GetAways](#)

Here is a great list of ideas to fly your Mooney for a nice getaway this summer.

[Be a Better Mooney Pilot](#)

CFI Mike Elliot writes about having a strong Checklist

[Point vs Counterpoint](#)

Privatization vs Status Quo... that is the question

[Make Smooth Pre-Planned Descents](#)

A simple trick to make smooth descents

[EMPOA Newsletter](#)

Stay up to date on the happenings in the European Mooney Pilots Owners Association.

In Every Issue

[From the Editor](#)

[Appraise Your Mooney's Value](#)

[Latest Mooney Service Bulletins](#)

[Mooney Mail](#) – Feedback from Flyer readers

[Ask the Top Gun](#)

[Upcoming Fly-Ins](#)

[Have You Heard?](#) – Relevant GA news & links for the month

[Mooney Instructors Around the Country](#)– Mooney Instructors around the USA

[Product Review](#) – Clarity Aloft Headsets

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Editors

Phil Corman
Jim Price

Contributing Writers

Bruce Jaeger
Bob Kromer
Tom Rouch
Paul Loewen
Geoff Lee
Linda Corman

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ATC Privatization (Ugh)

Mooney N12345 calls ATC... Welcome to the new ATC. Please click once for English, twice for another language... Now click once for Google Ground Clearance, click twice for an AT&T IFR clearance, click three times for Bendix Landing, click four times for Camguard's taxi instructions. We are sorry, but all controllers are busy at this time. Your airplane matters to us and your radio call will be answered in the order that it was received. The next available controller will be available in 4 minutes. Feel free to enter a Microsoft Holding Pattern while you wait for the next controller. If you are low on fuel, click seven times...

Here at The Mooney Flyer™ we are not fans of ATC Privatization. We are believers that if it ain't broke, don't fix it. ATC is about Aviation Safety and National Security. We just do not see how a non-profit private company is the correct answer. Other democratic countries have gone this route, including Canada, UK, France and Germany, to name a few. Are they safer? Did privatization save money? Let's make sure this route is better before embarking upon it.

As we see it, ATC, though an imperfect entity, has an impeccable safety record. Most accidents are not systemic, but rather individual breakdowns in ATC, the Pilot, or a mix of both. AOPA says privatization "will produce uncertainty and unintended consequences without achieving the desired outcomes." They state "As an alternative to privatization, the letter from the groups proposes a series of measures to increase the stability of FAA funding, including biennial budgeting and reforms to certification and procurement."

The real issue at ATC is that it is horrible at making productive, cost-effective technology/system rollouts in a timeframe that is faster than "glacial". Part of this problem is that ATC seems to feel that their systems must be "unique" and not made of off-the-shelf technologies. This causes huge costs and extremely long time frames.

We think that a better path forward is to take targeted, not drastic steps to improve ATC. Start with better procurement, utilization of commercially available hardware, networking and software when available. Minimize "one-off" hardware unless a device is simply not available.

Secondly, airplanes & pilots are the main "customers" of the ATC system. Involve the customers in the determination of more optimal solutions that maximize an optimal system, rather than focusing solely on controllers.

Latest Service Bulletins

Check out our new section on the latest Service Bulletins issued to Mooney, according to Model. Jim Price put this together and we hope you find it as useful as we do.



Press Release

With the recent sale of Lake Aero Styling & Repair "LASAR", we are encouraged to see the enthusiasm and new changes to further the success of LASAR. The new owners are wonderful young men with lots of ideas !

Out of the sale of LASAR's service, avionics, and new parts business, a complementary part of the business remained.....used Mooney parts. The new business is called Loewen's Mooney Salvage, "LMS", and used and rebuilt parts are still offered. We sell healthy donor parts from broken Mooneys.

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

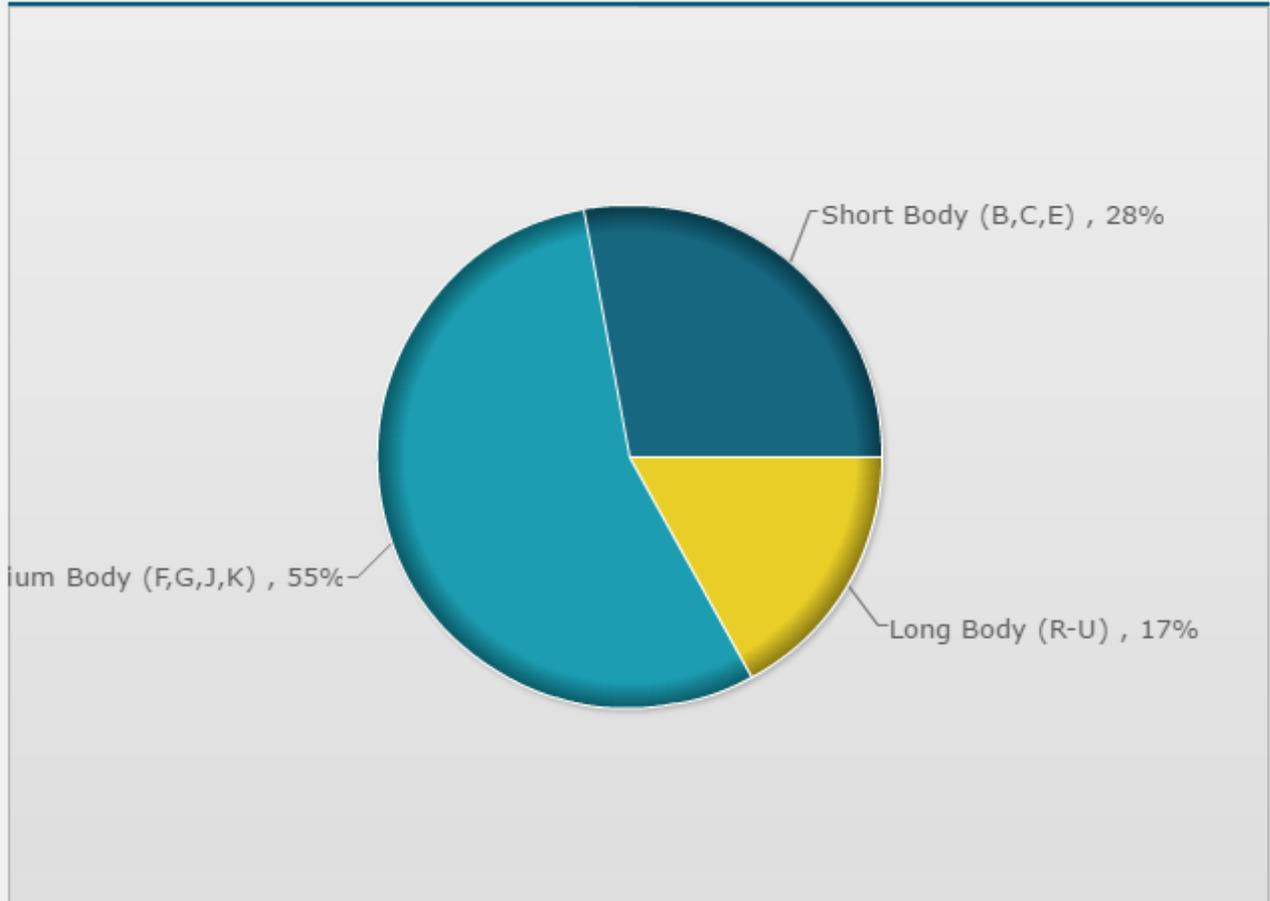
Paul Loewen is offering them online, or by phone. The website is LoewensMooneySalvage.com, and he can be contacted in Lakeport, California at **707 263-0472** or by cell at **707 272-8638**. Email is PaulLoewen98@gmail.com. The used inventory is also still available through LASAR Parts at 707. 263-0581.



I fly:

Poll created by [Phil Corman](#) on 04/25/2017

Poll Results



Next month's poll: "I have owned my Mooney for". [CLICK HERE](#) to vote.



Appraise Your Mooney's Value

Don't forget about our cool new **Appraise your Mooney's Value** calculator.

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



RE: TAA Quiz - Another great issue of The Mooney Flyer, but I need to question you on the quiz.

Question number one states the answer as Make a parallel entry, one turn in holding and then proceed with the approach. Correct me if I'm wrong, but if cleared for the approach, the pilot should 1) make the parallel entry, 2) turn inbound to the IAF fix (OBUCO) and then 3) proceed on the inbound heading towards the runway. Why does the answer state to make "one turn" before proceeding on the approach?

Michael G

Michael, we are both saying the same thing. Jim

Hello there to you all guys!!!! My name is Norian Guzman, and I live in the Sunshine State in the Miami area!! I am a new Mooney owner of a 1965 M20C. Before getting into the buying thing, I first started reading and learning about Mooneys 3 years before, wherever I could find information about them. It all started at Google. Little by little, I began to learn a lot about this beautiful machine. Sometime ago, I came across "The Mooney Flyer" and was amazed with everything I found in there! You guys have an amazing bundle of info. I can tell you that once I finish reading the magazine, I can't wait until the next one. I would love it if there was a way of having it printed, too. If I had to pay an annual subscription, I'd be willing to pay for it, and if you do a poll, probably you'll get the same response!!! Thank you so much for the wonderful job you guys are doing and you can be sure that I'll be following you all the way!!!! I personally want to thank Phil Corman for what he did for me as a new owner! I think you guys are a great team and wish you keep the Mooney community informed and active. Thank you for your job!!!! Count on me .. a loyal Mooney pilot!!!

Norian G

RE: Switching Batteries: I have posted these before, but recently, while riding with customers I have observed several folks switching the battery when they switch fuel tanks. This is a very bad idea. The battery gets switched at each flight, not in flight. The long body master relays, of which there are two, fail frequently. If you switch and the relay fails, everything is going dark. When you throw the switch back it just fries stuff, usually the voltage regulator. There is also a 1 amp breaker that indicates "alternator sense". If you get bored and have nothing to do, DO NOT pull this breaker just to see what it does.

PAPER CHARTS – WHO NEEDS ‘EM?

by Jim Price

Everywhere we go, we seem to be surrounded by information technology. It’s staggering to think that in your little iPhone/SmartPhone, there’s more computing power than that which was available when NASA sent Neil Armstrong to the moon. It seems that every six months, the aviation apps you can load on your iPad or Tablet, become more powerful, with incredible features that boggle the mind. All this causes one to wonder, “How did I ever aviate back in the old days”?



Yet, many pilots remain skeptical, and some are downright adamant, contending that paper charts and plates are much safer than those powered by an iPad/Tablet.

When I was an airline pilot, in addition to my suitcase, I carried a flight bag. This monster contained

the US IFR charts, approach plates, SIDs and STARs that I could ever need when flying to the airports that we served, plus all the approved alternates. Before the days of the Rollaboard, after three or four days of multiple airports and airplanes, my arms felt as if they reached the ground. Boy, I am so jealous of today’s pilots, who simply travel with a suitcase and an iPad, loaded with all they need. Long live the Electronic Flight Bag (EFB).

With an EFB, if you pay attention to your app’s promptings, there should be no doubt that you have the most up to date charts. You can fly across several states with confidence, knowing that you have everything you need for your cross country. Plus, it’s all available with the click of a button.

You can be super flexible, too. Let’s say that you’re flying from the L A Basin to Boise, ID. If, during the flight planning, you see that weather will force you into Utah, or if you need an alternate in Utah, with just the click of a button and in a matter of a few minutes, you’ll be downloading all of the charts needed to fly through Utah.



all

If you're flying with paper, you will have enroute charts, approach charts, SID and STAR charts. That's a lot of paper to manage. And, if you don't have a chart handy, you'll be twisting yourself around, digging through your flight bag in the back seat.

With electronic charts, everything is contained in one app, and with a few clicks, you're switching between enroute charts and approach charts, and you're even ready for that approach change that ATC might give you.

GET SOME TRAINING

The downside of electronic charts is the massive amount of information you have in front of you. If you aren't able to navigate your app efficiently, you could be doing yourself more harm than good.

If you're going to fly paperless, spend some time on the ground becoming familiar with your app; learning how to quickly perform all the tasks you need to do in flight.

ForeFlight and Sporty's offer training courses. ForeFlight's is free and Sporty's will cost a bit. Your local FAA Team might, throughout the year, sponsor FREE iPad workshops with great hands on training. The Phoenix area FAA Team offers these, but only when the temperatures are below 90.

Of course, you just need to explore you app and discover its features.

What If Your Battery Runs Out?



Apple claims that the iPad has a 10 hour battery. But, when you're using the GPS location services, the battery life is more like 4 to 6 hours. The iPad mini has more battery life.

If your battery dies, are you out of luck? Not if you're prepared with backup battery power. You can get a *Jackery Giant Plus* for only \$23 (Amazon). It stores enough power to charge an iPad battery from 0% to 100%. The more powerful *Mophie Powerstation* costs around \$100. You can also power your iPad with a Dual USB charger that plugs into your cigarette lighter. It works with 12 and 24 Volt systems and each USB port supplies 2.4 amps.

If you've got one or more backups in the cockpit, along with a charging cable, your chances of running out of power in-flight are zero.



What If You Drop your iPad and Break Your Screen?

I'll admit, that wouldn't be good, but if you're carrying a iPhone/Smart phone in your pocket, all is not lost. Using your smartphone for your backup charts might not be ideal, but it works just fine.

Another thing you should be prepared for is a charging cable failure. Cables are typically the weakest link for any electronic flight kit, and if you don't have a spare, you could be out of luck. Fortunately, you can get extras for less than \$10.

I Heard that an iPad Exploded While Using it Above 10,000 Feet MSL

Apple has established a maximum altitude for the iPad, and yes, it's 10,000 feet. However, it won't explode if you fly higher. Because the air is less dense above 10,000 feet, the iPad becomes more susceptible to overheating, especially when it's exposed to direct sunlight.



What if Your iPad Overheats?

The iPad has a maximum operating temperature of 95°F. When it gets too hot, it will shut down to protect the internal battery. In the summer, you should keep our iPad away from direct sunlight and keep it bathed in cool air. If your iPad overheats, remove it from the sunlight and put some cool air on it. It will cool down in a matter of minutes and automatically restore normal operations.

Paper Charts Don't Crash

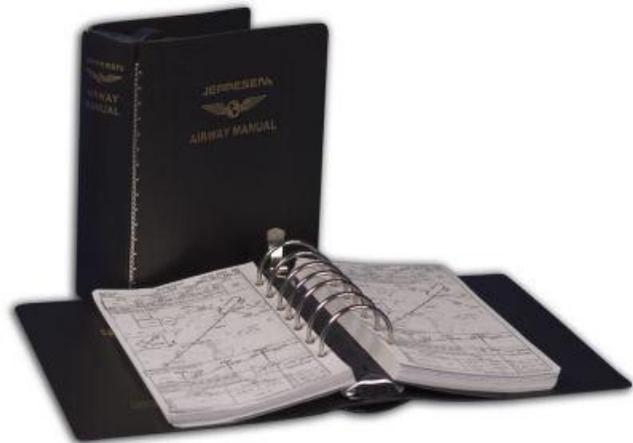
Yup, you've got me there. But wait a minute. If you know how to restart your electronic app, it's not that much of a problem.

Will a TFR Draw Itself on a Paper Chart?

Nope! But if you have an iPad equipped with an aviation app like ForeFlight, Garmin Pilot, WingX or FlyQ, you're in luck. TFRs, NEXRAD weather, SIGMETs, AIRMETs and much more, can be displayed on your iPad. That is, if you have an ADS-B receiver like a Stratus, Garmin GDL-39, etc., These receivers can turn your electronic chart into a living, constantly updated chart. Try that with a paper chart.

Are Your Paper Charts Updated?

Who doesn't love chart revisions? Updates come every 56 days, with interim updates at the mid-point of that cycle. That's not my idea of fun. When I flew with paper, I knew that chart updates were one of the worst realities of flying. At any time, an airline check pilot or the FAA, could check my charts. I was always up to date, but I know others that failed. Some guys hated it so much, that they paid company secretaries to update their Jeppesen charts.



What If You Need To Fly Somewhere and You don't Have the Necessary Charts?

Good luck tracking them down. You might be able to order them, and have them shipped. Hopefully, they'll arrive in time for your flight.

What's Your Best Option?

While paper is still an option, it's not nearly as practical and reliable as electronic charts, especially when you're flying long distances.

Instant chart revisions, access to the entire US airspace system, and easy backup plans are just a few reasons why electronic charts win – hands down.

Yes, I carry some “just in case” paper charts, but I keep them in my flight bag in the back seat. I’ve been using an EFB for many years and so far, I’ve never needed the paper.



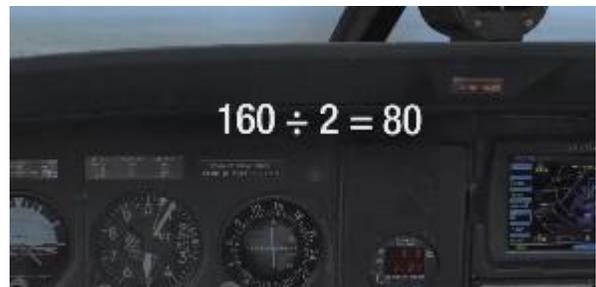
A SIMPLE TRICK TO MAKE A SMOOTH PLANNED DESCENT



Take the first two digits of the altitude you need to lose and divide it by 3. This is the number of miles that you will need to descend on a 3 degree glideslope.

At the specified mileage from the airport, lower your nose 3 degrees.

Divide your groundspeed by 2 and add a zero to that number. Example: 160 GS = 800 fpm descent.





EMPOA NEWSLETTER

by David Kromka

Summer 2017 / Troyes
(LFBQ) and Île d'Yeu

ENL



The flying season 2017 is well under way and we've already experienced quite some surprises on the meteorological side. In March we were able to greet more than ten aircraft for the Fastflyer meeting at Paris-Lognes. Thanks to the support of our friend Jacques Callies, we were able to comment on the landing performance of the arriving speed machines from his roof terrace whilst sipping on a glass of Cremant or red wine. Great times with a high pressure system that presented all Mooniacs blues skies for flying into and out of the French capital.

A bit more challenging, in this regard, was the trip to Dôle where our own Tom was, nevertheless, able to greet quite a few airplanes. According to reports received, this meeting was a great success both in aeronautical and culinary aspects. Little wonder with this organiser.

Lots of snow and freezing temperatures in April and a summer heat wave in late May don't keep us Mooniacs tied to the ground. Werner and I hope that we will soon be able to take to the skies again. Currently bets are being taken whether our « Silver Beak » will be able to take off with its newly overhauled engine and redesigned panel just in time for the France trip.

Talking about France : our vice-president Philippe Coffinet was a little worried for a time about the low response rate for this year's trip to Troyes and Île d'Yeu. But currently, there is a large enough

group that has signed up. The program promises to combine aeronautical and culinary highlights and Philippe deserves a big Merci for presenting his home country from the very best and tasty side. We will all see each other again in Champagne – my crew by « terrestrial transport » if necessary.

This year's Annual General Meeting at Troyes will feature elections for the board and this time it looks like there will be a real choice to make. Therefore this date is very important for all members because this is when we will decide on the direction our association will be heading. Together, with committed members, the acting board has achieved quite a bit. EMPOA has been able to increase the number of it's members by 25% to more than 250 Mooniacs who can register themselves electronically and enjoy support with a response rate of far less than 48 hours. The treasury and membership administration is a field that deals with data and numbers and the work behind the scenes is often underestimated. With that in mind, I would like to take this opportunity to thank Lothar Lucks for his extraordinary commitment in this field. When Lothar presents his financial report at Troyes, we can all be assured that the numbers are in the hands of a professional whom we can trust.

Our website is consistently tri-lingual; always new content and the web forum as well as regular updates from the board guarantee that navigating to our virtual clubhouse is always worth the visit.

Besides the virtual world, EMPOA wants to put special emphasis on spreading out into the real airspace. Travel is what our aircraft were conceived for, and therefore I am especially proud that we were able to organise far more than a dozen larger and smaller trips within the past years. No matter whether two or five days, four or 24 Mooneys : our flying program featured something for nearly everyone. New regions were discovered and new friendships formed – a lot of fun was enjoyed as well.

We would like to continue this direction, and therefore hope for your trust and support in the upcoming future!

And this summer an old saying is valid again: happy landings and fly fast!



SLOWING DOWN YOUR MOONEY

Why do you want to slow down your Mooney, you ask? We didn't, but we got a few inquiries from new Mooney owners and thought we would write about it. We all remember our first Mooney. Two things pop up most often. The first is, "How do I properly land my new Mooney?" and the second is, "How do I slow it down to land?".

We are not talking about slowing your Mooney down in cruise. There are many ways to slow down a Mooney. One way is to buy a 3-bladed prop. They help you take off sooner and climb better, but act a little bit like a speed brake in cruise. But, a 3-bladed prop is actually better than a 2-bladed when you want to slow down a Mooney. Other ways to slow a Mooney down are to add weight or add Vortex Generators. But why would you do that?

Anyway, we are a little off topic. You are cruising along in your new Mooney at close to the speed of sound and want to slow down for the traffic pattern, approach and landing. What is the easiest procedure.



PLAN TO SLOW DOWN

First, you need to plan for your descent. My passengers like a 500 fpm descent, or maybe a 750 fpm. Let's use the 500 fpm as an example. If you are cruising at 8,500' and your pattern altitude is 1,500', then you have 7,000' to lose. That is 14 minutes at 500 fpm. When your trusty GPS indicates you are 15-17 minutes from your destination, you should begin a 500 fpm descent. Maybe start at 17 minutes to give you a few minutes before entering the traffic pattern. If you want to get to your traffic pattern the quickest, then simply bring the MP

down until you get a 500 fpm descent and you will stay at your cruise airspeed during descent.

LOWER THE MP & LEVEL YOUR MOONEY

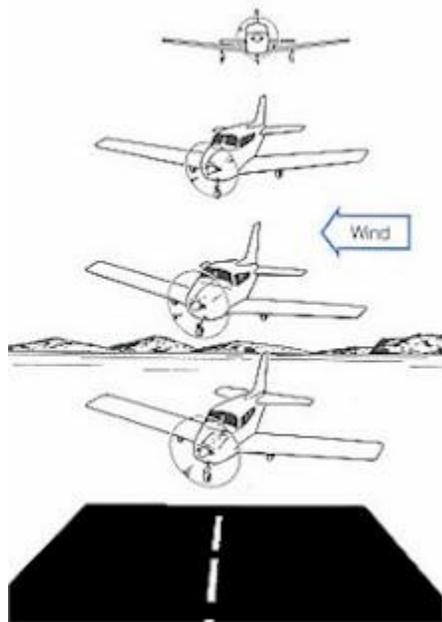
When you are ready to slow her down, bring the MP back further and bring the nose to level, or even slightly nose up, as if pulling on a horse's reins. Whoa there fella! The airspeed will bleed off relatively quickly. You may gain a little altitude if you raise the nose too aggressively. This is ok for now. As soon as you get to the gear down speed, drop the gear. Those gear are amazingly full of drag and will slow you down. Needless to say, throw out those Speed Brakes if you want to make it easier. Once you have dropped the gear, you will arrive at flaps down airspeed and you can begin to lower flaps. All Mooneys will descend like an elevator if you are at the appropriate approach speed, usually 1.3 V_s . Remember that your approach speed drops as your gross weight drops. So, if you have 0-1 passengers and ½ fuel, then

Remember your prop can also help in slowing your down. Once your MP is low enough, bring your prop to high RPM. You'll be amazed how much that can help slow down your Mooney

your approach speed should be less, unless weather conditions warrant a higher approach speed, such as gusty winds. We fly $\frac{1}{2}$ the gust factor faster on our approaches. If the wind is 15-G25, then we add 5 knots to our approach.

You Slowed Down but are High

No, we don't mean high on drugs, we mean high on your approach. If you have Speed Brakes, now is the time to utilize them. But if you do not have them, then it is time for a Forward Slip (if the POH allows). Some long bodies are prohibited from slipping with flaps extended. Assuming you can slip, now is the time. How do you do this? Bank into the wind. As soon as you see the plane moving in the direction of



the bank, then apply opposite rudder to stay on the center line. The more you bank, the faster your descent rate. If done properly, you will increase your descent rate without affecting your airspeed. Remember that your Airspeed Indicator may not be accurate since it is askew to the wind in a slip.

Just as with anything, after a while, slowing your Mooney down will be a subconscious activity. Trust us. Maybe you'll even learn how to land a Mooney, before you die. Only kidding. That too, is easy, after a while.



the bank, then apply opposite

rudder to stay on the center line. The more you bank, the faster your descent rate. If done properly, you will increase your descent rate without affecting your airspeed. Remember that your Airspeed Indicator may not be accurate since it is askew to the wind in a slip.

What If . . .

What if ATC keeps you high and then clears you for the approach or landing? Well, your best option is simple – Begin to slow down close to gear down speeds while maintaining altitude, per ATC. When ATC cuts you loose to descend, pull the MP, remain level, and drop the gear since you will soon be at your gear down speed. This works most every time. Again, it requires upfront planning.





Carmel, California (Monterey [KMRY](#))

You and your favorite companion are hand-in-hand on a white sand beach, watching a sunset sky streaked with gold. You are in **Carmel-by-the-Sea**, and you've spent a relaxing day strolling the shops and art galleries of one of California's prettiest seaside towns.



Columbia, California ([O22](#))

The spirit of the Gold Rush lives on in Columbia, a boom-and-bust town now preserved as a state park. Columbia's main attractions and historic downtown are within a short walk from the airport. Fly in to participate in the area's history, to take in a show at the 114-year old Fallon Theatre, and to enjoy the fresh air of the Central Sierras. This airport has one of the best airport campgrounds or you can stay in town.

Grass Valley, California ([KGOO](#))

The historic towns of Grass Valley and Nevada City have roots as California Gold Rush boom towns. Take in the beauty of the Sierra Nevada foothills while touring historic sites visited by Mark Twain and Abraham Lincoln.

Half Moon Bay, California ([KHAF](#))

Several small communities lie within easy reach of the **Half Moon Bay** airport near San Francisco's Bay area. Check into your quaint B&B, and go riding along a white sand beach or search for starfish at the Fitzgerald Marine Reserve.

Palm Springs, California ([KPSP](#) or [KTRM](#))

Palm Springs makes an ideal fly-in destination at this time of year, with mild temperatures and lots of activities, as Mark and Stefanie Spencer explain, but any time of year is great to take advantage of its array of activities for the whole family. Top on the list is the Aerial Tramway, taking you from the desert valley floor to the mountain station at over 8,500 feet elevation. You can hike among pine trees, enjoy the views, or choose from two restaurants. Golfers love Palm Springs; with roughly 125 courses there's a course for everyone. The Palm Springs Air Museum has one of America's finest collections of airworthy warbirds, downtown offers numerous shopping opportunities, or you can take a tour of the local, palm-filled canyons. Hotels abound, whether you want to be right in the action of downtown, or prefer the seclusion of a desert-hideaway B&B. You can even stay at a Moroccan-style resort with lush courtyards and a stone waterfall Jacuzzi.

San Diego, California ([KSAN](#) or [KMYF](#))

The clean, modern city of **San Diego** reclines along a beautiful stretch of California coastline. Soon after landing at Lindbergh or Montgomery Fields, romance-seekers will find myriad possibilities for adventure: Riding the trolley, strolling the historic district, visiting the Zoo, Sea World, or Balboa Park, just to name a few.

Santa Catalina Island, (Avalon) California ([KAVX](#))

Escape with your sweetheart to this romantic island. You can explore the island on horseback, by bicycle, underwater with scuba gear or a snorkel, and even in a submarine! Although just a short distance off the California coast, you'll find Catalina Island is a world away.

Santa Ynez, California ([KIZA](#))

Just minutes from sprawling southern California cities is a quiet, laid back town that embodies a casual California lifestyle. Follow an historic stagecoach route to tour horse ranches, wineries, and two small adjoining towns that bring Smalltown, USA to life.

South Lake Tahoe, California ([KTVL](#))

Lake Tahoe is split by the California-Nevada state line, and similarly, its North and South shores offer distinctly different travel experiences. South Lake Tahoe's bright lights and casinos liven up the atmosphere round the clock.



Telluride, Colorado ([KTEX](#))

The featured destination of our premiere issue had to be special, and the world-class ski resort at **Telluride** fits the bill perfectly. Spectacular scenery, a range of activities, top-notch accommodations and dining; all easily accessible to the fly-in traveler.



Sun Valley, Idaho ([KSUN](#))

Referred to as "America's Alps," Sun Valley has a winning combination of excellent skiing, awe-inspiring surroundings, and a small-town atmosphere. It's no wonder that many of the rich & famous make this resort their winter playground.



Bar Harbor, Maine ([KBHB](#))

Bar Harbor, Maine on Mount Desert Island is known for its spectacular autumn foliage and outdoor adventure. This quintessential New England fishing port is filled with specialty stores, cozy cafes, and historic "cottages." Immerse yourself in the rugged beauty of Acadia National Park with its spectacular shoreline, 120 miles of hiking trails, and glacier-carved ponds and lakes. Bike 45 miles of gently graded carriage paths that John D. Rockefeller, Jr. built to escape the "horseless carriage." From the summit of Cadillac Mountain watch the first rays of sunlight strike the country and at the end of the day, retreat to an upscale inn where you'll drift off to sleep with the murmur of water just outside your window. The magic of Bar Harbor will touch your soul, warm your heart and bring you back time and again.



Nantucket, Massachusetts ([KACK](#))

A small island off the Massachusetts coast of Cape Cod, Nantucket Island once dominated the world's whaling industry. Today, it will take you back in time with its cobblestone streets and more than 800 buildings at least a century old. Nantucket's beaches, rolling moors, heaths, and cranberry bogs haven't changed much either. Neon signs and traffic signals are nearly absent here, and gaslights illuminate parts of town. It's easy to see why Nantucket is a popular destination. Most visitors arrive by ferryboat, and automobiles are discouraged, which is fine for pilots; everything is accessible by bicycle, shuttle, or your own two feet.

Martha's Vineyard, Massachusetts ([KMVY](#))

Sights such as beautiful New England beaches, farmland lined with rock walls, and villages hugging neat harbors have drawn visitors to Martha's Vineyard since its days when it was a colonial port. Pilots have an extra incentive in the island's airports, one of which is Katama Airpark, the largest grass strip in the United States. Katama provides fly-in access to a day at the beach, if that is all the time you can spare. For longer visits, Katama offers access to nearby Edgartown, which can be used as a base for the rest of the island. Martha's Vineyard is especially suited to aviators.



Orcas Island ([KORS](#)), Friday Harbor ([KFHR](#)), Washington

The Pacific Northwest's **San Juan Archipelago** is an ideal place to escape the hurried pace of modern life. Rolling farmland, windswept coastlines, noticeably clean air, and some spectacular flightseeing are the rewards of planning a visit to these popular islands. *There's Orcas Island, Friday Harbor* and the private airstrip at **Roche Harbor Resort**. Activities include kayaking and whale watching and catching some of North America's most beautiful sunsets.

Sunriver, Oregon ([S21](#))

Take your special someone to a romantic getaway at the foot of Mount Bachelor. A completely self-contained resort surrounded by the Deschutes National Forest, Sunriver offers everything from lazily floating down the river to golf, swimming, hiking, and biking. Four-star dining and luxurious accommodations will make your romantic getaway complete.



Afton, Wyoming ([KAFO](#))

Take a step back in time when you visit Afton, in Wyoming's Star Valley, about 53 nm south of Jackson Hole and it's home to around 1,800 people. It has the world's largest elk horn arch, which you'll see stretched across Afton's main drag. Rent a car and relive old times when you have lunch at the local drive-in, where carhop girls come out to serve you. For dinner, you can dig into some excellent seafood, a surprise for a tiny town so far from the ocean. Pilots can visit the CallAir Museum to see the origins of today's Aviat Aircraft factory.

The factory has been a fixture at the Afton airport since the end of World War II, and is the birthplace of the amazing Husky bush airplane. Aviat also builds the legendary Pitts Special aerobatic biplane. Tour the factory and see how both of these airplanes are made, from the special welding station to the room where the fabric-covered airplanes receive 14 layers of cloth, dope, and sanding to produce a perfect finish. For outdoorsy-types, the nearby Bridger-Teton National Forest provides a bounty of beautiful hikes, rivers, and wildlife. It's an easy walk to the world's largest cold water geyser, which supplies Afton with its pure drinking water, voted best in America in 2005. For lodging, you can stay in a modern condo, a beautifully appointed log cabin with outdoor hot tub, or set up your tent in the forest. Get a taste of the best of the West in Afton.

Jackson Hole, Wyoming ([KJAC](#))

In 1922, 14-year-old Lois Hormel Lyons described Jackson Hole's "unbelievable beauty" and "spectacular mountains" in her diary, now on file at the Jackson Hole Historical Society. There's the timeless wonder of the Wild West. Have dinner and a western show with Jackson's [Bar J Wranglers](#).

Charlevoix, Michigan ([KCVX](#))



A vintage resort town, Charlevoix is perched between Lake Michigan and Round Lake. As you walk along the shore of Lake Michigan, it's easy to imagine you're actually walking along the ocean. Search for "Petoskey stones" washed up on the beach; this fossilized coral reveals its beautiful hexagonal pattern when immersed in water. You can take a cruise on a 110-foot ship to get views of the lighthouse, drawbridge, and town. Charlevoix is known for its interesting Earl Young homes, whimsical, sloping, stone homes that feature curvaceous cedar roofs, rolled eaves, eyebrow dormers, and pyramidal chimneys. Walk or bike through downtown. You can find original Mackinac Island fudge, a museum, castle, and an excellent golf course. Decadent home-style breakfasts served in several quaint inns within walking distance of downtown will have you energized for the day. Later, whether your cravings tilt

toward fish, steak, or burgers, you can enjoy them by the waterfront as you relax and watch the boats sail by. Charlevoix is the perfect place to take in the sights, sounds, and crisp air of fall.

Mackinac Island, Michigan ([KMCD](#))

Mackinac Island was America's second national park, and is now a lushly forested Michigan State Park. Since 1898, automobiles have been banned here, effectively stopping the clock. This means that you get around the island using your feet, bicycle, or horse and carriage. The airport is conveniently just a mile

from town, so you can settle in and enjoy your surroundings—all accommodations are within two miles of the airport. Whether for its tasty fudge, spectacular fall colors, or the simple appeal of quiet ski trails in winter, Mackinac Island is a destination for the romantic in us all.

Santa Fe, New Mexico ([KSAF](#))



If you're an art lover, Santa Fe will soon become one of your favorite destinations. In a town of only 70,000, Santa Fe boasts over 250 galleries and a dense concentration of museums, making it one of America's three top art markets based on sales. Each summer, hundreds of thousands of collectors and art devotees gather during the city's blockbuster market weekends: the International Folk Art Market, the traditional Spanish and Contemporary Hispanic markets, and Santa Fe Indian Market. And there are countless other festivals, markets, lectures, symposiums, and performances on the calendar. Later in the summer, you can check out the Santa Fe Indian Market, the largest and most

prestigious juried Native arts show in the world. When it's time to turn in, marvel at the details everywhere you look inside the Mary Colter-designed, Fred Harvey-era La Fonda on the Plaza. Finally, Santa Fe is a hub for fine cuisine that's authentically New Mexican. Whether you want fresh-from-the-garden nouveau, a smoky carne *adovada*, or simply the best green-chile cheeseburger, you've come to the right place.

Glacier National Park, Montana ([KGPI](#))



Glacier National Park is a stunning example of sculpture created by glaciers that covered our continent, then receded 10,000 years ago. Today, rivers and waterfalls flow through 1.4 million acres of rugged mountains, dense forests and unspoiled wilderness. We'll tell you the best place to begin a tour of Glacier's alpine magnificence.

Niagara Falls, New York/Ontario ([KIAG](#))



Niagara Falls, on the U.S./Canadian border, has always been a romantic destination for lovers. You can fly over the three great waterfalls that make up Niagara Falls and get a bird's-eye view before you visit on foot. You can visit the falls from both the American and Canadian sides, and of course, don't miss the classic boat trip on the *Maid of the Mist*, where you'll don a souvenir poncho and sail into the spray from the enormous, thundering waterfalls. But there's more to a Niagara vacation than the falls: a historic fort, butterfly conservatory, and wine tasting await discovery as well. Enjoy fine meals in small, out-of-the-way towns, or up in a tower overlooking the Falls. When it's time to

retire, choose a B&B in the wine country overlooking the Niagara River, or a hotel with all-night views of the Falls, which are lit at night. Don't miss the fireworks, and don't forget your passport!

Custer, South Dakota ([KCUT](#))



The southwestern corner of South Dakota is known for Mt. Rushmore National Memorial. But the area surrounding Custer offers much more. Visit the beautiful Black Hills, a region that abounds in natural beauty, and even has a resident herd of bison. Take nature drives, tour historic towns, and enjoy authentic small-town hospitality.

Bryce Canyon, Utah ([KBCE](#))



See the unique natural beauty of Utah's high country. Incredible views of red rock spires, called hoodoos, abound from places like Sunset Point, Sunrise Point, and Bryce Point. Fly in to hike, bike, or simply drive through this natural spectacle.

Park City, Utah (Heber, [36U](#))

An Olympic Park fit for the greatest athletes in the world sits just north of the city and serves competitors and the public. Here, you can fly in and race on a downhill course, rock and roll in the superpipe, and set your own personal record on the bobsled run.

Sundance Mountain Resort, Utah (Heber [36U](#) or Provo [KPVU](#))

Many people have heard of Sundance, but they're not sure if it's a ski mountain, a film festival, or what. The Sundance Mountain Resort is actually a small year-round resort tucked away under one of Utah's

most magnificent mountains and owned by actor/filmmaker Robert Redford. You can fly into one of two nearby airports to escape the city at Sundance. Skiing here is superb, as are the accommodations, service, and restaurants, and yet the entire resort has been built to minimize its impact on the environment. You can step outside your room and hear nothing but the whisper of the breeze in the pines. Enjoy the uncrowded downhill slopes or try night cross-country skiing, look for owls with a naturalist, or get in some winter trophy fly fishing. At the Sundance Studio, you can learn how to make jewelry, pottery, brush up on your photography skills, or even take painting or drawing lessons. There’s also an art gallery and glass-making studio. Try yoga, indulge in the finest spa treatments, or just relax in your beautiful log suite in front of your wood-burning fireplace. Follow in the footsteps of Butch Cassidy and the Sundance Kid (both pairs!) by visiting the Owl Bar, which Redford had shipped to Utah from Thermopolis, Wyoming.



Minocqua, Wisconsin ([KARV](#))

Located just 126 nm northwest of Oshkosh, Minocqua makes a perfect summer getaway, especially if you plan to attend the EAA AirVenture fly-in. Just minutes after landing at Lakeland Airport, you can be swimming in cool, clear lake waters, fishing, or boating. A chain of beautiful lakes dots the area, and beaches provide an idyllic setting for evening campfires with lots of room for kids to roam and play. Vintage ways to have fun include watching a waterski show just offshore or taking in a unique game of snowshoe baseball, a hilarious spectacle where players wear snowshoes while playing the game. Locals love to party at the wild and crazy Thirsty Whale, built on pilings over Lake Minocqua. Other restaurants offer family-style all you can eat meals and home-style breakfasts. More sophisticated palates are sure to be pleased with pistachio-encrusted salmon, seared tenderloin tips, or pan-fried bluegill and potatoes. You can pitch a tent or rent a pop up trailer at the local campground, rent a private cabin, or live it up in a full-service resort with its own water park.

Latest





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M22	M20	M20A	M20B	M20C	M20D
M20-314A 2012, 29 Feb DL	M20-318 2014, June 2 DL	M20-318 2014, June 2 DL	M20-318 2014, June 2 DL	M20-318 2014, June 2 DL	M20-318 2014, June 2 DL
M20E	M20F	M20G	M20J	M20K	M20L
M20-318 2014, June 2 DL	M20-318 2014, June 2 DL	M20-318 2014, June 2 DL	M20-325 2016, Dec 14 DL	M20-325 2016, Dec 14 DL	M20-325 2016, Dec 14 DL
M20M	M20R	M20S	M20TN		
M20-325 2016, Dec 14 DL	M20-327 2017, Mar 22 DL	M20-322 2015, June 23 DL	M20-326 2017, Mar 6 DL		

BEING A BETTER MOONEY PILOT – START WITH A CUSTOMIZED CHECKLIST

by Mike Elliott

It's been more than a few years now since I began training pilots to fly their beautiful new Mooney airplanes. During this time, I have noticed one desire common to everyone. We all want to fly and be more professional. And why not? I applaud each of you for desiring to be more like the pros in your habits, techniques and attitudes. They have a safety record that we can only hope to achieve. I am a firm believer that a safety culture within ourselves is fueled by competency.

Unlike the pros, we have to fund our own training. Training funds often take a back seat to the new "I gotta have it" cockpit thingamajig from (insert your favorite Avionics company here) and they are both subordinated to the de jure costs of annual maintenance. This is a point often lost on those that desire GA to achieve the same safety record of military and commercial ops. Yet, it is our desire, no wait, it is our *obligation* to achieve this level of safety. We owe this to ourselves, families, and society.

Enough of this pontificating. How do we set out to do this? How do we become more professional? I have been fortunate enough to train a number of very high time, commercial pilots and have learned a great deal from them in their "ops". You guys know who you are, and again my thanks! I will attempt to share a few of their professional traits here and with every new Mooney pilot I train.

Let's start by the checklist. The pros use them, and so should we. A careful review of the checklist is in order. The checklist you are using might not necessarily be 100% correct for the equipment you now have in the plane vs. its original equipment. Additionally, there might be an item or two that could better be served in a different order. For example, after run-up, how many of your checklists have "Fullest Tank"? It is probably not the best time to be switching to the fullest tank right before you take to the runway. A more practical and functional method would be prior to engine start, switch to the least full tank and then start. Prior to taxi, switch to the fullest tank. Do your taxi and run up on the fullest tank. You have now ensured fuel flow from both tanks and are not changing conditions right before you launch. Think about the sequencing of your checklist items as pertaining to your airplane configuration. Incorporate your new devices (autopilots, Aspens, Engine monitors, etc.), into your new, customized checklist.

Checklists often get ignored once airborne. Don't make this mistake! A lot of vintage Mooneys have developed cracked spars because a pilot missed a checklist item. Electric fuel pumps are getting rather expensive to repair these days, and they are not designed to run for a three hour stint. LED landing lights are a bit pricey, but after you go thru a half dozen of the monofilament bulbs because you left them on, the LEDs seem like a bargain. Additionally, LEDs are not as important to turn off from an ammeter load standpoint. I have observed Bravo owners running their motors for a full 5 minutes after landing to "cool the turbo" with their cowl flaps closed. Nothing in the engine compartment appreciates this.

So take some time, incorporate your equipment into your checklist and verify it for proper flow and order. Memorize your emergency checklist, and practice your emergency procedures. Next time, we will touch on the professional use of your lighting system and incorporating it in your checklist.

Fly and be safe!

MINNESOTA MOONEY CONNECTION

Tim Lundquist, Strategic Aircraft, tim@strategicaircraft.com, Cell phone: 612-220-3963

If it could have happened, a 1956 Mooney Google search would have revealed a brand-new dealer in Willmar, MN. Under the direction of John and Mary Jane Rice, Mooney flourished. Willmar, MN was to become known as one of the premier Mooney sales and service centers in the country. When son-in-law, Bruce Jaeger, took the reins in the late 70's, the Mooney sales and service tradition continued. As a sales leader, their customer database grew. Experienced mechanics and a significant parts inventory enabled a quick turn on inspections. Customers returned for the service and wonderful visits about flying and caring for their Mooney.



Bruce continues to provide specialized flight training. Approval of his Spatial Interior for vintage Mooney has taken off and aircraft are being attracted from all over the country.



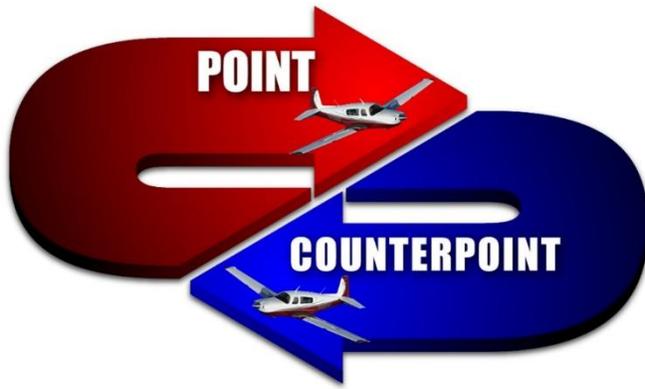
Since the year 2,000, my friend Paul Beck, owner of the Weep No More fuel tank repair business, continues to dedicate his life to Mooney. Having resealed tanks on some 800 Mooneys, Paul has rightfully become known as the most experienced Mooney fuel tank guy in the world.



The support circle is complete with more than forty years of combined local Mooney service experience. Under Bruce's direction, I was pleased to take responsibility for new and used Mooney sales. After nearly ten years of specializing in Mooney aircraft, my dramatic learning curve has peaked. As my company name implies, there is a strategy to fairly and effectively represent any aircraft or client. No matter your goal, I can assure you I know the importance of customer satisfaction and the job will get finished.

When the time comes to look for that one special Mooney, sell or upgrade to a later model, fix your tanks, install new avionics, refresh an interior, or simply ask a question, someone here in Minnesota can help. It just makes sense to not do this on your own. Visit strategicaircraft.com for answers to your questions. Fly Safe!





ATC PRIVATIZATION VS STATUS QUO

<p>The proposal, unveiled last year, would serve as a framework and outlined similar goals: a user-funded, independent, not-for-profit corporation that is managed by a board with a governance structure that is “right-sized and balanced.”</p>	<p>All I see from privatization is USER FEES, and it will impact General Aviation much more than Airlines. GA has already been impacted much more than Airlines and Commercial operators with the equipment costs of ADS-B. User fees on top of that is another blow to GA.</p>
<p>I believe strongly in the wisdom that can be gained from the private sector. Privatization of air traffic control, however, would pose a multitude of chain of command issues, differing priorities, and perspectives that could potentially elevate risk and interfere with the end goal of ensuring aviation security.</p>	<p>The Private sector is more imaginative and productive than the government. I think a better solution is to tie ATC together with Technology companies and build systems that are more common and non-proprietary. Now, by the time ATC rolls out new and “one off” technology, it is practically obsolete. Targeted, not drastic, measures are needed to improve the FAA’s ability to implement the NextGen GPS-based system for tracking and directing aircraft.</p>
<p>The general aviation community is gravely concerned about their place in the nation's airspace under an air traffic control system where big airlines hold the most power.</p>	<p>There is a “below the radar” battle between GA and Airlines. This is the door that opens and closes with unfair and unbalanced fees for GA. The proposed non-profit corporation would be controlled by 13 board members. The number of pre-determined seats belonging to major airlines would be double that of the general aviation community, which represents 26 times more aircraft than commercial carriers, according to the FAA.</p>
<p>Proponents have claimed that privatization would lead to cost savings for consumers and lower taxes.</p>	<p>No evidence has yet been produced to show that privatization would reduce costs. In fact, nations that have privatized ATC have seen operational costs increase at a much higher rate than has been seen in the U.S. under the FAA.</p>
<p>Canada, UK, Germany, France have all done this.</p>	<p>We have the safest ATC system in the world. If it ain’t broke, don’t fix it.</p>



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Send your questions for Tom to TheMooneyFlyer@gmail.com

Question: I wonder if Mr. Rouch could identify the most common maintenance issues that Top Gun sees on Mooneys? It would be interesting if they vary by Short vs Medium vs Long Body.

This is an interesting question in itself. When you try to define "issues", does that mean problems or just maintenance items that come with normal wear and tear. Then we come to problems because of the length of the Mooney.

I think I will answer what I consider to be Mooney normal wear and tear, which includes most of the maintenance. Tires, brakes, spark plugs, are things that are most common to all planes. Shock discs, control rod ends, landing gear actuator repairs, tail trim system, steering parts, probably make up about 75% of the systems we work on the most. Also, I feel like hours on the plane have more effect than years of service. If the Mooney is stored properly, kept clean, and routine maintenance done regularly, then age has little effect. It makes little difference which engine the Mooney has. Again, it is a wear and tear situation. Of course, the more complex turbo charged engines require more care, but that is to be expected. For us, it is a lot easier to keep a 4 cyl Lyc. going for years versus a twin turbo, 550, TCM. When it comes to engines, aspirated versus turbocharged is the main difference in maintenance costs. You just have to pay more for that extra performance. When buying, just really define your need. Aspirated engines will provide most of your performance needs. Here in California, I have advised that if you need to travel to Seattle, then really consider a turbo.

Part of the question was about short, mid, and long bodied Moonies. It really should be a about weight. As the weight goes up, the wear increases on the shock discs, tires, brakes, etc. For example, shock discs on an M20C will last for many years where it might be only 2-3 years on a TLS. They both use the same disc, so it is quite obvious they will wear at different rates. As far as length, there is one item we have found on the long bodies that wears out, but doesn't on the short bodies. We find wear (looseness) on the tail/rudder bellcranks in the tail assembly. I believe there is more stress because there is more effort required on the longer planes to adjust the flight controls, both because of the longer length and higher airspeeds. Anyway, we have found we rebuild more of the bellcranks on the longer planes. This is where I want to say that the great thing about the Mooney is that the design allows us to do modifications that really can increase performance. One of the first we did was turbo a C model, change the windshield and cowling, and

came up with over 15 knots more speed. If you haven't looked at our website, Mark took a 69F and made our M20F&J. This is a 160 knot plus performer and it has the original engine..

In general, Mooneys are high performance, well engineered airplanes, which do require a little more TLC than say a Cessna 172. You have all heard someone say, "Moonies are hard to work on". For me, after years working on B-52s, it was a pleasure and of equal quality. Like I said in the beginning of my column, it's a very interesting question. So, take it as my opinion, since I am sure there will be a lot of other ideas. This should make for some interesting discussions.

I hope I came close to answering the question.

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Have You Heard?

HYH



SWITCH TO ICAO DELAYED AGAIN

The FAA will put off until fall 2017 the requirement for pilots to use the international flight plan format, also known as the International Civil Aviation Organization (ICAO) format, for all civil flight plans filed with flight service for flights within the National Airspace System and to Canada.

The decision pushes back a June 5 start date that was the most recent of **several planned launch dates** for the switch from the domestic flight plan form—a timetable the FAA had regarded as dependent on integration testing with Canada “to ensure a seamless and safe transition.”

The FAA decided to delay implementation. That’s because, after a two-day meeting with Nav Canada and vendors Harris Corporation, CSRA, and Leidos, they discovered that they were not quite there.

The Mooney Flyer urges pilots to give the ICAO format a dry run before implementation moves forward. If you use ForeFlight, they have a great tutorial. [CLICK HERE](#)

ForeFlight’s ICAO Setup Video is [HERE](#)



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READY FOR THE 2020 ADS-B MANDATE?

If you're not ready for the January 1, 2020 ADS-B mandate, consider [Garmin's GTX 335](#) or [Appareo's Stratus ESG](#) transponders.

If you don't have a panel mounted WAAS GPS, like Garmin's 430, 530, 650 or 750? No worries.

Both the GTX 335 and Straus ESG have WAAS GPS inside. A quick install and you're in business!



Garmin GTX 335, \$3,000



Appareo Stratus ESG, \$2,800

Work it — it's made to use! Ruggedly constructed the Mooney Master is built to take it whether you're flying from finished runways or ranch strips. Go into and out of private strips with ease in the Mooney Master.



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Forget high winds — set your brakes and with the Mooney's low wing profile the Master stays put.

The Mooney Master has a built in quality that gives you an extra measure of confidence for long cross country trips or 'round the pattern training.



PHOTOS BY TONY LINCOLN



Future Mooney Events



Contact Dave at daveanruth@aol.com or (352) 343-3196, before coming to the restaurant, so the group can have an accurate count.

- July 8:** Williston ([X60](#)), Pyper Kub Cafe
- August 12:** Lake Wales ([X07](#)), Shuttle to TBD Restaurant
- September 9:** Lakeland ([KLAL](#)), Hallback's Bar & Grill
- October 14:** Flagler ([KFIN](#)), High Jackers Restaurant
- November 11:** Vero Beach ([KVRB](#)), C.J. Cannons Restaurant
- December 9:** Punta Gorda ([KPGD](#)), Skyview Cafe

 **MAPA Safety Foundation**
Mooney Pilot Proficiency Program

- Sep 8-10:** Frederick, MD ([KFDK](#))
- October 6-8:** Es Moines, IA ([KDMS](#))

EMPOA (European Mooney Pilots & Owners Association)

July 14-16: Waterworld in the East - Seaplane weekend in EDCY Welzow Brandenburg, Germany. [CLICK HERE](#) for all the details.

Sep 29-Oct 1: Mooney Summit – Panama City (KECP) Registration opens this summer at: www.MooneySummit.com

Other Worthy Fly-Ins

July 24-30: Airventure ([KOSH](#)) <http://www.eaa.org/en/airventure>

AOPA Regional Fly-Ins

September 8-9: Norman, OK, **October 6-7:** Groton, CT, **October 27-28:** Tampa



Clarity Aloft Headsets

There is an alternative to David Clark, Bose, and Lightspeed headsets which are the traditional headsets. Clarity Aloft is featherweight and does not have the pressure of the earpads on your ears during a long flight nor the weight of a traditional headset.



There are 4 variations called Classic, Link, Pro and Pro Plus. All have a head weight under 2 oz. All models have 29-47 dB Noise Reduction and Music Inputs. The mike boom is in front of the ear, except for the PRO model.

Clarity Aloft Headsets do not fit over the top of your head, but you place them on as you would eyeglasses – only backwards. This is considerably more comfortable. With Clarity Aloft, it is also easier to put an oxygen cannula, compared with the traditional headset. The boom is flexible so you can adjust it to your head's specification.

The CLASSIC is the base model and is sufficient for most of us Mooney pilots. If

you want Bluetooth, which I appreciate, then upgrade to the LINK. The PRO is intended for Commercial pilots and is TSO'd. Only the LINK model requires batteries, which is handy. I have two AA batteries that power my Lightspeeds, and I hate it when they die enroute.

[CLICK HERE](#) to go to Clarity Aloft's Website.



Mooney Instructors Around the Country



Arizona

Jim Price (CFII, MEI, ATP). Chandler, AZ (KCHD). 480-772-1527. JasPriceAZ@gmail.com Proficiency training and IPCs in owner's airplane. Website:

www.JDPriceCFI.com

Jerry Proctor (CFI, CFII), Sierra Vista, AZ/Ft Huachuca KFHU. MAPA SF member/instructor. I have owned an M20K and M20M. I now own an Acclaim (TN). Flight Reviews, IPCs, and proficiency. jprocmooney@gmail.com

Ken Reed (CFI, CFII, MEI, ATP), Tucson, AZ. 520-370-3693. Owns M20K and has previously owned an M20C, M20F & M20M. **Note:** I only instruct in owner's airplane kr@klrdmd.com

Boris Vasilev (CFI, CFII, MEI, AGI), Phoenix Area. 602-791-9637 freedomflightsservice@gmail.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. CFII, 11,000+, Mooney Rocket owner. 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

Rod von Conta, Oakland. CA. (510) 541-7283, Rod@vonairventures.com. Over 8,000 hrs. ATP, CFII & Gold Seal. Garmin (incl G1000) training. Ferry flights and Transition training. [Set record in a Mooney](#). (Set the record for flying from Oakland to the wastelands of the Mojave Desert - and back again - in a single-engine plane [M20J]).

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), mciesch@pacbell.net. Total: 20,000 Instruction: 1500, FAASTeam Lead Representative, Specialites: Airspace, Garmin 430/530, Proficiency flying; Wings Program, VP Pilot's Asso. Master CFI for ASME, IA.



Colorado

Chad Grondahl, Colorado Springs (KCOS), chad@sundhagen.com.

CFI, CFII, MEI & ATP, Mooney owner (M20F) and FAA Gold Seal Flight Instructor specializing in transition and proficiency training, mountain flying, flight reviews, IPCs, turbocharged aircraft checkouts, ferry flights, and air-to-air photography of your Mooney. Experience: 4,500 hrs TT - 1,800 hrs Dual Given - 750 hrs in Mooneys (most models).

Ben Kaufman, Fort Collins, CO. (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: 2300; Instruction: 1000

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.

Jack Napoli, see New York Listing for details



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. jspropilot@att.net



Maryland

George "Brain" Perry, Maryland area (Frederick). Commander, USN, Retired. 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. He currently owns and flies a 1999 Eagle M20S and fly about 200. George.perry@aopa.org



Massachusetts

Ralph Semb, ralph@bowling4fun.com, 413-221-7535. I own and fly a M20S Eagle.

Minnesota



Joe Allen, Minneapolis, jp.allen926@gmail.com, 612-636-5216. I own and fly a M20J and am able to provide BFRs and Mooney Instruction.

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 6,000+ hours of total flying time including 3,000+ hours in Mooneys. He 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

Jeff Schnabel, based at Cincinnati Municipal Airport-Lunken Field (KLUK), Cincinnati, Ohio. CFII, MEI, ATP, A&P. 5,000+ hrs exp. Owned a 201 for 18 years, currently flying Mooney Ovation, Bravo, 201 and 231 types. Over 2,000 hrs flying Mooneys. Very experienced flying as well as maintaining these birds. And yes, I am a Mooniac. (513)484-0604 schnabel79@gmail.com



Tennessee

Shawn Cuff, [Hohenwald, TN](#) (0M3) ATP/CFI-II-MEI. Flying an M20K with Garmin 530W for local company. Relaxed and pleasant flight instruction, flight reviews and instrument competency checks. Contact:

Shawn.M.Cuff@icloud.com or 931-230-5400. Thank you for reading and safe flying!

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. Commercial, SEL/MEL CFII, Glider, Typed in C-500's. Member MAPA Safety Foundation. Owned a Mooney 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 your questions about the Washington, DC SFRA and ICAO Flight Plans.

Joseph Bailey, *Winchester*. (540) 539-7394. b747aviator@yahoo.com ATP MEL, Commercial, SEL, SES, Glider. CFI, CFII, MEI, CFG. EXP in Mooneys A-J. Providing initial & transition training. Total: 7800; Mooney: 500; Instruction: 3000

Lee Fox, *Fredericksburg*. 540-226-4312, LCFox767@gmail.com. Mooney Staff CFI, Mooney Safety Foundation. Retired American Airlines Check Airman. Owns a M20J 201. Total time: Over 20,000.

The Mooney Flyer

The Official Online Magazine
of the Mooney Community

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USED MOONEY PARTS

Big inventory of used and rebuilt airframe parts. Wings for M20C, E, G, J & K, empennage assys, fuselages, controls, rudders, elevators, ailerons, flaps, cowls, engine mounts, landing gear & small

parts. Call Loewen's Mooney Salvage "LMS" at 707 263-0472 or cell 707 272-8638. E-mail PaulLoewen98@gmail.com

Unique Air Park Community located in prestigious Naples Florida. The community is quiet and gated. Taxi from your garage to the runway. Perfect for aviators and hobbyists alike. Runway is 4400x100 ft/1341x30m. Lat/Long: 26-07-00.3300N/081-42-11.3090W, 26-07.005500N/081-, 26.1167583/ -81.7031414. 5 Miles SE of Naples, FL. Only \$209000. Call Cara Mahoney, Coldwell Banker Residential Services, 239-272-3098 or email Ccara4realestate@yahoo.com



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 in Perry, Oklahoma (F22). Call 405-338-8992.

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

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!

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



FOR SALE: PROJECT MOONEY 1964 M20E, N6974U, SN 334. ~3950 hours
 This is a complete, undamaged, disassembled airframe. It was a complete flying airplane when the owner decided to disassemble to use the engine and prop for a homebuilt airplane. The wings and tail are still attached, but all of the control surfaces have been removed. It is 98% complete including all of the control surfaces, exhaust, cowling, most of the interior, auto pilot, and instruments. All logs, airworthiness, and registration are included. I have a core engine that I will sell separately, but no propeller. \$8000.
 CORE ENGINE from a 1966 M20F. Lycoming IO360A1A. Total time, approximately 1800 hours and 500 hours SMOH in 1985. Original crank. No known prop strike or damage. Includes all accessories except the alternator. The original logs were lost including the AD history. A new log book was begun documenting the times based on the testimony of the previous owner. \$8000.
 201 Style Windshield Kit: Southwest Texas Aviation kit, STC SA4332SW. Complete new kit in original box with all parts, instructions, and STC (transferable). \$1000
 Jerry Miel, Green Valley, AZ at jmiel@uim.org or 520-370-7258



1978 Mooney 201VL

\$ 85,500

MODEL 201 J - 200HP

mbmaksymdc10@aol.com

AIRCRAFT SERIAL# 24-0398

Lycoming IO-360-A3B6D

TIMES

AIRFRAME TOTAL: 5256

ENGINE TSMO: 878

Engine overhauled BY LYCOMING FACTORY INSTALLED
01/16/2004

Propeller governor INSTALLED 01/16/2004 OVERHAULED PRO
- PROP

HOSE ASSEMBLIES FUEL OIL REWORKED 01/09/2004

GANN AVIATION

New propeller 04/01/91 MC CAULEY

Power flow exhaust system 2015
DYNAMICALLY BALANCER 5/23/95
VACUUM PUMP REPLACE 07/15/2015
NEW SKYTEC HIGH TORQUE STARTER and upgraded start
relay

Electrical New zcftronics voltage regulator
INSTALLED M-20 AIR/ OIL SEPARATOR
NEW ENGINE TACK CABLE AND OVERHAULED TACH 2007

AIRFRAME

Alternate air door kit
Complete brake overhaul
PILOTS MASTER BRAKES CYLINDERS REPLACED 03/2008
ALL NEW TIRES AND TUBES
RIGHT and left FUEL TANK completely resealed 2015
12V CONCORDE RECOMBINANT GAS BATTERY

INSTRUMENTS

Altimeter, static, integrated system, transponder IFR
ANNUAL 09/01/2015

CORROSION TREATMENT each annual

RADIO

INSTALLED GARMIN GPS 430
INSTALLED GPS ANTENNA GA-56GPS
INSTALLED GARMIN 340 AUDIO PANEL

FOUR PLACE AUDIO I/C
ASPEN 1000 PRO
AVIDYNE TAS-600 traffic
STAND BY VACUUM GYRO
STORM SCOPE WX1000 PLUS
ENGINE EDM 700 4C A6 WITH FUEL FLOW
KFC 200 AUTOPILOT with altitude hold AND CONNECT TO
ASPEN

1 COLLINS VHF 251ACOMM
1 COLLINS VIR351 WITH TO /FROM AIRTEX 345 406
February 2016
COLLINS TRANSPONDER TDR-950 UP DATED 03/2011
DAVTRON MODEL 811BDIGITAL CLOCK
NEW ENGINE TACK CABLE AND OVERHAULED TACH

GENERAL INFORMATION

ELECTRIC LANDING GEAR
ELECTRIC TRIM
ELECTRIC FLAPS
Control wheel steering
Navigation annunciation
System annunciator
ROSEN SUN VISORS
Mooney shoulder harness installed
Wing tip strobes
External power receptacle
Copilots brakes



PLANES *Funding* PROJECTS

Your purchase of donated aircraft funds lifesaving humanitarian projects

We became involved in Belize more than 25 years ago, establishing a medical air transport service that was subsequently taken over by the Belizean Ministry of Health. Today, the Belize Emergency Response Team (BERT) provides medical air evacuation coverage for the entire country of 380,000 people. We provide annual maintenance for their aircraft, as well as a volunteer pilot to support the medevac service. Belize is, in many ways, our ideal field site in terms of its progression toward sustainability.

MAY AIRCRAFT SALES

N60VB
1974 Smith/Piper 600 Aerostar
TTAF: 4,968 hours, Annual 02/2017
Lycoming Engine IO-540-K
Left Engine SMOH: 1,776,
Right Engine SMOH: 1,753



N201SG
1977 Mooney M20K
TTAF: 843 hours, Annual 02/2017
Lycoming Engine IO-360-A3B4
Time SMOH: 1,776,
TBO 2,000 hrs.



N231JL
1979 Mooney M20K
TTAF: 3,070 hours, Annual 12/2016
Continental Engine TSIO-360-GBCLB
Time SMOH: 1,402,
TBO 1,800 hrs.



N7137R
1966 Piper Cherokee PA-44-190
TTAF: 2,349 hours, Annual 10/2016
Lycoming Engine IO-360-E2
Engine Time: 2,049
TBO 2,000 hrs.



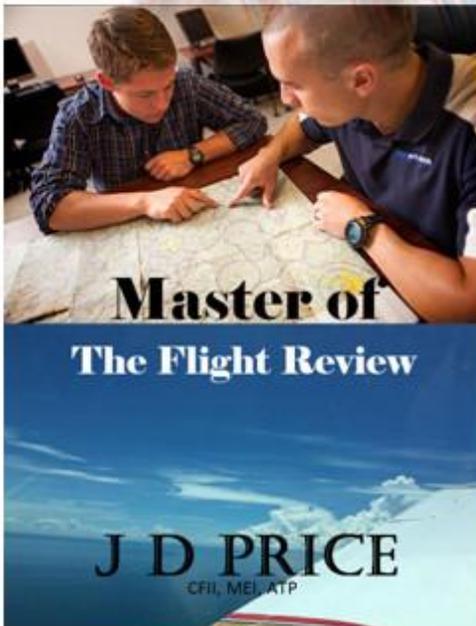
N4500
1960 Piper Aztec PA-23-250
TTAF: 3,719 hours, Annual 06/2013
Lycoming Engine IO-440-1A3
Time SMOH: 1,774
(Since top overhaul 689 hrs.)



For details, please visit
www.aircraft.wingsofhope.ngo

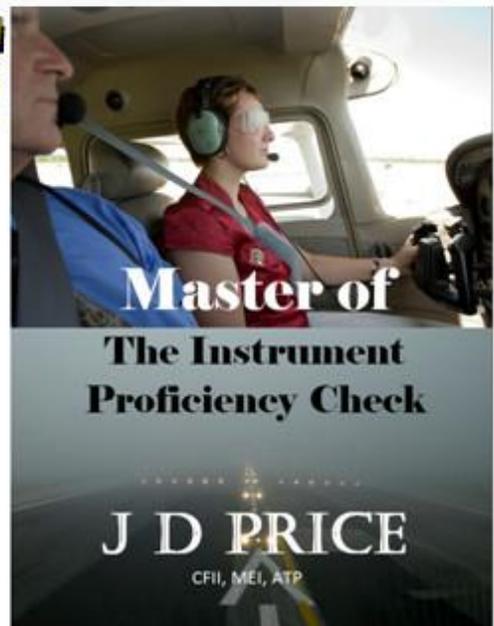
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your
dream*



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