

The Mooney Flyer

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

June 2017



Features

Editors

Phil Corman
Jim Price

Contributing Writers

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

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[Aircraft on Ground](#)

Co-Editor Phil Corman discusses better methods of handling breakdowns away from your home airport.

[Holding Quiz for Terminal Arrival Areas \(TAA\)](#)

Co-Editor Jim Price lets you test your knowledge on TAA procedures.

[EMPOA Spirit](#)

Birgit Hutz writes about the amazing Mooney Spirit found by members of EMPOA in Europe.

[New Owners at LASAR](#)

So long to Paul & Shery Loewen... but LASAR lives on! Hello and a huge Mooney Flyer welcome to Brett Stokes and Caleb Brown

[Is Your Mooney Ready to Fly?](#)

Jim Price provides a detailed checklist to ensure that it is

[Charles E. Taylor](#)

Jim Price honors the 3rd Wright Brother (sort of)

[Point vs. Counterpoint](#)

Owner-Involved Maintenance vs Not... Which is better for you and your Mooney?

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If you would like to donate to keep **The Mooney Flyer** healthy, please send your donation via your PayPal account to sales@TheMooneyFlyer.com



EMPOA (European Mooney Pilot & Owner Association)



We are excited to add more coverage to our brothers and sisters in Europe under the [EMPOA](#) (European Mooney Pilots & Owners) where the Mooney "Spirit" is extremely strong. Thanks to Birgit Hutz for sending us an article on the many things that they are doing in Europe. May the force be with them! And, if you are travelling in Europe, contact the group. My experience is that they will reach out to you and include you in the EMPOA fly-ins.

More Spirit of Mooney Pilots



I received this email from Brian Lloyd on his planned "epic" adventures.

On May 20, the 90th anniversary of Charles Lindbergh's flight, I plan to fly non-stop, solo, from NYC-Paris. I expect to break the existing record for the route held by a Bonanza for 33 years. When I am done, I plan to return to the USA and on June 1,

the 80th anniversary of Amelia Earhart's flight, I will follow her route around the world, ending up at OSH on July 24. Pretty good for a 1979 Mooney 231.

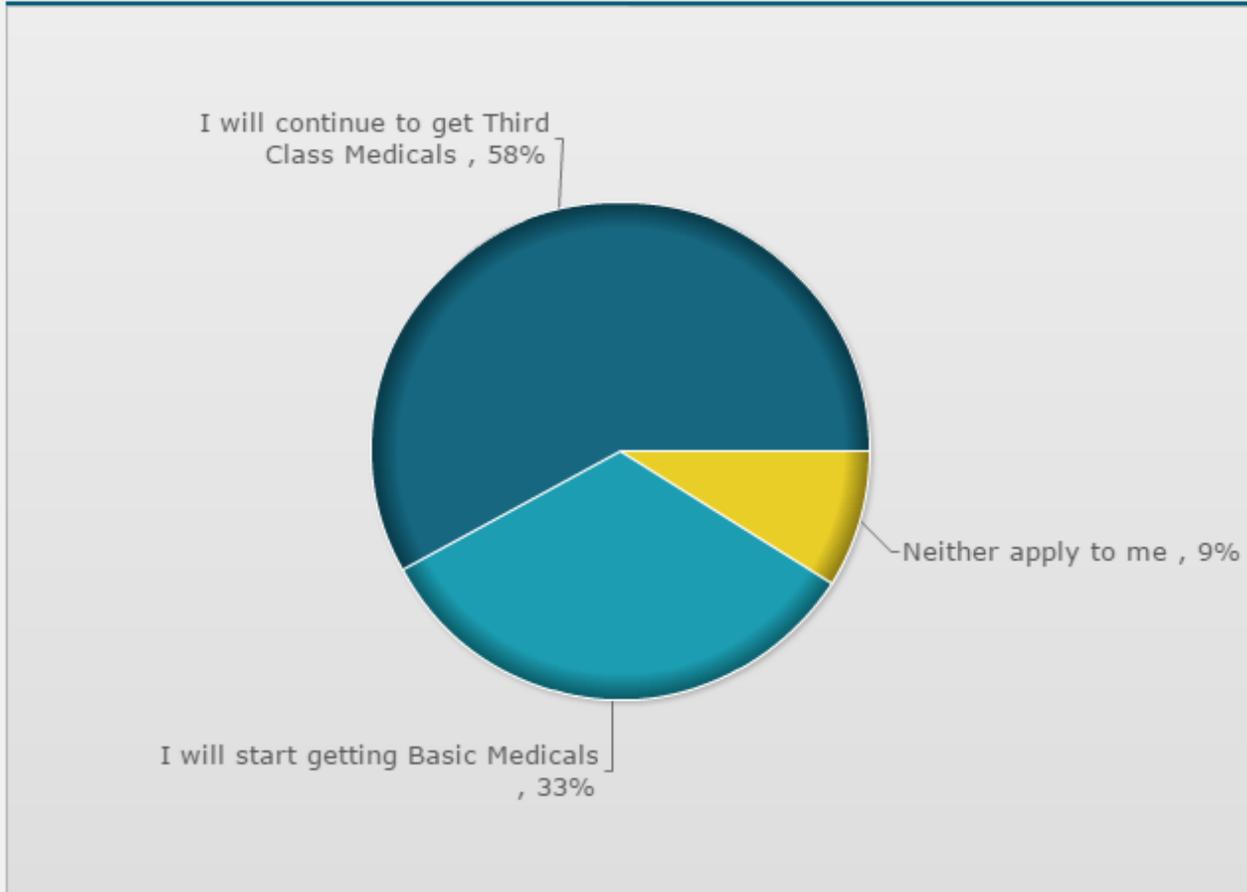
See you at Oshkosh where I will have:

1. Recreated Charles Lindbergh's flight;
2. Set the world speed record for aircraft in category C1c for the route NYC-Paris;
3. Completed Amelia Earhart's trip solo;
4. Covered 35,000 nm to reach OSH.

Regarding Medicals

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

Poll Results



Next month's poll: "Type of Mooney that I fly is". [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](#)



The Spatial Interior business seems to have momentum. Though I have placed an ad in the MAPA Log, the Mooney Flyer seems to have more impact and excitement. I have a couple interior refinements pending that may be of public interest.

Bruce J

Phil & Jim, Thanks for your work. I've saved all of the issues, had a chance to read many, and read the four 2017 issues I had with me while traveling to Canada and back this last week. I'll be going to PayPal later after I get caught up on desk work to also say "Thanks". M-20J, 205SE, N5807S

Gary & Bonita F

I never fly without reading The Mooney Flyer!

Bobby R

I thoroughly enjoy your e-journal and think it's worth paying for, which I have. I would like to know when I paid, an annual reminder so to speak, so I can continue contributing...

DJ T

Much appreciate The Mooney Flyer, and I am a DA40 Flyer!

Lattoni M

Very much appreciate all your efforts. Love the magazine.

Michael W

CONGRATULATIONS! I AM enjoying them. (Feeling a bit guilty tho, cause I don't subscribe to the MAPA LOG anymore.)

NED A

Congratulations, Gentlemen. I wish I were still an active flyer of the World's greatest airplane.

Raymond H

Just a quick message to let you know we like the Mooney Flyer very, very much!

We love reading it. It is interesting and inspiring. Your efforts are highly appreciated also on the other side of the ocean.

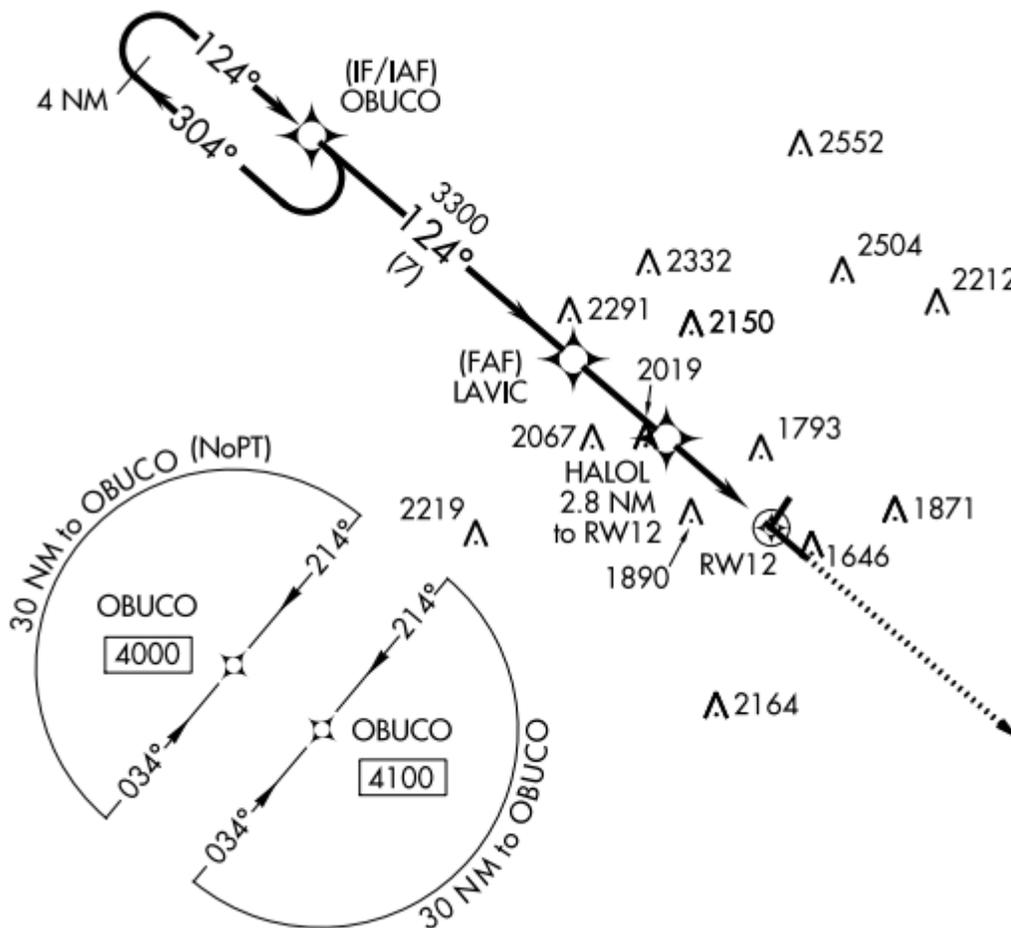
Thank you very much! Kind regards,

Marije

HOLDING QUIZ, TERMINAL ARRIVAL AREA (TAA)

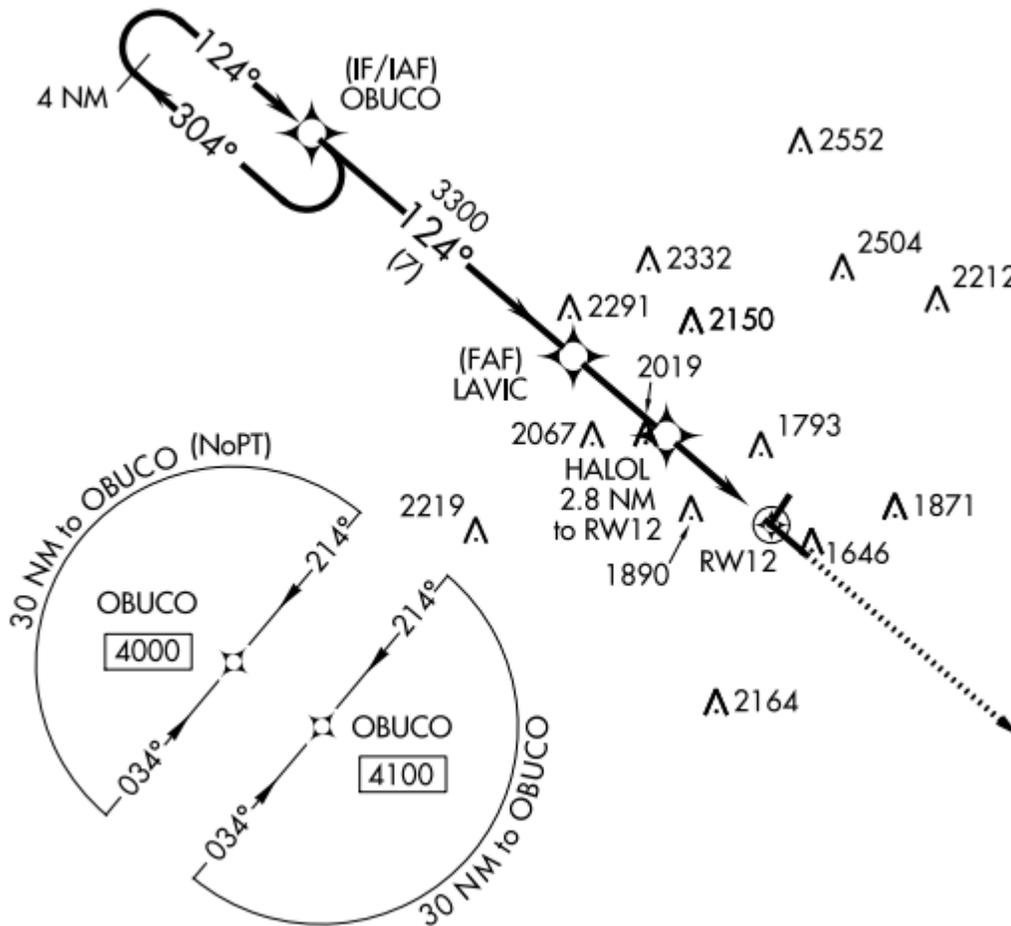
by Jim Price -- Reference the [Kerrville, Texas \(KERV\) RNAV \(GPS\) Runway 12](#)

1. When flying from the south, heading 360° to OBUCO, what should you do at OBUCO if you are cleared for the approach?



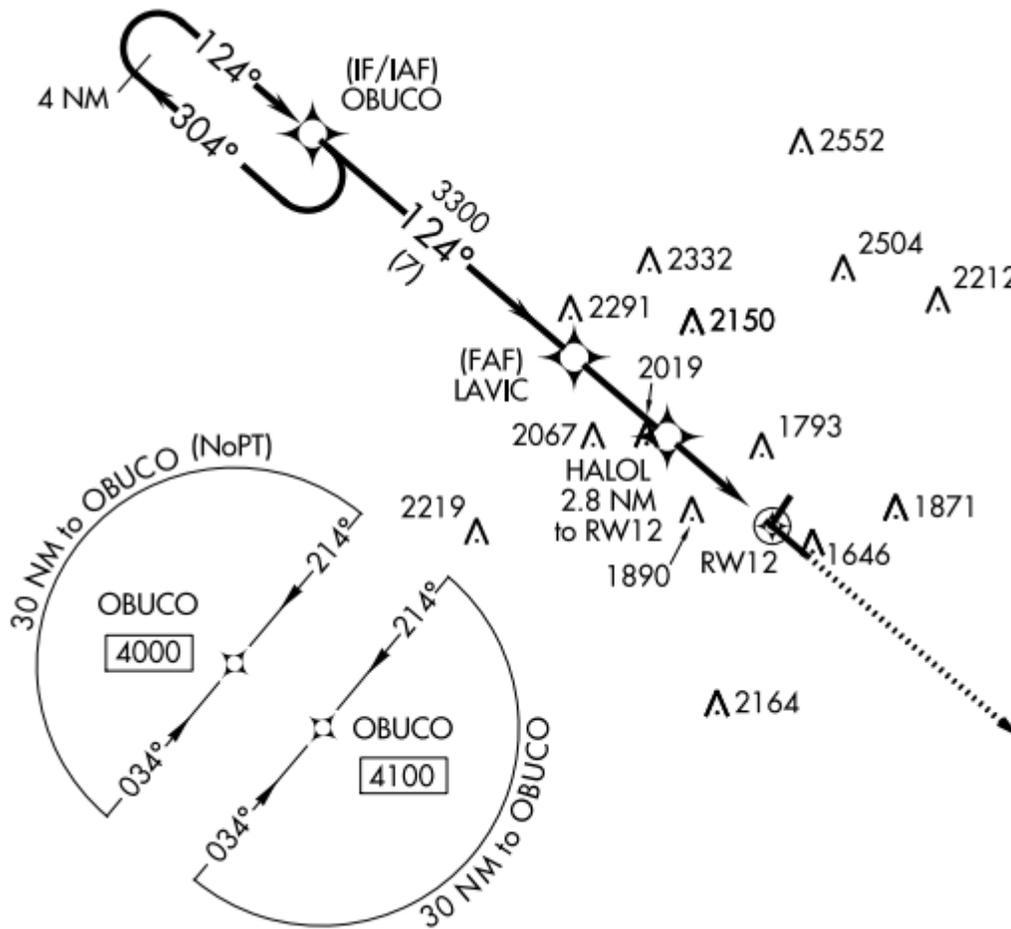
- A. Make a parallel entry, one turn in holding and then proceed with the approach.
- B. Fly a teardrop entry and then fly a 4nm holding pattern and then proceed with the approach.
- C. Flying directly to OBUCO from the south is not approved.

2. When flying from the north, heading 180° to OBUCO, what should you do at OBUCO if you are cleared for the approach?



- A. Make a direct entry and fly one trip in holding before proceeding with the approach.
- B. After OBUCO, proceed inbound on the approach.
- C. Proceeding from the North is not allowed.

3. You are flying from the South, and you are within 30 nm of OBUCO at 6,000 feet MSL. The controller clears you for the approach. What is the lowest altitude you can maintain until OBUCO?



- A. 6,000 feet MSL
- B. 4,100 feet MSL
- C. 4,000 feet MSL

Answers:

- 1. A
- 2. B
- 3. B

For more information about TAAs, see <http://jdpricecfi.com/PDF-Reviews/IPCReview.pdf>,
Page 140



LET'S CARRY THE EMPOA SPIRIT AROUND EUROPE

Birgit Hutz, eMail: birgit.hutz@mooney.de

Mooniacs are special; they love to fly fast. There is no other single piston engine plane that looks so beautiful when it is flying through the air. Mooneys have character, and pilots who can land Mooneys can land every other plane.

Why not bring these Mooniacs together to share the Mooney feeling, to exchange experience and technical information and carry the Mooney spirit out in the world. There already was a large community of German Mooniacs, who were connected by the website www.mooney.de, founded by Thomas Hamacher. Out of this website, the idea was born to found an European association of Mooney pilots and owners. MAPA, the *American Mooney Aircraft Pilots Association*, already existed, but there was nothing comparable in Europe. In April 2009, a group of German, Swiss and Dutch Mooniacs gathered in Donaueschingen, Germany (EDTD) and founded the EMPOA, the European Mooney Pilots and Owners Association. The first president was Thomas Hamacher.

A half a year later, the EMPOA had 90 members. In September 2009, Thomas Hamacher heard of a group of French Mooniacs, among them Jacques Callies and Gilles Khaiat, who had a similar idea and wanted to meet in Guernsey at the beginning of October 2009. Why not bring these groups together and share the European Mooney spirit? At the same time, there was a Fly-In of the EMPOA in Spain, but Thomas Hamacher and Birgit Hutz, the EMPOA press spokeswoman, had no Mooney to fly with. So, Thomas and Birgit flew to Paris with Air France to meet Gilles Khaiat, who took both of them in his Mooney to Guernsey. It was great to meet with French, some Belgium and English Mooniacs. They liked the idea about an European Mooney association and most of them joined the EMPOA.

Since then, every year there have been Mooney Fly-Ins which always bring older EMPOA members and new ones together. I especially want to mention the international Mooniac Fly-Ins. These Fly-Ins already have a tradition and they are always at exceptional venues such as Guernsey, Oxford, Paris, Oostende and Château de Pommard in the middle of the vineyards of Burgundy.

The EMPOA has twice organized a Flight-Safety-Training "clinic" with flight instructors from the American Mooney Safety Foundation. Also, a maintenance seminar has been planned.

The clubhouse of the EMPOA is the website www.empoa.eu which exists in three languages: French, English and German. Please take a look. The EMPOA now has about 250 members throughout Europe.

Besides connecting Mooniacs and organizing Fly-Ins, the EMPOA offers a fleet insurance to all EMPOA members from any country in Europe. The rationale is to provide very attractive insurance rates for Mooney owners.

Further, the EMPOA has a gear rigging tool, which can be exchanged among members. Pilots of the EMPOA also fly with boys afflicted with Duchenne Muscular Dystrophy to give them a treat.

If you want to join the EMPOA, you will find all information and the application form on the EMPOA website: <http://www.empoa.eu/index.php/en/membership>

New Mooniacs are always welcome!

PHIL CORMAN 

AIRPLANE ON GROUND

Most of us have found ourselves on a Mooney trip to somewhere and had a problem requiring a repair before we could depart. How do you handle such situations? Are there better ways to handle a broken Mooney than the way you are doing it?



This article assumes that you are not necessarily an A&P or IA. It's for those Mooney owners/pilots that know enough about airplane maintenance and repair to be a little dangerous, or simply want a qualified A&P to perform important repairs. Remember, your Mooney is yours, not the A&Ps, so any decision to have work performed on your Mooney should be made by **you**. In many ways, it is similar to having a medical procedure. Before having work done on your Mooney, you should become thoroughly informed about the situation and the

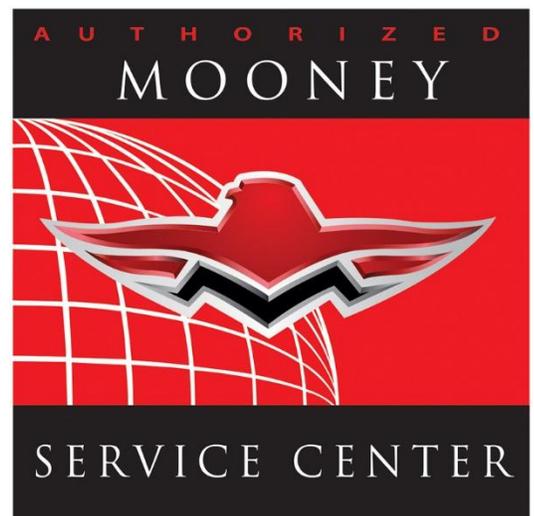
options before you "treat" the situation. Get informed... Do diagnoses... Get a qualified/trusted mechanic on it.

First, DO NOT put your Mooney into a shop until you have diagnosed it.

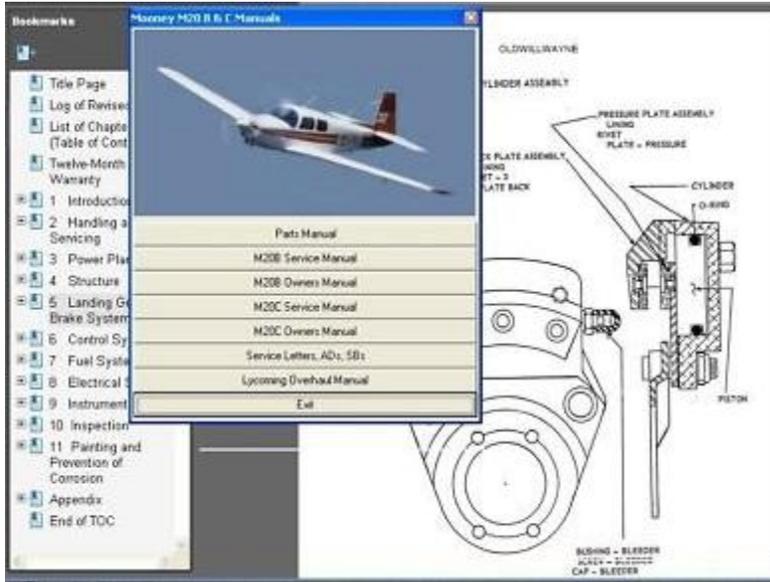
If you have some knowledge of your Mooney, then diagnose the problem to the best of your ability. Often there are simple things that break, though not always. My wife and I had an apparent alternator failure/issue after landing in Durango, Colorado (KDRO). It was the Memorial day weekend and the local mechanic wanted \$250 just to come out and \$110/hour.

On a whim, we pulled the cowling and noticed that the Field wire connection had broken. This was a simple fix. The FBO had a connector and voila, the problem was solved. We recharged the battery and were soon aloft.

Other times when the failure is beyond your diagnostic aptitudes, the next step is to call your mechanic. He knows your airplane and usually your failure is not the first one he/she has encountered. They can provide some troubleshooting and diagnostics that can be performed before a strange shop starts taking things apart. Don't forget that perhaps your most valuable resource is a Mooney Service Center. Most of us utilize MSCs for our maintenance and repairs. In California, Top Gun Aviation and LASAR are incredible resources. Tom & Mark Rouch as well as Paul Loewen forget more about Mooney



maintenance in 5 minutes than most of us know in total. [LASAR](#) has found critical parts for us on two occasions while we were AOG (Aircraft on Ground), and the parts were there the next morning. [Top Gun Aviation](#) provided incredibly valuable information to us so that we could continue a flight.



Second, if it's safe to do so, fly your Mooney home for the Repair.

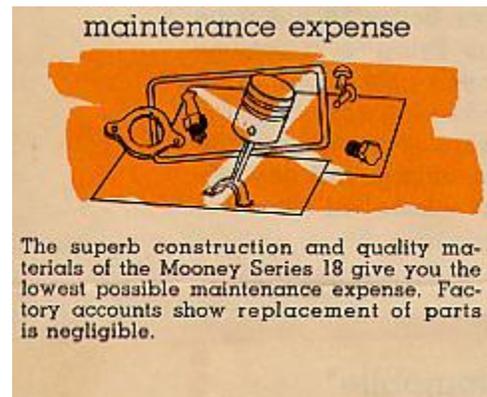
Several years ago, we encountered a Mooney that had a right gear failure, causing the gear to gravity fall into the down position. In this case, the pilot opted to continue the departure to his home airport less than 1 hour away to be serviced. The departing tower was recommending that he circle and land. The decision to continue added no flight risk and offered

repairs at his home drome.

Third, If you cannot fly it home for repairs, then do the absolute minimum you can do to fly home

In another case, a Mooney had a gear problem and simply had the gear bolted into the down position to secure it for departure and subsequent landing. This got him home to his home-base where the work could be done by his trusted mechanic who knew his Mooney.

Other valuable resources to have with you whenever you fly, are the Service Manual and Illustrated Parts Manual. These may be several hundred pages, you say, and not realistic to carry on each flight. We recommend that you load your iPhone with the PDF versions of these manuals. That makes them available wherever you are. You can do the same with your Logbooks which provides the mechanics with the information they need to assist you.



For Immediate Release

LASAR, Inc. Announces Change of Ownership

Mooney service center with over 4 decades of expertise has new owners

LAKEPORT, CA: Lake Aero Styling and Repair (LASAR, Inc.) recently underwent a change of ownership. On May 1, 2017, the company was acquired by Brett Stokes and Caleb Brown. Over the past four decades, LASAR has built a reputation of being the preferred destination for service, parts, avionics and speed modifications for Mooney airplanes.

Founded in 1975, LASAR had been under the ownership and leadership of Paul and Shery Loewen before the recent transfer. The Loewens have built a lasting legacy in the aviation industry, which the new owners will endeavor to carry on. LASAR not only offers repairs and parts for Mooney airplanes, but they also are approved by the FAA to implement speed modifications and manufacture specialty parts. In simple terms, they are a one-stop service destination for Mooney owners from all across the country, and ship Mooney parts all over the world.

The incoming CEO of LASAR, Inc., Brett Stokes, said, “The Loewens have built a strong following over the years and played an active role in moving this industry forward. The Loewens contributions to the aviation industry are nothing short of legendary.”



The new owners have been close friends for several years, and have partnered in several other companies. Merging their expertise in leadership,

systems architecture, and project management, Brett and Caleb are a proven team. Since Brett's service as an Avionics Technician in the US Navy, he has harbored the dream of owning an aviation company, which has now come true. Brett has been flying for over 23 years, and has previously owned a Mooney 231, which he says, "...is my favorite plane to fly.”

“We're honored that we get to carry on the LASAR legacy, and be part of a community that I am really passionate about. This means not just the aviation community but the Mooney community. Caleb and I have many new ideas and we plan to use our experience to make this a company more people want to work for, while also making it a place more people want to bring their planes,” Brett added.

The enthusiastic new owners plan to continue serving their loyal customers with the high level of customer service that LASAR is known for, as well as expanding their reach throughout the United States. The Loewens have left their company in capable hands, and are confident in a bright future for LASAR.

About the Company

LASAR, Inc is one of the world's largest Mooney Service Centers and parts suppliers, manufacturer, modifier, avionics installer, and engine overhauler.

Their 2 1/2 acre facility is located at Lampson Field in Lakeport, CA, on beautiful Clear Lake, not far from the Napa Valley Wine Country and the Mendocino Coast. For more information, visit www.lasar.com.

Contact Info:

Name: Brett Stokes

Organization: LASAR, Inc.

Phone: (707) 413-0181

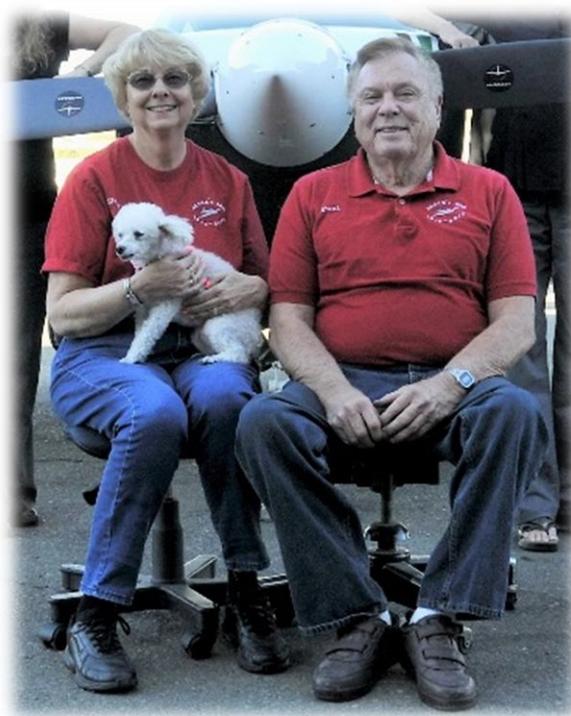
Lake Aero Styling & Repair "LASAR"

"Serving your Mooney needs since 1975" in Lakeport, CA

www.lasar.com

Office or Service: (707) 263-0412 accounts@lasar.com

Parts: 707 263-0581, (800) 954-5619 Parts-Mods@lasar.com



Oh What a Ride for almost 45 years! How many memories?
How many owner's Mooneys repaired, maintained?
modified? These two people will live in our hearts forever!

Long Live LASAR!

IS YOUR MOONEY READY TO FLY?

by Jim Price

You are directly responsible for, and are the final authority as to the operation of your Mooney.

There's a lot to consider, so here goes:

(FAR 91.413) ***The PIC must make sure that his/her aircraft is airworthy. That includes checking the following:***

Type	Interval	Per
AD Inspections	Per the AD. (Expires the last day of the 12 th month)	39.7
Annual Inspection	12 Months	91.409
100 Hour Inspection*	Every 100 hours	91.409
Transponder	24 Months. (Expires the last day of the 24 th month)	91.413
Static System, if flying IFR	24 Months. (Expires the last day of the 24 th month)	91.411
ELT Operational	12 Months	91.207
ELT Battery**	Per Battery or 1 hour of use	91.207
GPS Data Base	IFR	
VOR	IFR, every 30 days	91.171

***A 100 hour inspection is required if:**

- The aircraft is carrying people or property for compensation – or – a person is giving flight instruction and providing the aircraft
- If you forget and have the aircraft inspection at 110 hours, the next 100 hour inspection is due 100 hours from when it was originally due. (You can't roll it forward like an Annual Inspection due date).

****ELTs**

An ELT must be attached to the airplane and the ELT batteries must be checked annually for corrosion.

Batteries must be replaced:

- If the transmitter has been in use for more than 1 cumulative hour, **or**
- When 50% of their useful life has expired. If they are rechargeable batteries, when 50% of their charge life has expired.



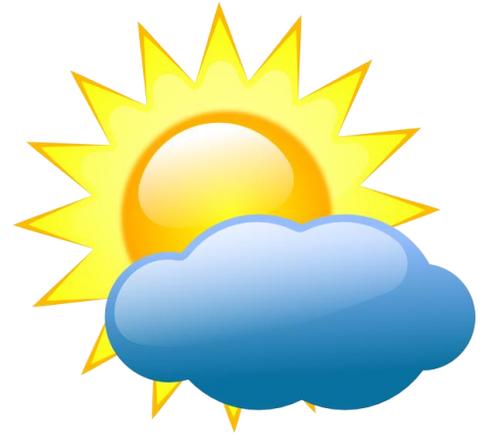
In plain English, all of the batteries must have the same expiration date and they must be replaced upon reaching 50% of their useful life, based on the expiration date on each battery cell.



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Required Equipment, VFR DAY:

- AIRSPEED Indicator.
- TACHOMETER, (for each engine).
- OIL PRESSURE gauge, (for each engine using a pressure system).
- MANIFOLD PRESSURE gauge for each altitude engine. That's a turbocharged reciprocating engine. Its manifold pressure is boosted and therefore, you must be able to monitor that pressure).
- ALTIMETER.
- TEMP gauge for each liquid cooled engine.
- OIL TEMP gauge for each air cooled engine.
- FUEL gauge for each tank.
- LANDING GEAR POSITION indicator, (if the aircraft has retractable gear).
- ANTI-COLLISION LIGHT system, if the aircraft was certified after March 11, 1996. (In the event of an Anti-collision light failure, you may continue to a location where repairs or replacement can be made).
- MAGNETIC COMPASS.
- ELT (FAR 91.207).
- SEAT BELTS. If the aircraft was certified after July, 1978, you'll also need Shoulder Straps.



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Additional Equipment Required for VFR NIGHT:

- FUSES; 3 of each kind required, and accessible in flight. You only need fuses if your aircraft is equipped with them. For example, if your airplane has circuit breakers, there's no need to have fuses.
- LANDING LIGHT, but only if you are flying for hire.
- ANTI-COLLISION LIGHT SYSTEM, if certified after August 11, 1971.
 - In the event of failure, you may continue to a location where repairs or replacement can be made.
- POSITION LIGHTS, on from sunset to sunrise. (Ref. FAR 91.209).
- SOURCE OF ELECTRICAL POWER (alternator or generator).



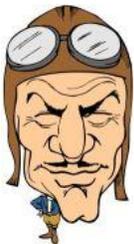
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Required Equipment for an IFR Flight, (In addition to the equipment required for VFR): (FAR 91.205)



- DIRECTIONAL GYRO (DG) or equivalent.
- RATE OF TURN indicator **or** an additional attitude indicator
- ATTITUDE INDICATOR.
- GENERATOR or Alternator with adequate capacity.
- SKID / SLIP Indicator
- CLOCK installed in the aircraft, displaying hours, minutes and seconds.
- ALTIMETER.
- RADIOS & NAV. Two-way radios and NAV equipment appropriate to the ground facilities to be used.



You can take off with inoperative instruments or equipment that are not required by FAR 91, as long as the “bad” instrument or equipment is removed or placarded “INOPERATIVE”, and a pilot or mechanic determines that the loss of that instrument or equipment is not a hazard. The bad instrument/component must be unpowered.

Minimum Equipment List (MEL) (FAR 91.213)

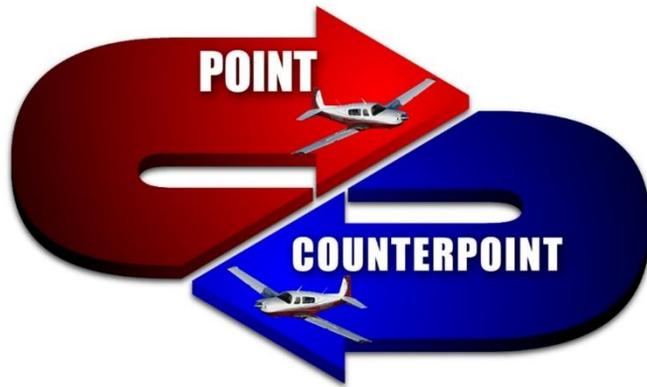
Your aircraft **MEL** can be authorized by the airworthiness certificate holder to allow a takeoff with inoperative instruments or equipment. It can never take away from the equipment required for VFR day, VFR night, or IFR (day or night).

- The MEL must be approved by the FAA.
- The MEL and the FAA’s letter of approval must be carried in the aircraft.



Required Documents in the Aircraft (FAR 91.203, 91.9)

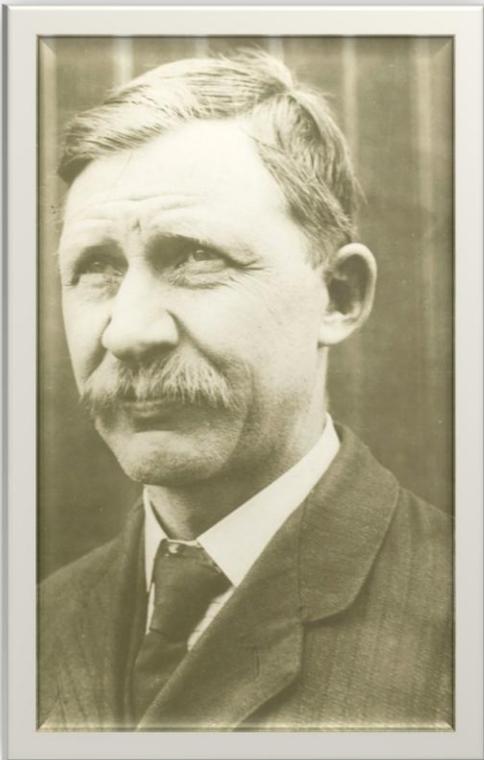
- **A**irworthiness certificate.
- **R**egistration certificate.
- **R**adio license, (SOME commercial operations & SOMETIMES, if you are leaving the USA or communicating with a foreign controller). NOTE: It is not enforced in Mexico.
- **O**perating limitations (The Owner’s Manual).
- **W**eight and balance data.



MAINTENANCE

PILOT INVOLVED VS NOT PILOT INVOLVED

<p>There are hands-on owners and pilot-only owners of Mooneys. Some owners are A&Ps and others don't know a carburetor from a fuel injector. My position regardless, is that every owner should be involved in the maintenance & repair of their Mooney. Why? To understand the various systems and components so that they are more attuned to the inner workings.</p>	<p>I disagree. If you are not mechanically inclined, leave the work to the experts. We have all heard the adage: \$50/hour to fix your Mooney, \$75/hour if you watch, and \$100/hour if you want to assist.</p>
<p>The best thing a non-mechanic owner can do is participate in an Owner-Assisted Annual. Taking the inspection panels off and seeing the inside of your wing, or the guts of your landing gear are priceless learning experiences. Packing your wheel bearings and looking at the health of your brakes, wheel bearings and races... priceless. Understanding the status of your landing donuts/biscuits... lubricating rod-ends and hinges with the correct (and different) lubricants... good for your Mooney!</p>	<p>I don't want to distract my mechanic with all my questions and mistakes. Again, leave this stuff to the A&P.</p>
<p>Want to know something about your engine? Learn how to do a compression test and a Borescope. Borescopes are very inexpensive now and there are plenty of images on the internet on happy valve burn patterns vs. bad burn patterns. Ditto for the valve seats... and ditto for the crosshatch markings on the sides of your cylinders. This can tell you volumes about the health of your engine top.</p>	<p>Who can afford a compression gauge?</p>
<p>Getting more knowledgeable about your Mooney's innards can be very helpful. Engine running rough? Most likely causes are 1) faulty magneto, 2) bad spark plug, or 3) clogged injector. This is easy to troubleshoot from the cockpit if you have an engine monitor and know how to interpret it.</p>	<p>I just land the plane and get an expert to fix it.</p>
<p>Even if you are not inclined to put a wrench on your Mooney, the more you know about it, the better the decisions you can make when issues come up, especially if you are airborne.</p>	<p>The less I touch on my Mooney, mechanically speaking, the safer it is.</p>

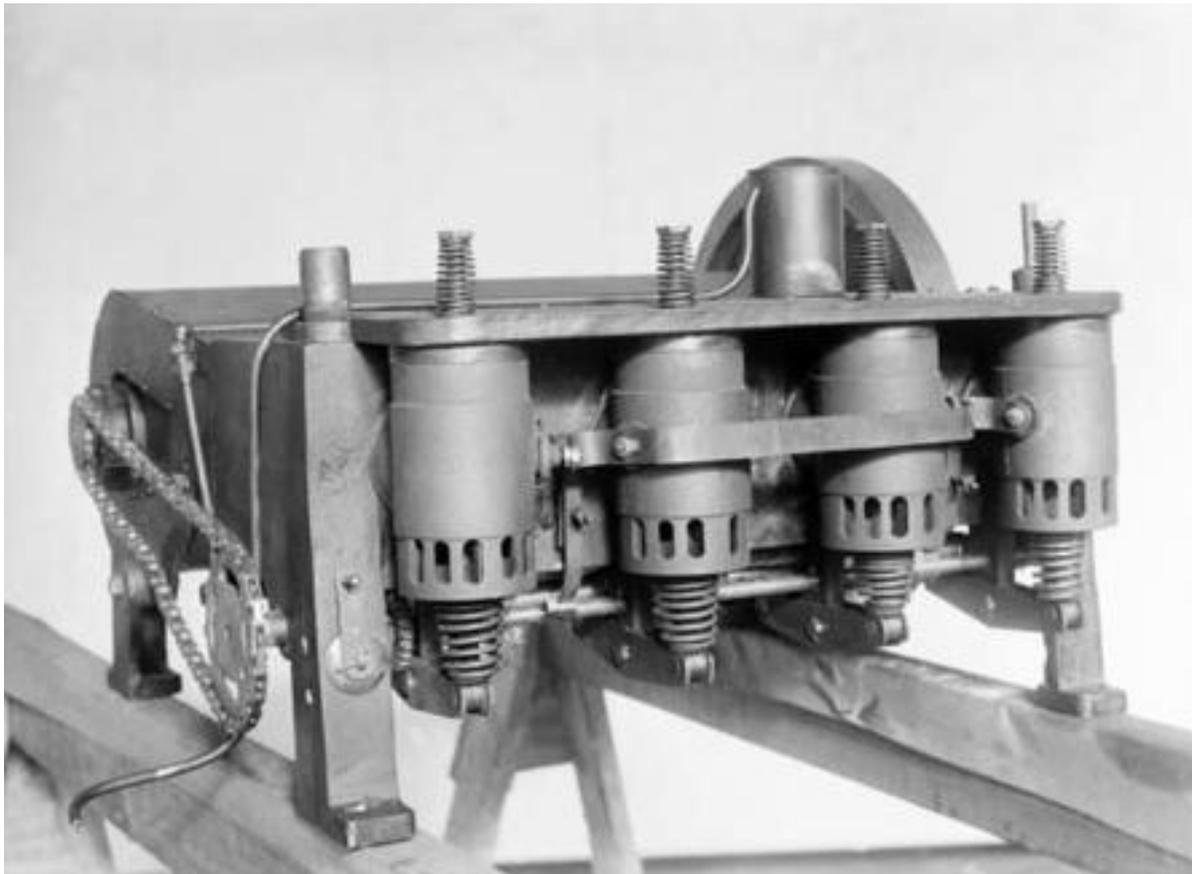


CHARLES E. TAYLOR

When Orville Wright died Jan. 30, 1948, Charles E. Taylor became the only surviving member of the three who built the first airplane.

Charlie Taylor was born May 24, 1868 in Cerro Gordo, Illinois. He quit school at age 12 and was essentially self-educated. He had a brilliant, mechanically inclined mind. He settled in Dayton, Ohio, where, by chance, he met Orville and Wilbur Wright.

Charlie began working for the Wright Brothers on June 15, 1901 repairing bicycles and keeping shop. This allowed Orville and Wilbur the freedom to pursue their work with flying machines. Charlie accomplished many tasks for the Wrights while they pursued their dream of powered flight, allowing Charlie to demonstrate his genius. When the Wrights found that nearly a dozen automobile manufacturers were not interested in building a powerful, lightweight engine, Charlie took on the task. Without instruction books, formal drawings, manuals, handbooks, or tooling, Charlie completed the 180 pound, 12 horsepower engine in just six weeks.



Charlie said, "[I] always wanted to learn to fly, but I never did. The Wrights refused to teach me and tried to discourage the idea. They said they needed me in the shop and to service their machines, and if I learned to fly, I'd be gadding about the country and maybe become an exhibition pilot, and then they'd never see me again."

Charlie worked for the Wrights for over a decade, and logged many "firsts" as a pioneering icon in aviation maintenance. In addition to building the first aircraft engine, he became the first Airport Manager, (Huffman Prairie, located about eight miles east of Dayton at Simms Station). He participated in building the first military airplane, engineered the first transcontinental flight and was the first person to investigate a fatal powered flight accident. In 2014, Charles E. Taylor was inducted into the USAF Museum (Dayton, OH), as the very first airplane mechanic.

Charlie worked for the Wright-Martin Company in Dayton until 1920. He later moved to California and invested his life savings in several hundred acres of real estate near the Salton Sea, but the venture failed. He returned to Dayton in 1936, and he and Orville helped Henry Ford in the planning, moving and restoration of the Wright family home and one of the Wright Brothers bicycle shops to Ford's Greenfield Village American Heritage Museum in Dearborn, Michigan. Upon Orville's death, he willed Taylor an annuity of \$800 a year.

In 1941 Taylor returned to California, finding work in a defense factory. He had a heart attack in 1945 and was no longer able to work. By 1955 his annuity and Social Security income were inadequate and he became a charity case in the Los Angeles County Hospital. When his plight was publicized, the aviation industry raised funds to move him to a private facility.



He died on January 30, 1956, eight years to the day after the death of his friend and employer, Orville Wright. Taylor is buried at the [Portal of Folded Wings Shrine to Aviation](#) in Burbank, California, a shrine to aviation history.

The Mooney Flyer pays tribute to Charles E. Taylor and the thousands of Aviation Maintenance Technicians who keep America's aircraft airworthy and return them to service when they require servicing, repair, or periodic maintenance.



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320-444-3042





Send your questions for Tom to TheMooneyFlyer@gmail.com

Question: When I take off, there is a brief moment (no more than 3 seconds) where the front of the aircraft seems to shudder. I have had the wheels and tires checked, but I still have this same shudder. Any ideas?

If you had the wheels and tires checked, you can check that by applying your brakes after takeoff and before you retract the gear. This would stop the main wheels from rotating. If you still have the vibration, then you would know it is probably is the nose gear. If the wheels have been balanced, then I would suspect the wheel bearings. Visual inspection doesn't always reveal bearing wear. Another possibility is a loose gear door. The inner gear doors on the models with three doors can be a problem. We have had several retract rods break on those doors through the years. Also, we have had many attach brackets break on the door on the gear itself, mainly on J and K models. Through the years, the brackets were made heavier.

Question: I have heard that the "jack screw" in the tail wears over time and can fail. How often should this be inspected? Should the owner check it between annuals? Also, I was told to "lift the tail" during preflight to check for some sort of free-play. I get a slight amount of it. What is that and how much is acceptable?

All Mooney's have a "jack screw" that is the mechanism to trim the tail assembly. I have never heard of one failing, but they do wear and can causing "sticking" or even vibration. They should be inspected at Annual Inspection and can be shimmed to tighten wear and looseness. The only failure of a tail assembly that I am aware of, is one or two that have flown into a thunderstorm and were torn apart with the tail assembly landing more than a mile from the fuselage. For info, it was a Rocket converted K model and a very severe thunderstorm.

The lifting of the tail may show wear in the jack screw, but the main wear is almost always in the link that attaches the jack screw to the tail. It has two bearings, bolts and the link itself that wears. There are different limits for different models, but it is from .008 to .010. With the aircraft on the ground you lift the tail from the rudder up and measure the distance. We usually put a piece of masking tape across the rudder so we can measure the amount of movement. You should also go to the tip of the horizontal and measure the fore and aft movement. You are allowed .25 of an inch. This wear is at the tail assembly attach bolts or brackets. These are the bolts that the tail pivots on. I had one C model that moved over 1/2 inch. That scared even me. We have removed a number of tails and usually they just needs bolts and bushings, but in some cases, we replaced the attach

brackets and this usually happens on high time aircraft. Those brackets are under the closure panels that cover the gap as the tail moves.

Even though there may not be a failure of the jackscrew or attach links, we are governed by limits that Mooney has established through testing. We must abide by those limits, so don't ask us to let it go until next year.

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For Service and Maintenance, ask for Mark or Tom

FAX: (209) 983-8084

6100 S. Lindbergh St., Stockton, CA 95206

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Avionics Repair and Installation Services now available on site thru J&R Electronics

Have You Heard?



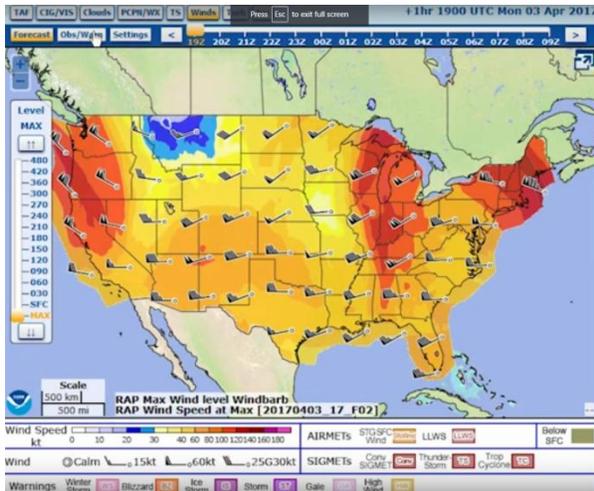
Carter Partners with Mooney for [Uber Elevate](#) Air Taxi Concept

Carter Aviation Technologies, LLC (Carter) has teamed up with Mooney International Corporation (Mooney) to explore developing a vertical takeoff and landing (VTOL) aircraft in support of the Uber Elevate initiative.

The aircraft will be a four- to six-seat air taxi for the intra city market, utilizing Carter's patented Slowed Rotor Compound (SR/C) technology for efficient hover and efficient cruise at 175 miles per hour, and benefitting from Mooney's extensive general aviation experience.



The aircraft must be powered by all electric propulsion, be much quieter than existing conventional VTOL aircraft, be capable of fully autonomous flight (although Uber expects to have a pilot onboard for the first several years of operation), cruise efficiently at 175 miles per hour, and above all else, be extremely safe.



Graphical Weather and Forecast now Available

The National Weather Service is now providing a new product, Graphical Forecasts for Aviation, which is intended to provide a complete picture of the weather that may impact flight in the continental U.S. The webpage, which is built with modern geospatial information tools, includes observational data, forecasts and warnings that can be viewed from 14 hours in the past to 15 hours in the future. Hourly model data and forecasts, including information on clouds, flight category, precipitation, icing, turbulence, wind and

graphical output from the NWS National Digital Forecast Data, are available. The legacy Area Forecasts were prepared by NWS forecasters, while the new GFA is automated.

Wind, icing and turbulence forecasts are available in 3,000-foot increments from the surface up to 30,000 feet MSL, and in 6,000-foot increments from 30,000 MSL to FL480. Turbulence forecasts are also broken into LO (below 18,000 MSL) and HI (at or above 18,000 MSL) graphics. A maximum icing graphic and maximum wind velocity graphic (regardless of altitude) are also available. Users can pan and zoom to focus on areas of greatest interest. **ForeFlight** said that the NWS is not providing public access to all of the data used in the GFA, and said they were still working to determine how to best incorporate the GFA into their products.

To access the NWS' Graphical Weather feathre, go to

<http://aviationweather.gov/> and click on GFA Tool from the Tools drop down menu



[CLICK HERE](#) for a YouTube tutorial.



ForeFlight and Jeppesen Collaboration

On May 3rd, 2017, Jeppesen and ForeFlight announced a collaboration that brings Jepp navdata and charts to ForeFlight and adds many ForeFlight features to Jeppesen's FliteDeck Pro app.

Jeppesen and ForeFlight said customers will soon (this Summer) be able to view Jepp navigation data and approach charts in the popular ForeFlight Mobile app.

We'll also see significant features and functionality of the ForeFlight app merged into Jeppesen's FliteDeck Pro app used by airlines and large flight departments.

Starting this summer all ForeFlight subscribers will see Jeppesen global navigation, terrain and obstacle data included the ForeFlight Mobile app as part of their normal subscription. ForeFlight subscribers on individual plans will also be able to link their Jeppesen licenses in ForeFlight Mobile and purchase worldwide Jeppesen charts for use inside the app.

General aviation pilots can choose between Jeppesen Mobile FliteDeck or ForeFlight Mobile as their preferred cockpit solution. Subscribers to ForeFlight business plans, meanwhile, will purchase chart coverages through Jeppesen and then link them to their ForeFlight subscription for use inside the ForeFlight Mobile app.

Pricing for the ForeFlight Mobile app starts at \$99.99 per year. Adding Jeppesen charts to ForeFlight for the continental U.S. will add \$199 to the yearly subscription price.

Jeppesen and ForeFlight also say they will work together on a next-generation release of FliteDeck Pro 4.0 for iOS and Windows, due for release next January, that will deliver a combination of the familiar capabilities in FliteDeck Pro and ForeFlight Mobile. The companies will work with FliteDeck Pro customers to ensure the training impact is minimized. FliteDeck Pro customers will continue to receive application and content updates from Jeppesen. Read More [HERE](#).



3rd Party Checklists can be Wrong

To protect the books and for convenience, most pilots prefer to use a smaller checklist, which can be purchased from a third-party provider, downloaded from the Internet or created at home. However, this practice could present problems for the pilot if the checklist doesn't accurately follow the recommended

procedures from the manufacturer.

The FAA has issued a Safety Alert for Operators (SAFO), warning pilots to use caution when using commercial off-the-shelf (COTS) or personally developed checklists during aircraft operations. The SAFO cites a case in which a pilot used a COTS checklist during an emergency gear deployment. **The flawed printed procedure resulted in the pilot landing with the gear only partially extended resulting in extensive damage to the airframe.**

An investigation found that the COTS checklist and the POH/AFM checklist did not match. Not only did the checklist omit a critical caution message, it also left out steps in the emergency gear extension process.

The FAA is not going so far as to prohibit the use of COTS checklists. However, the administration **recommends that pilots carefully compare the checklist in use with the procedures published in the POH/AFM.**



The new Garmin GMA 345 audio panel

Bluetooth® connectivity. Pair your smartphone, tablet or music player, and listen to your playlist wirelessly through your headset. Plus, get a USB charging port to ensure your devices always have plenty of power.

"Home theater" quality sound. Drawing on our top-end audio technology, get bass boost and equalizer presets for rock, classical and pop so your music always sounds great.

3D Audio processing. Easily focus on individual audio sources — such as your active frequency, ATIS or intercom — because they sound like they're coming from different directions in your stereo headset.

Advanced Auto Squelch technology. Automatic intercom squelch adjustments adapt to the noise level in your cockpit so you and your passengers can speak naturally in every stage of flight.

No Risk Installation. If you're not 100% delighted after an initial evaluation flight, Garmin will give you a complete refund of the purchase price and reinstall your old audio panel.



iFlightPlanner for iPad v3.0 Comes With New Compatibility

[iFlightPlanner for iPad v3.0](#) now offers compatibility with ADS-B devices from seven different manufacturers: Dual, Level, Sagetech, SkyRadar, Stratux, L-3, and NavWorx.

Pilots can take advantage of the [30-day free trial to iFlightPlanner Premium Plus](#), iFlightPlanner's top-level membership. After the trial, pilots may elect to continue with an iFlightPlanner Free, iFlightPlanner Premium, or iFlightPlanner Premium Plus membership.

Visit www.iFlightPlanner.com/Features for a complete breakdown of every feature.

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- Pedestal Power Console
- PC Flight Stability
- Electric Gear & Flaps
- Tubular Steel Cabin
- Full Trim Tail
- Integral Wing Tanks

It is a fact—Mooney's modern new line of high performance aircraft are unmatched by other planes in their class. These advanced state-of-the-art aircraft incorporate advantages in structural qualities, ease of handling, outstanding performance, and flight efficiency unequalled by competitive models.

Isn't it time for you to step up to modern flying? Why not discover what real performance is all about. After all, speed is the only real reason for flying and Mooney puts you a step ahead of your slow-flying friends. Join the revolt against the wheel-draggers. Discover cross-country speed at its best! Step up to speed in 'Seventy—fly Mooney.

See them at your dealer's today. For free folder describing the Mooney Cadet, Ranger, Statesman, Chaparral, Executive, and pressurized Mark 22, write Mooney Aircraft Corporation, Department FIF, Kerrville, Texas.



MOONEY

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MOONEY AIRCRAFT CORPORATION • KERRVILLE, TEXAS

Future Mooney Events

UFI



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

- June 10:** Sebring ([KSEF](#)), JR's Runway Cafe
- 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

- June 2-4:** Chatanooga, TN ([KCHA](#))
- Sep 8-10:** Frederick, MD ([KFDK](#))
- October 6-8:** Des Moines, IA ([KDSM](#))

EMPOA (European Mooney Pilots & Owners Association)

- June 22:** EMPOA Annual Meeting – [CLICK HERE](#) for details
- 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



EMPOA Annual General Meeting 2017

22. June 2017



Dear Mooniacs within EMPOA!

For the whole board I would like to invite you to our Annual General Meeting with election of the presidency. The AGM will take place on the first day of this year's France trip that is being organized by our vice-president Philippe Coffinet. On the following day, June 23rd, there will be a technical seminar for Mooniacs, organised by Troyes Aviation. In addition to that, EMPOA would like to invite all members to a very nice dinner at La Montagne restaurant at Colombey-Les-Deux-Églises on Friday evening, June 23rd.

Those not participating at the France trip are nevertheless requested to contact Philippe Coffinet and David Kromka for logistical reasons. Please tell us at which venues (AGM, Tech Seminar, dinner) you want to take part, same for possible additions to the agenda since our time wants to be planned well due to the limited time. We are looking forward to a strong participation and a good AGM. EMPOA Annual General Meeting 2017 at Troyes, June 22 - 2017, 19H00. Hotel Golden Tulip, Troyes airport

Program:

1. **Opening and Welcome**
2. **Report of the President D. Kromka**
3. **Report of the Treasurer L. Lucks**
4. **Report of the financial Auditor R. Bienert**
5. **Exculpation of the Presidency**
6. **Election of the Presidency**
7. **Internationalisation K. Ostenfeld**
8. **Brainstorming "Supporting Tour Initiatives"**
9. **Latest Topics / Various issues / Outlook**



David Kromka – Philippe Coffinet – Lothar Lucks – Birgit Hutz

David Kromka: deekay@gmx.net

Philippe Coffinet: philippe.coffinet@yahoo.fr



SavvyM_x

We all know that Mike Busch is a pretty darned good expert on aircraft engines and aircraft maintenance.

But, we wanted to make sure you knew about his service called SavvyM_x. This is a maintenance service provided by his company, Savvy Aviation. When you sign up, you get a

seasoned A&P/IA with extensive expertise in your aircraft make and model. His job is to ensure that your aircraft is maintained to the highest standard of safety and reliability, while reducing cost by declining unnecessary maintenance.

“We almost always save our clients far more in reduced parts and labor charges than the amount of our flat-rate management fee”, said Busch.

The best way to think of this service is, that you are assigned a personal

manager who understands your Mooney thoroughly and provides the following assistance to you:



- **Helping you select the best service centers and maintenance technicians** for each job, and helping you to steer clear of the not-so-good ones.
- **Obtaining written estimates** for each maintenance task, ensuring they are reasonable and appropriate, and making sure you have approved them before authorizing the work. This three-phase protocol (estimate-approve-repair) ensures that you are always informed and in control, avoiding unpleasant surprises when the invoice arrives.
- **Advising you which maintenance tasks are important, and which ones are not worth doing.** By helping you decide when to “just say no,” we can often cut your maintenance costs dramatically.
- **Giving specific written direction to the service centers and maintenance technicians.** We insist on doing everything in writing to eliminate the possibility of miscommunication and ensure that the work performed is precisely what you approved; nothing more and nothing less.
- **Reviewing your maintenance invoices** to ensure the charges are reasonable, appropriate, and in conformance with the shop’s estimates. If they aren’t (and this isn’t uncommon), we push back on the shop to correct or adjust the invoice before we approve it for payment.
- **Reviewing the maintenance logbook entries** to make sure they are complete, accurate, and free from any statements that might compromise the resale value of your aircraft.
- **Analyzing your engine monitor data** and providing you with actionable intelligence about the health of your engine and suggestions for improving your operating technique. (A full subscription to [SavvyAnalysis Pro](#) is included in your SavvyMx service at no additional cost.)
- **Providing 24/7 breakdown assistance** with 15-minute response time should you ever have a problem with your aircraft while away from home on a trip. (A full subscription to [SavvyBreakdown](#) is included in your SavvyMx service at no additional cost.)

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.

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 freedomflightservice@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), 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



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



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

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

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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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 Engines IO-540-K
Left Engine SMOH: 786,
TBO 2,000 hrs.
Right Engine SMOH: 953



N2015G

1977 Mooney M20J
TTAF: 2,843 hours, Annual 02/2017
Lycoming Engine IO-360-A3B6
Time SMOH: 1,376,
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-28-140
TTAF: 2,049 hours, Annual 05/2017
Lycoming Engine O-320-E2
Engine Total Time: 2,049,
TBO 2,000 hrs.



N4593P

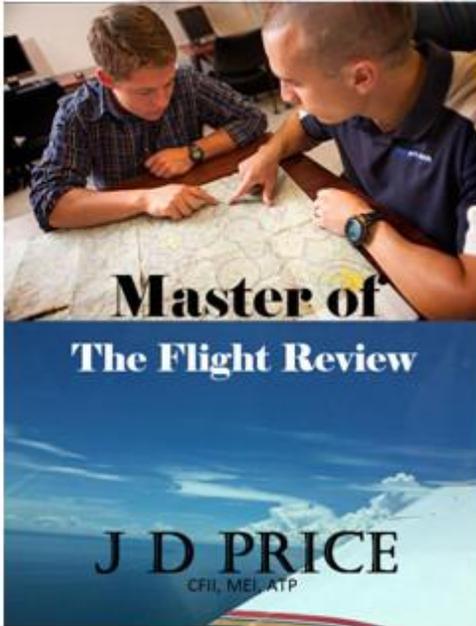
1960 Piper Aztec PA-23-250
TTAF: 3,719 hours, Annual 04/2013
Lycoming Engine O-540-A1D5
Time SMOH: 2,774
(Since Top Overhaul 689 hrs.)



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

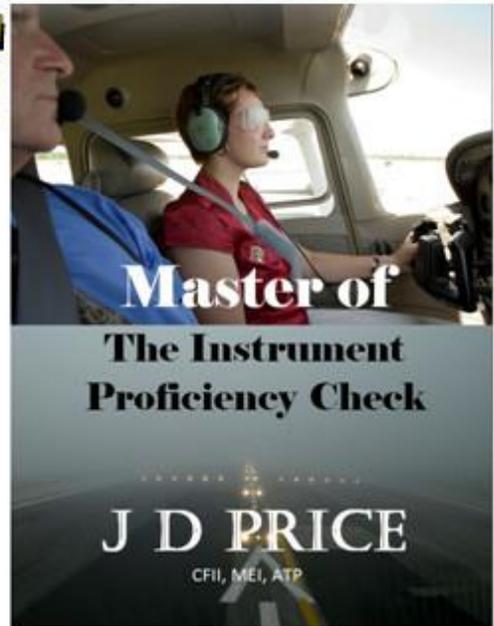
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your
dream*



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