

# ***The Mooney Flyer***

The Official Online Magazine for the Mooney Community  
[www.TheMooneyFlyer.com](http://www.TheMooneyFlyer.com)

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Co-Editor Jim Price enabling you to test yourself on VFR regs

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Co-Editor Phil Corman goes through some Mooney airplane stuff that might or might not be useful, but it's interesting

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Contributor Karen Kahn delivers some excellent thinking on fuel management. A timely article based on some questionable fuel decisions recently

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[CLICK HERE](#) for a fun satire on suggested future Cirrus designs. Mooney owners will appreciate these more than other pilots

**LASAR News Release**

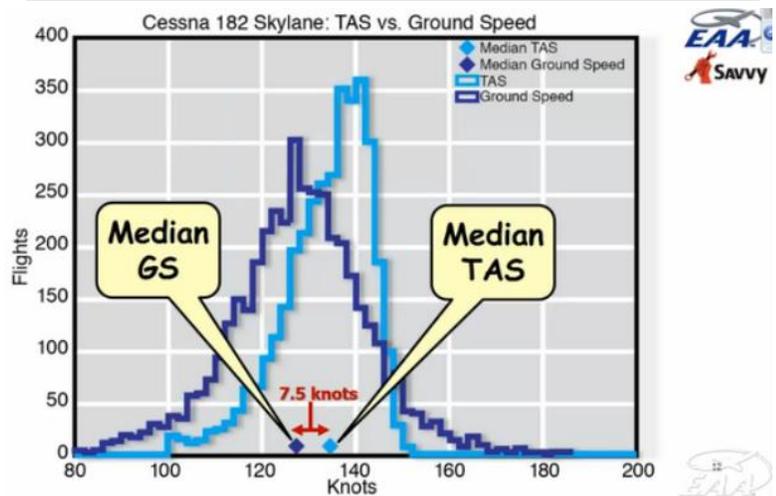
**ROBERT BROWN COMING BACK**

Some of you know and some don't that owner of Lake Aero Styling & Repair, Paul Loewen had Triple Heart Bypass Surgery the end of November. Because of his paralysis and because he couldn't use his arms for 8 weeks, it has been a long recovery, and he just recently returned home. He will not be going back to running LASAR full time. We are very excited to announce that our former Service Manager of 15 or so years, Robert Brown (who retired and moved to Mexico), will be back to help us temporarily for up to 3 months. We have 10 wonderful employees (see picture), none of whom are interested in taking over LASAR, so we are also hoping to find a buyer in the next few months. We want to keep LASAR alive and well for our Mooney friends and family!! Please pass the word, and if you still have your Mooney, come and see us! Shery



**Finally..**  
Spring is just around the corner

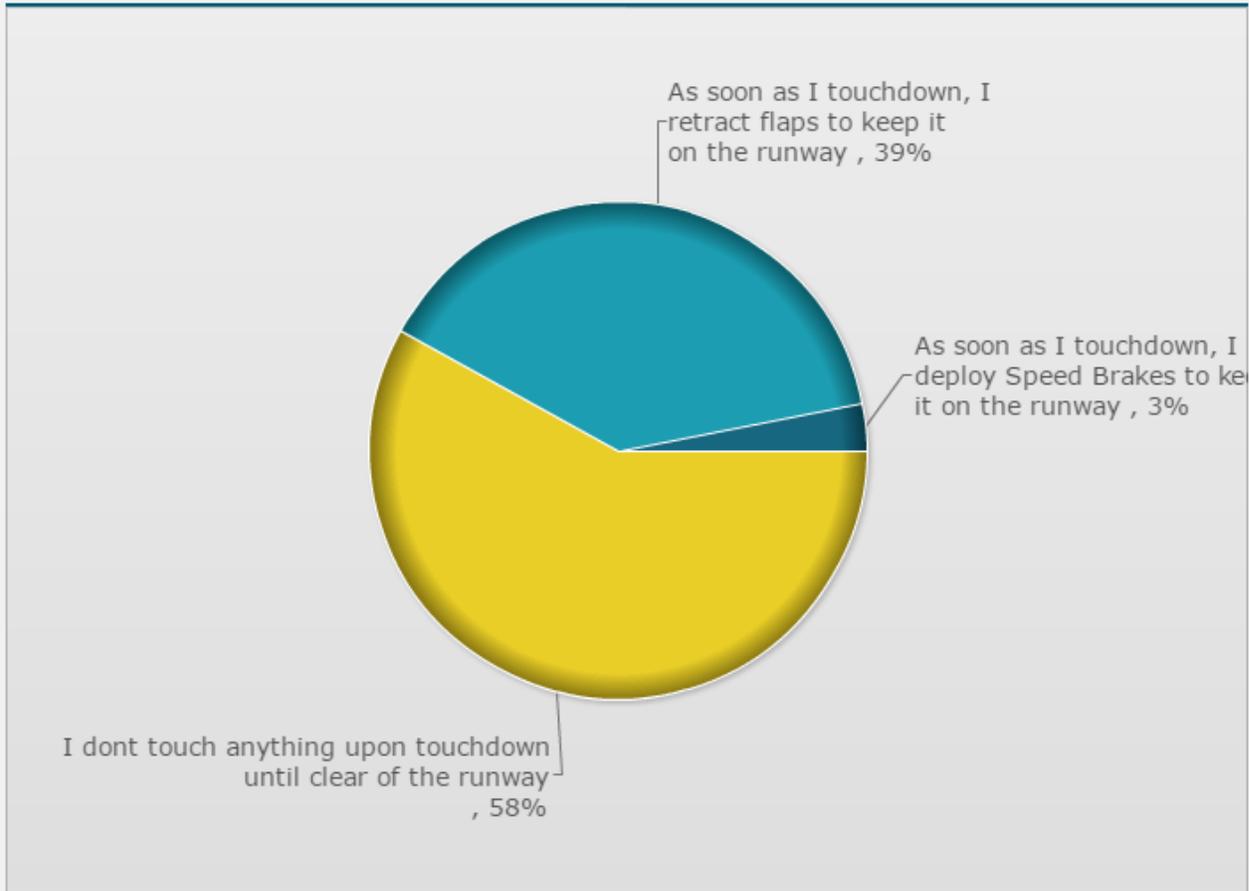
It's not just negativism on the pilot's part. A headwind is scientifically more frequent than a tailwind. This is because even a slight tailwind from either side forces us to crab into that wind to maintain course, which slows us on our journey. Because our Mooneys go faster than a Cessna 182, the effect is less.



# When Landing, I

Poll created by [Phil Corman](#) on 01/06/2017

## Poll Results



**Next month's poll:** "Engine TBO 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](#)



## *Older Pilots and Insurance*

*by Jim Price*

I have a couple of pilot friends who blow out a significant number of candles on their birthday cakes. These guys are my heroes!

First, there's Dave Cruden, a 78 year old Cherokee pilot who volunteers his time and aircraft 200 hours every year. Dave belongs to a volunteer organization called Flights for Life and it seems like every third day, Dave loads a box of blood platelets in his Piper and delivers it to either Show Low, Flagstaff or

Yuma, Arizona. Dave is still going strong and he has never had a problem finding insurance for his Cherokee. (He gets his insurance through the AOPA brokerage).

Another friend, Ted Corsones, is now 80 years old and is a very active Mooney pilot and CFI who regularly flies his Eagle. He is also a Director/Instructor (CFI-I and ATP) with the Mooney Safety Foundation. Although he is flying a complex and high performance airplane, he too has had no problem with his aircraft insurance. (He gets his insurance through Falcon Insurance Agency).

### **Aging Pilots and BasicMed**



Recently, Janice Wood, staff writer for General Aviation News, interviewed **Bob Mackey**, senior vice president of EAA Insurance Solutions which is administered by Falcon Insurance Agency. He explained that Older pilots, those flying certain aircraft, those living in certain geographic areas, and those with a less than a stellar "history" will find some pushback from their insurance companies.

He explained that insurance companies have always established their own standards when it comes to pilots and medicals.

As an example, prior to BasicMed, some companies required annual medicals for older pilots flying certain aircraft, such as high performance or six-place aircraft.

In other situations, insurance companies have stipulated that pilots with certain medical waivers obtain additional medical tests above and beyond those required by the FAA.

"These are exceptions and do not come up very often," he added.

However, it is very likely, even with medical reform, that there will be those “rare situations where the pilot is older (an undefined term), and the aircraft is high-performance or configured with six or more seats, that the insurance company may require either an annual FAA medical or annual FAA medical and an annual Flight Review or recurrent training.”

“We are, and any smart aviation insurance broker should, leaning on the insurance company underwriters to look at flight reviews and recurrent training as having more value than an FAA medical,” he noted.

He added that his agency contacted all the companies that underwrite aircraft insurance for GA pilots and found that **100% of the companies support the new FAA medical reform.**



## Are you and Your Mooney a Good Fit?

Underwriters look at pilots and ask, “Is he or she equipped to fly this aircraft, given his or her training and experience?”

There is very little research that is aimed at pilots in their seventies or even their eighties. Many of the studies, based on accident analysis, include only NTSB reported accidents. As you know, many accidents are not reported to the NTSB. How do the insurance companies tell whether a gear up landing is just an “oopsie” or is directly related to old age? Some research indicates that older and more experienced pilots fly better than younger pilots with less experience. However, the insurance guys don’t know how much better older pilots fly, compared to the young whippersnappers. Which flying tasks do the old guys do better? How can the companies put this in an equation?

So, without good numbers, they rely on the accident statistics that are currently available. If, in the past, their particular company has had bad experiences with ageing pilots in various aircraft, then they go with that negative “finding”.

Since the underwriter doesn’t know me or you personally, how can he or she decide if you or I are good risks? Commensurate with that risk, how much should the company charge us for insurance?

## Aging at Different Rates

Humans age at different rates. A 70 year old athletic pilot might have to prove through additional training, that he can fly his complex Ovation as well as he can run. How does the underwriter know if he’s selling insurance to the 60-year-old who has an 80-year-old body and brain, or to an 80-year-old that’s as quick as agile as a guy in his sixties?

Mommy, when I grow up  
I want to be a pilot!

I'm sorry son, you  
can't do both...



someecards  
user card

## Does Age Equal Judgment?

Great judgment might be cancelled out by an ever declining situational awareness and reaction time. Perhaps that's why insurance companies have experienced a slightly higher accident rate among their senior pilot customers.



### Total Time

Most research points to a greater willingness to insure the 70-year-old pilot with 20,000 hours. That guy has learned a lot, especially when he was younger, and over and over again, he's had a chance to practice his flying the art of flying.

Okay, maybe he was watching the autopilot, but he's done more than just snooze at cruise. He's also the guy who has used his superior judgment to avoid the need to demonstrate his superior flying skills.

## Time in Type of Aircraft

If you have a lot of time in your Mooney, that's worth a great big star on your forehead and you're a great insurance risk. If an aircraft is new to you and you are "aging", the systems learning curve can be a challenge. Certainly, as we age, our ability to learn new things decreases. Of course, that decrease varies from pilot to pilot. It depends on if you're an old pilot with a young brain or vice versa.

## Insurance Companies Love Pilots Who Train

One underwriter said, "If a pilot just got back from an IFR refresher in a simulator and did OK, he's probably still OK. The folks who are still training without us forcing them to [train] are the ones that I want."

*I have a friend, who each year, makes it a point to take advantage of the [Mooney Safety Foundation](#) pilot proficiency program (PPP). Each year, this three day program, Friday through Sunday, is held in five locations across the U.S. Here's the 2017 schedule:*

- Feb 10-12, Fort Myers, FL - DONE
- Apr 7-9, Santa Maria, CA
- June 2-4, Chattanooga, TN
- Sep 8 - 10, Frederick, MD
- Oct 6-8, Dubuque, IA

Get more information and register at <http://themooneyflyer.com/events.html>

At the Mooney PPP, pilots can learn about and share Mooney safety information, and improve their piloting and decision-making skills, making it easier to deal with maintenance issues. In addition, pilots are taught to handle emergencies in their Mooney.

If you can't take advantage of a Mooney PPP, you can avail yourself of periodic training and proficiency checks. You can be involved in the FAA's Wings Program. This involves flying every quarter with your favorite CFI. If you are constantly involved in training and trying to be a proficient pilot, the insurance companies will look at you as a pretty good bet!

## Liability Coverage

The older Mooney pilot, carrying \$1 million of liability coverage limited to \$100,000 per passenger, is more attractive and causes less concern to the insurance industry than the TBM850 pilot whose aircraft is worth \$3 million, carrying \$5 million in liability limits.

## Rust Equals Risk

All the carriers want you to fly, fly, fly. The pilot who flies 100 hours a year, is a great pilot to insure. Nothing says that you are still up to it like 100 hours in the last year, or better yet, 150 hours. On the other hand, if you're flying less than 100 hours, you're probably spending the first hour of each flight trying to remember a few things. Admit it. When you don't fly very much, you're not flying at your best level. Your passengers may not be pilots, but they can sense that you're not as proficient as you should be. Rust equal Risk, so no more excuses. Get in your Mooney and fly like your life and your insurance policy depended on it.



## Perhaps Some Additional Medical Exams Might Be in Order

When you reach 70, naturally, carriers become more concerned about your health. Even though BasicMed might

become the "law of the land", some carriers may require additional FAA medical exams beyond BasicMed. That's because this can be one more piece of evidence that they can put in your files. For some carriers, they might like you to have an annual exam with an EKG. In some cases, the carriers will accept a doctor's letter following a regular annual exam. It all depends.

Some underwriters who currently require annual medical certificates from their older customers will, after BasicMed, continue to require either a Third Class medical with an AME or an annual BasicMed exam with a state licensed physician.



## Loyalty Counts

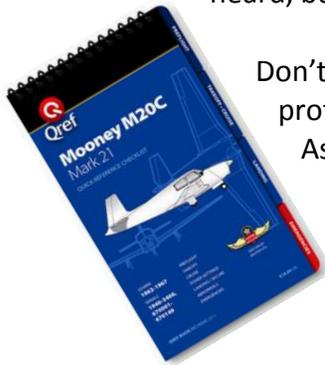
If you want to fly as you approach those golden years, stay with your insurance carrier! Insurers really do treat their long-term customers better than those who are always buying the cheapest offering and are constantly changing insurers. The longer you have been with a company, the longer they are likely to stay with you. Also, keep the coverage at a reasonable \$1 million / \$100,000.

# BE HONEST WITH YOURSELF

Just because you feel young, that doesn't mean that brain cells aren't fading away. Working memory, the part of the transient memory that is used to temporarily store and manipulate information, like reading back an approach clearance, suffers as we age. In addition, our reaction time seems to suffer, too.

Perhaps you are asking the controllers more and more frequently to repeat something that you heard, but couldn't quite hold onto. So please, be more vigilant.

Don't trust yourself. If you don't have a checklist, get one and use it. This will help you protect yourself from yourself. You should already be doing this, right?  
As you grow older, it just makes sense!



Fly Safe  
Jim

## *Spatial Interior for your vintage Mooney*

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

For details, visit:

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Jaeger Aviation  
Email: [bruce@jaegeraviation.com](mailto:bruce@jaegeraviation.com)  
320-444-3042





## 10 THINGS EVERY MOONEY PILOT SHOULD KNOW

WHAT YOU  
NEED TO  
KNOW?



I thought we would have some fun this month with a handful of things you might like to know about your Mooney.

### **No. 1 Gain airspeed without buying a mod, but using your biceps**

Flight after flight, the leading edge of your amazing laminar flow wings accumulates bugs. Laminar flow wings, as their name suggests, fly fastest with the smoothest flow possible over the top and bottom of the wing. According to Mooney, you can increase your airspeed by cleaning the leading two feet of wing and ensuring that area is clean/polished. So next time you

want to get somewhere a little faster and you don't have cash to buy a mod, go out and do a little Karate Kid on the leading edge of your wings (i.e., "Wash On/Wash Off")

### **No. 2 Buy a Mod from LASAR**

If you have an F, G, J or K, the best speed improvement is a Smooth Belly (approximately 6 knots). Got an A thru G? Get the Cowl Enclosure Fairing and maybe you'll have a 5 knot increase.

You can gain 4 knots by getting the 200hp Engine Conversion for the C, D, E, and G. You'll gain about 3 knots with the Windshield retrofit for the C through G, with the added benefit that it will lower the noise level in your cockpit. So, you'll get a twofer.

You can get an additional 2 knots on your C through G with the Flap Gap Seals, as well as the Dorsal Fin Vertical Seal.

Lastly, you can gain about 2 knots by installing Rudder & Elevator Hinge Coverings on the A through K models.

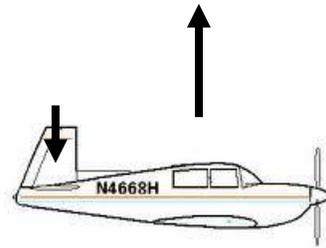


### **No. 3 Three-Bladed Props**

Damn, they look fine. But, they aren't as valuable on a 4-banger. With a 6 cylinder, you reduce your takeoff roll and improve your climbout. On approach, the 3 blades will provide more braking; not quite like Speed Brakes, but you will get some. Three blades do not assist much in cruise, but some owners have claimed they add some cruise speed.

#### **No. 4 Here's another Speed Mod that Costs Nothing**

We all know that the tail feathers provide negative lift which provides for longitudinal stability in our Mooneys. This has a negative impact on total lift and overall drag, which results in a less than optimal airspeed. By moving your CG aft, you will reduce the down lift on the tail and increase your airspeed. Your airspeed improvement will vary, but it's free and fun to try out. **Remember:** Ensure that your CG is within the envelope or bad things will happen.



#### **No. 5 Prolong the life of your Door Seals**



If you are fortunate enough to have a hangar for your Mooney, prolonging the life of your Door Seals is simple. Instead of closing the door and latching it shut, just leave it ajar. This will avoid compressing your seals for long periods of time, which will reduce their effectiveness. Also, don't let them get too dirty or dry out. This is an expensive and tedious replacement process requiring infinite patience and/or money. Spray Silicon on a rag and wipe the seals.

#### **No. 6 Another Go Faster Thing without a Mod – Rig the Odds**

For sure, this one requires an A&P knowledgeable in Mooneys. Every Mooney is hand built and each is unique. Many of our Mooneys are not rigged correctly, or at least, optimally. One telltale sign is, when in cruise, if you let go of the yoke, a wing drops. Go to a Mooney Service Center and have them check your rigging and adjust as necessary. Or, you can have them check it during your next Annual.

#### **No. 7 Yet Another Possible Method to get a few Additional Knots Airspeed**

This one sounds weird, but it worked on my previous C model. Once you are at cruise and trimmed up, simply drop 2-3° of flaps. Don't drop anymore unless you are within flap range airspeed. I got an increase of a couple of knots. I have not tried it on my S because for now, it goes fast enough for me. On a tangent, I don't know if "getting on the step" improves cruise airspeed. This is when you climb a little above your cruise altitude and then settle back down. Many claim it'll maintain a slightly higher airspeed. Some say that's baloney! If anyone has data on this, let us know.

#### **No. 8 If You are Not Flying for Awhile**

Want to give your biscuits/donuts a little extended life? If you know you will not be flying for a while, consider putting your Mooney on jacks to take a load off your landing gear (biscuits). Again, this is free and easy, (except for the cost of the jacks) and helps out in another small way.

## No. 9 Getting to Engine TBO and Beyond

If you take these simple steps, you will have a profoundly positive impact on the service life of your engine.

- Change your oil every 25-35 hours and at least twice per year, if not 3 times per year
- Change the filter every time you change oil
- Cut the filter and inspect for metal
- Perform Oil Analysis every oil change. Be sure you take the sample midway through draining
- Keep your CHTs below 380° for your Lycoming; a little hotter is OK for Continentals
- Consider using CamGuard. Without it, your engine loses protection after 36 hours in the hangar. However, with CamGuard, it's protected for more than 400 hours
- Preheat your engine if it's below 32°F (0°C for the rest of the world). The first 20 seconds after start is the number 1 time period of maximum engine wear, and it's more severe when cold.
- If you have an Engine Monitor, dump the data every once in a while and look at the data and trends for your CHTs and EGTs. If you do, you'll see aberrations before there is a problem

## No. 10 Fly Regularly!

The engine is happier, and you are happier. Plus, the mice and birds don't have enough time to nest and/or eat your wiring. Did you notice we stayed away from LOP v. ROP. Here's why. LOP saves Fuel Flow and your engine runs a little cooler, but the cost is a little airspeed. ROP (out of the Red Box) is just as good for your engine. You will have a higher fuel flow and higher airspeed. Now, take your best friend and/or significant other on a flight and fly safe.





## VFR Quiz

1) You're taking your friends for a trip in your Mooney, and they want to split fuel costs. Can you ask them to split parking and tie-down fees too?

**Ans – Yes. FAR 61.113 (c) allows you to split airport expenditures equally (pro-rata). However, don't ask them to help with your upcoming annual inspection costs. FAR 61.113 (c) only allows you to split direct costs.**

2) VFR cruising altitudes are based on what type of course?

**Ans - According to 91.159, altitudes are based on magnetic course. That is, not your magnetic heading.**

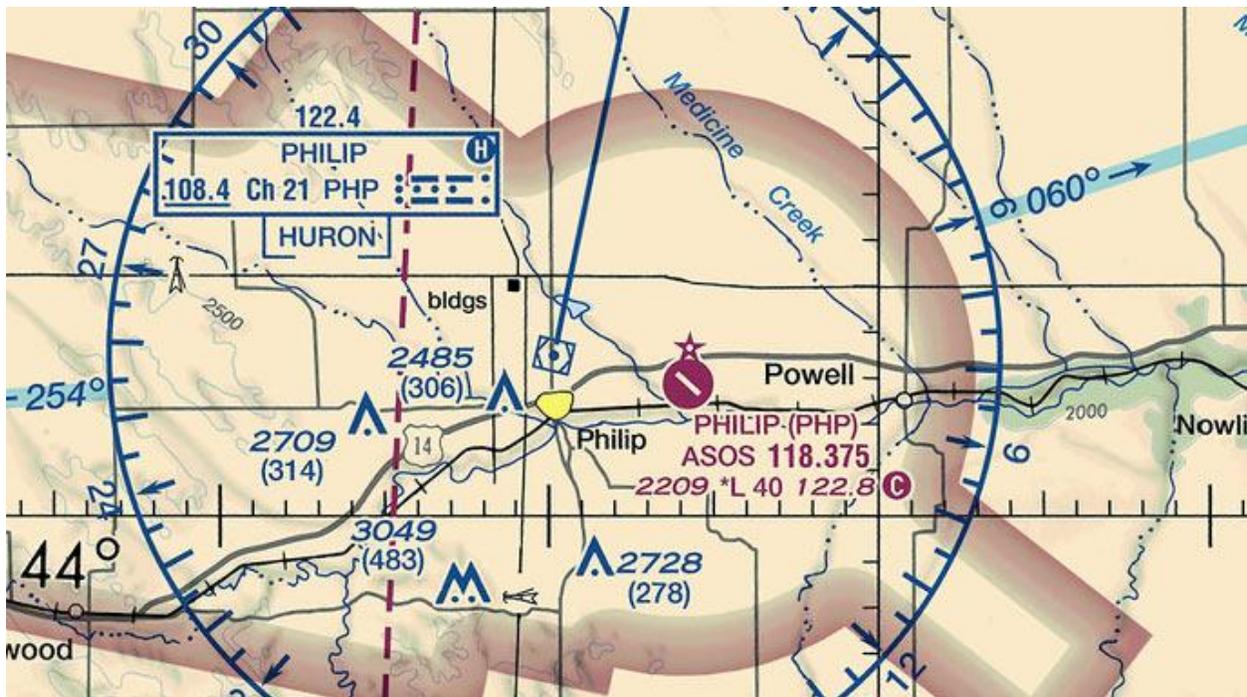
3) While you're in cruise, you find an unforecast overcast cloud layer from 2000' to 3000' MSL covering 20 miles of your route. You are not instrument rated. Can you cross over this cloud layer at 5500' MSL?

**Ans – Yes. This is known as "VFR Over The Top," and is completely legal for a private pilot. But, don't push the size of the layer. You could end up stuck over the clouds with nowhere to divert.**

4) 3) What is the earliest date the runway Pueblo (KPUB) 26R PAPI lights are to be out of service?  
!PUB 07/005 (KPUB A0564/14) PUB RWY 26R PAPI OUT OF SERVICE 1707021235 – 1612312359.

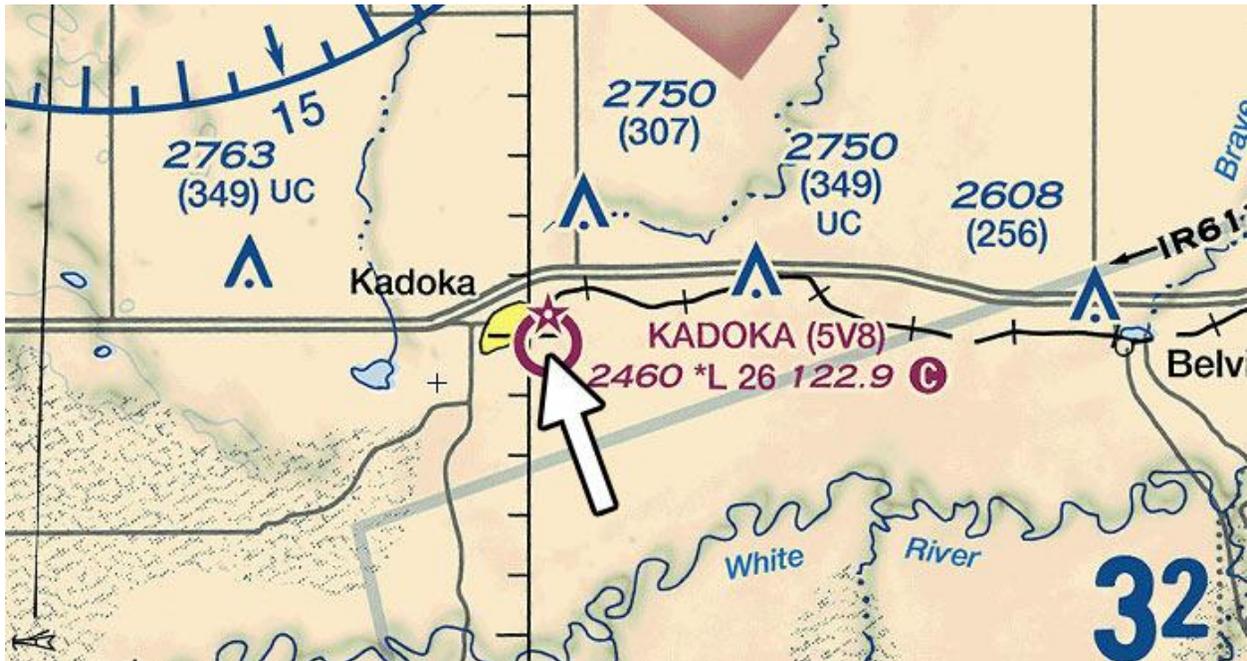
**Ans – July 2, 2017.**

5) On what frequency can you reach Flight Service in this area?



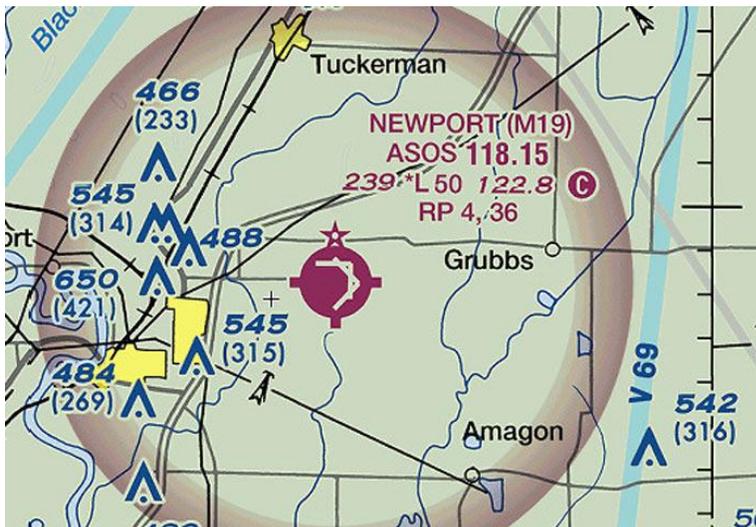
**Ans – You can reach flight service on 122.4, which is listed on top of the Philip VOR data block.**

6) What type of runway is at Kadoka?



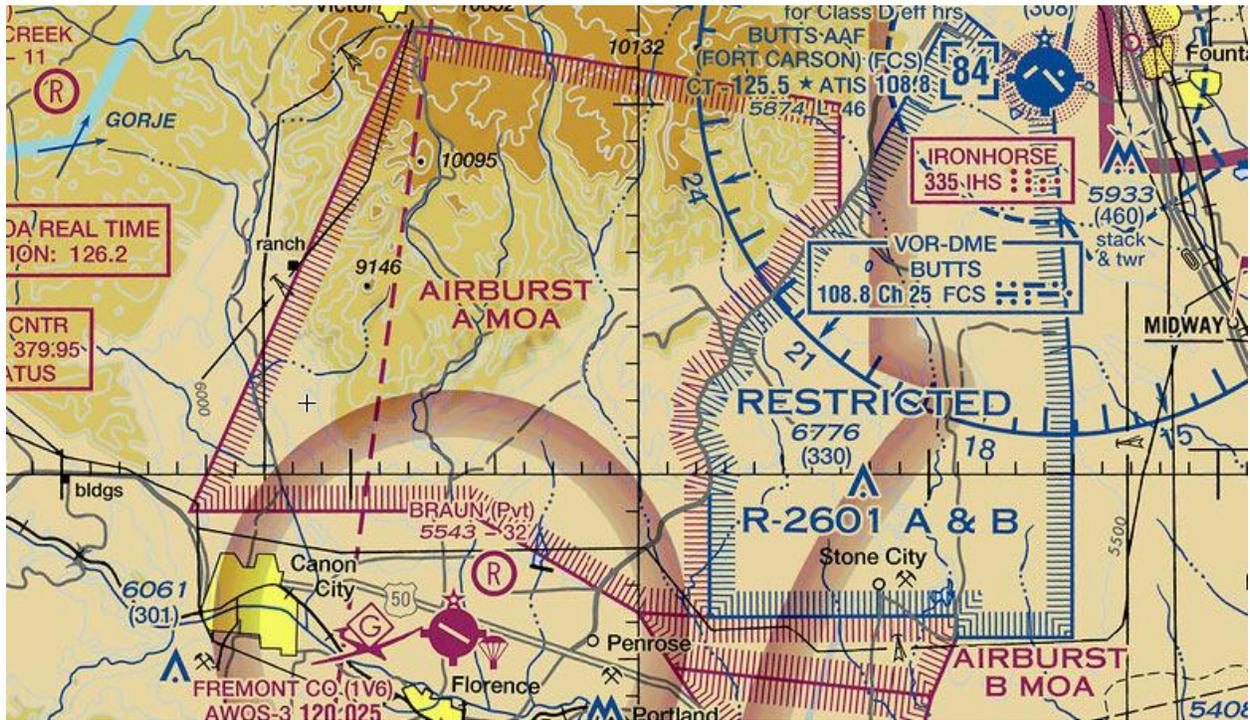
Ans – The hollow circle indicates Kadoka does not have a hard-surfaced runway. It could be a gravel runway or a grass runway.

7) You're diverting into the Newport airport. What direction traffic pattern should you fly for runway 18?



Ans – Runway 18 is left-traffic. The only runways listed with right traffic are 4 and 36.

- 8) You're on a VFR cross country flight, and you're about to fly through an active MOA. Assuming you are in VFR conditions, can you cross through the MOA?



Ans – Yes. You can cross through an active MOA without coordinating with ATC, but you need to be careful. When I was an Air Force Instructor, the last thing on my mind was looking out for wandering civilian aircraft. Flight following would be a good idea.

- 9) When must your position lights and, if you have them, anti collision lights, need to be ON?



Ans – Position lights must be ON from sunset to sunrise. (Ref. FAR 91.209).

10) When can you log night flight time?

**Ans – From evening civil twilight to the beginning of morning civil twilight, you can log night flight time, and your aircraft needs to be night equipped, (all the lights working).**

**You can find Sunrise/Sunset and Morning and Evening Civil Twilight by checking the applicable airport in AirNav.com. For instance, below is the information for Tucson, AZ:**

| <b>Sunrise and sunset</b> |                              |                       |
|---------------------------|------------------------------|-----------------------|
|                           | <i>Times for 03-Feb-2017</i> |                       |
|                           | <b>Local<br/>(UTC-7)</b>     | <b>Zulu<br/>(UTC)</b> |
| Morning civil twilight    | 06:52                        | 13:52                 |
| Sunrise                   | 07:17                        | 14:17                 |
| Sunset                    | 17:58                        | 00:58                 |
| Evening civil twilight    | 18:24                        | 01:24                 |

11) When must you have night landing currency?

**Ans – One hour after sunset until one hour before sunrise, you will need to be “night landing current” to carry passengers. (Three takeoffs and three full stop landings within the past 90 days in the same category, class and type (if a type rating is required)).**



To laterally control their *Flyer*, the Wright Brothers used what they called “*Wing Warping*”. In 1908, Alexander Graham Bell came up with a different

and better solution. His idea involved hinging the tips of the wings. On July 4, 1908, the Aerial Experiment Association’s *June Bug*, equipped with hinged wing tips, was awarded a trophy by *Scientific American Magazine*. The Wright Brothers were furious and threatened to sue *June Bug* pilot Glenn Curtiss. Curtiss lost the court battle, but snubbed his nose at the decision and continued to fly *June Bug*. Today, wings employing *Wing Warping* are only found in museums.





**Mooney Maintenance  
with LASAR Precision**

By Paul Loewen, Owner of Lake Aero Styling & Repair (LASAR)

## Personal Aircraft....Is VTOL or Electric Powered in our Future?

By Paul Loewen----LASAR

Toy makers are making futuristic airplanes with tilt rotors for our youngsters to play with. These young ones will grow up and some will become engineers who will conceive that the airplane designs are to have these capabilities.



Airplanes were invented after watching birds fly, but we don't see flapping wings, and we need long runways to launch and land. Maybe we should watch birds again and take our designs to a new level, eliminating the need for runways.

In models, tilt multi-rotors are proven to be very maneuverable and controllable, plus they can aid in pitch and bank. Slow flight becomes safe and practical too, as it's not dependant on airspeed and moveable control surfaces.

We know helicopters can do that already, but multi-rotor designs are new and popular in drones, which has brought us to practical electric propulsion with small and powerful motors and batteries that will soon be developed. Over time, they will become even more efficient.

Many new concepts and designs are seen on YouTube and other sites, as young model builders are using available new technology and products to assemble flying vehicles from their own ideas.



This is a challenge for our engineers of the future to make this a practical reality.





### Lake Aero Styling & Repair “LASAR”

“Serving your Mooney needs since 1975” in Lakeport, CA

[www.lasar.com](http://www.lasar.com)

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

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

# LASAR is For Sale

Lake Aero Styling & Repair “LASAR” is alive and well..... and available for purchase.

Owners, Paul & Shery Loewen are ready to retire and motivated to sell their business.

LASAR has been a prosperous business for 42 years and has 10 employees. It is one of the world’s largest Mooney parts suppliers and one of the most profitable repair stations in the Mooney Aircraft field.

Open to reasonable offers and ready to negotiate (707)263-0462





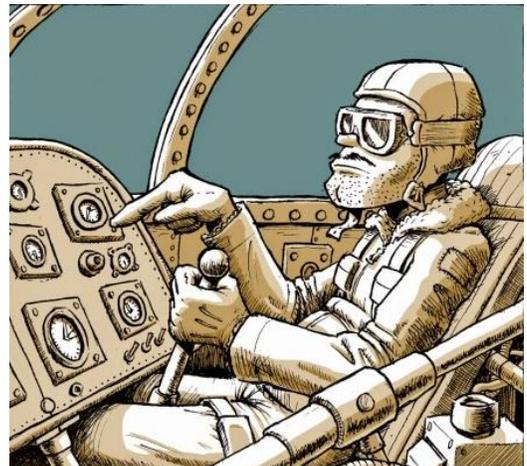
## FLIGHT MANAGEMENT = FUEL SAFETY

by Karen Kahn

Flight Safety is something we read about continually, talk about often and spend a lot of print space discussing. Why? It is the essence of flying. Since pilots continue to still make (often stupid) safety mistakes, there's obviously a good reason to keep talking about it. With almost 23,000 hours, I still remind myself that taking the time now to do it right, always results in saving time.

During one of my flights from KSBA to KJAQ for some avionics tweaking, I got to thinking about the benefits of starting any flight with full tanks. It's like my friend and CFII Lee Hughes says: "Why not file IFR on every flight? Using ForeFlight, or another flight planning system, it's simple, quick and if you need it for weather, you're ready to go. If you don't need the IFR flight plan, you can cancel or change it to VFR and there's no need to give ATC all that info about type, color, equipment as they already have it. It's kind of like money in the bank.

I got to thinking that having full fuel tanks is kind of like following Lee's Golden Rule: Always file, regardless of weather. It's also akin to starting the flight with one of the basic flight safety components completed, removing the need to wonder if you have enough fuel to get to your destination? Having fuel in your tanks means having options. Having options means you've thought about various factors that may affect your flight, such as fuel, weather, aircraft performance and pilot readiness. So, you're able to call the shots and be a proactive rather than a reactive pilot.



We've all done it – Decided to not fill up when we had the chance, figuring we can "make it" and nothing's going to come between me and my destination. But what if it does? How will it sound at the NTSB Hearing? Probably not very good, if you live to talk about it. So I got to thinking about the things that I consider when I mull over the "to fuel, or not to fuel" question. (Now that I write about them, some seem very trivial when it comes to what's important in the big picture.)

The trip to KJAQ from KSBA takes me about 1 hr. 40 min. in my Baron, so the round trip should be about 3:20. My fuel range, if I started with full tanks and headed into the wild blue, would be, by book calculations, dry at about 4:30. But flying for a straight 4+30 (and who's got that kind of a bladder?), isn't what we tend to do. We figure 1 leg is about 1 hour, another :45 and then keep totaling them up, forgetting that an endurance table plans for only 1 takeoff and climb, not the several figured here in my hypothetical scenario.

With those numbers in mind, I might think it was OK not to fuel up for my return trip from KJAQ and just head home when the maintenance mission is completed. Or, I might plan to fuel up AFTER the maintenance work is completed, since that means 1 less hot start. Or does it? If I fuel at the

end of the day, I've got 2 starts and with dusk coming on, it's likely I'll be somewhat pushed to get moving. These factors can lead me into the trap of cutting corners, also known as Get-Home-Itis.

Why was I spending so much time reviewing the pros and cons of fueling or not fueling? KJAQ has a good self-fueling facility, so why not use it when I first get there and avoid all the "late in the day" pressures, so I can be ready to leave when the radio work is done? For me, the hassle of self-fueling is mostly one of dragging heavy hoses, keeping the hose rash off the leading edge and trying not to splash the fuel from the high-pressure hose while holding tightly onto the fuel trigger lever, allowing a good flow of fuel, but not letting it splash out of the filler port. But all these issues will exist whether I fuel now or later. Hassle or not, I balance them with the, "do I have enough fuel to get home" argument and the pressure to push on versus the serenity and peace of mind that comes with beginning every flight with full tanks. So, after another 20 minutes of talking to myself about the pros and cons of fueling or not fueling, I realize there's no contest. Get out your garden gloves to help you grasp the fuel hose firmly and avoid the smell of 100LL on your hands. Pull up the ladder to give you a better angle as you grip on the heavy nozzle, and purchase that peace of mind that comes with having full fuel tanks.

Why do pilots stretch fuel? Laziness. Perhaps they are too cheap to buy it at places that cost more than home. Maybe they figure, "Why bother, I've got plenty for my planned (key word: planned) flight?". Does it take too much time; is it too much hassle? Obviously, none of these reasons have any basis when you realize YOUR LIFE DEPENDS ON IT. Why would you do anything but play it safe and FILL UP? Unless you have a good reason, like weight and balance, to NOT fill your tank, and have carefully planned your fuel stops to allow for the unforeseen, it pays to always have that ace in the hole, lots of fuel ready, just in case you encounter the unexpected. Then, you've bought yourself that most precious of all commodities – Time. Remember, that's all fuel really is – just time. The more, the better, unless, of course, you're on fire, and how often is that really a concern?

Most decisions that are made in haste are bad ones. Having the luxury of time is the wise pilot's friend. Time to go-around, time to find another airport when your destination has a broken airplane blocking the only runway, or the fog has moved in to cover the field. Buy yourself some time and figure you've just added more frequent flyer miles for that trip to Hawaii. You can then smile when you find that you don't need it, but have acquired 1 less gray hair by not needing to sweat over it. And the good news is that the fuel will be there for the next flight, so nothing's been wasted.

So, after I've considered all these various scenarios, I come to the realization that having full tanks for every takeoff is the best of all worlds. Fuel in the tanks relieves a lot of anxiety and IS a major component of flight safety.

Reprinted with permission from Captain Karen Kahn and more flight safety info can be found at her website and blog at [www.captainkarenkahn.com](http://www.captainkarenkahn.com).

Additional Reading:

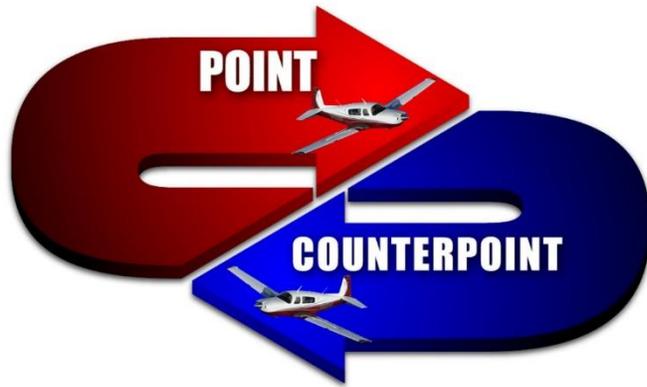
[Fuel Exhaustion Brings Down Mooney](#) – May 2016

[Fuel Starvation Brings Down Mooney](#) – June 2015

[M20E Fuel Exhaustion Accident](#)

NTSB ACCIDENT REPORT

FUEL  
EXHAUSTION



## ENGINE MANAGEMENT

|   |  |
|---|--|
| <p>My position is to use science &amp; engineering information to manage the life of my engine</p>  | <p>My position is that the FAA knows best.</p>   |
| <p>Let's start with Compression Checks. They tell you about the same amount of information as Litmus Paper. If a cylinder has low compression, it does not mean much on the first test. Go fly again and retest. If it's about the same, then you might have a compression issue. Are the compressions within limits as specified by the Engine Manufacturer? Remember that Continental requires a specific tester orifice and has much more generous spread on compressions than Lycoming.</p> | <p>It's mandatory testing by the FAA at each Annual so it must be important.</p>   |
| <p>If your compressions are out of range, your next step is a Borescope analysis. Look at the cylinder walls for the hone marks (cross hatches). Then look at the valves for normal burn patterns. These are common reasons for low compression.</p>  | <p>The FAA provides no guidance that I am aware of, but the Borescope analysis should be done by a professional. It's critical that you torque your spark plugs to spec when re-tightening them.</p> |
| <p>Next, let's talk CHT management. For Lycomings, always keep them below 380° and for Continentals below 400°.</p>   |  |
| <p>How about EGTs?</p>  | <p>Keep an eye on your engine monitor. Get to know your EGTs at or near sea level. If they vary from their norm, look more closely at the data.</p>  |
| <p>Agreed, EGTs are affected by ignition. If timing is advanced and the cylinder fires early, then the EGT will be less. Failure of your spark plug or iffy magneto will cause a slower burn and increase your EGT. Interestingly, your CHT will be lower.</p>  | <p>If you experience engine roughness, this may be an indication of a clogged injector.</p>  |
| <p>What about Top Overhauls?</p>  | <p>If you have a bad cylinder or 2, then the others cannot be far behind. Belly up and get a top overhaul.</p>   |
| <p>I totally disagree. Take your compressions, Borescope, condition of spark plugs, and magneto into account and rework the affected cylinders.</p>   |  |



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Email: [Paul@WeepNoMoreLLC.com](mailto:Paul@WeepNoMoreLLC.com)



A gold seal with a serrated edge. The outer ring contains the text "SATISFACTION GUARANTEED". In the center, it says "NEW! 7 Year WARRANTY".



Send your questions for Tom to [TheMooneyFlyer@gmail.com](mailto:TheMooneyFlyer@gmail.com)

**Question:** Why do Turbocharged engines seem to need more work before TBO than normally aspirated engines? I guess a follow up is, what do you think pilots are doing incorrectly that causes problems on turbocharged engines? RJ

**Good question!** The installation of a turbocharger creates two distinct differences from a normalized engine.

- 1. High Temperatures:** Since the turbo is run by exhaust gas, not only is the turbo and the exhaust system made of very expensive metal, but the intake air is very hot coming from the turbo. This requires an extensive cooling system that is more critical than that on an aspirated engine. Maintenance of just the engine baffles is more critical and thus more expensive.
- 2. High Air Pressures:** The purpose of the turbo is to increase air mass in the cylinders to increase power. The increased power results in higher CHTs and higher pressures, which causes increased cylinder wear.

Those are the two main factors that result in more maintenance and costs for turbocharged engines. One of the pluses of a turbocharged engine is its ability to maintain full power at higher altitudes, resulting in higher speeds because the air is less dense at higher altitudes. Another plus of the higher altitudes is it gives you the ability to cross mountains and get above the weather. So, for many pilots, the extra cost of a turbo meets their needs.

Pilot operation can impact costs tremendously. First, temperature control is paramount. Second is over-boosting which can cause big problems. While the newer engines are almost "pilot proof", they can still be abused. I am a firm believer that "spooling down" an engine before shutdown is important to engine life, but there are those that dispute this idea. An extra five minutes before shutdown is free, so why take the risk? I also believe that cruise climb at reduced power is much easier on the engine than climbing at full power. Most cars today are designed to operate at lower RPMs while cruising, mainly to reduce wear on the engine. When a six cylinder turbo engine change can cost as much as \$75,000 and up, it really pays to learn how to reduce wear. We have seen quite a few turbo engines go past TBO, so proper operation can really pay off.

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# Have You Heard?



## ***Trump Executive Order on Regulations Means Potentially Big Changes for the FARs***

A White House directive requiring federal agencies to eliminate two existing regulations for every new regulation could require a major overhaul of the Federal Aviation Regulations.

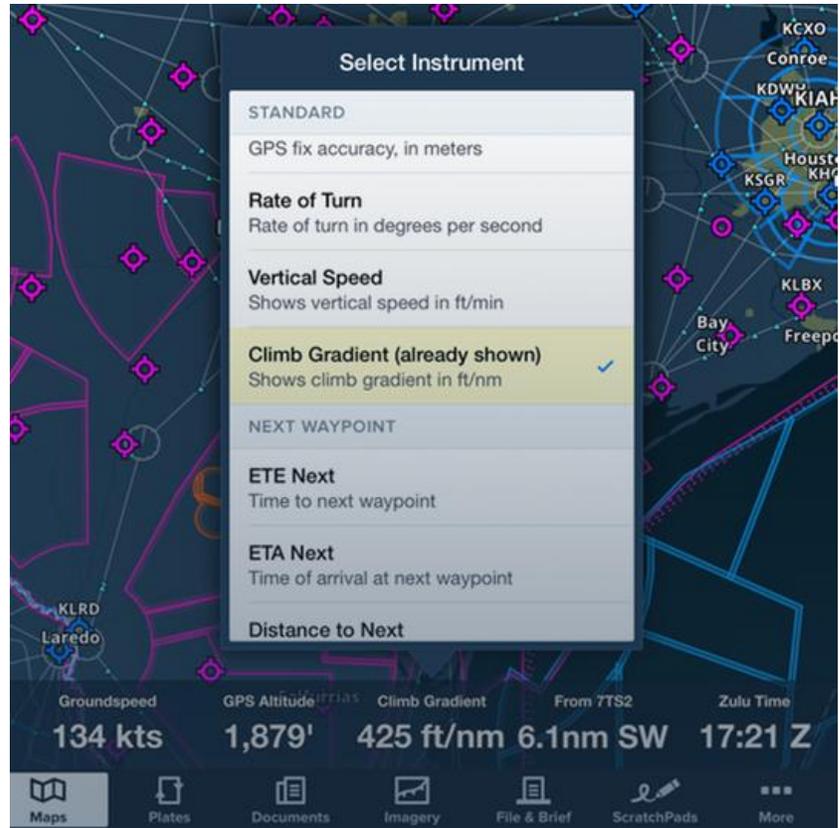
When President Donald Trump in his first days in office made good on a campaign promise to cut red tape by eliminating unnecessary regulations, workers at federal agencies knew they'd suddenly be very busy. Perhaps nowhere was this more true than at the FAA, where the enactment of new rules in the near future would seem to require a top-down review of the Federal Aviation Regulations aimed at combining, rewriting and eliminating rules already on the books.

Ironically, many of the new rules the FAA is about to introduce — for BasicMed third-class medical reform, the Part 23 rewrite and those dealing with operational credit for use of infrared enhanced-vision systems, to name a few — are aimed at reducing regulatory bureaucracy and benefiting pilots and aircraft operators. It's unclear at this point whether the president's executive order and a temporary freeze he has put on new regulations will lead to delays in enacting BasicMed or the Part 23 rewrite, but what we do know is the FAA will have its hands full trying to determine which regulations to jettison to make way for new ones.

BasicMed and the Part 23 rewrite are special cases, however, since these reforms were ordered by Congress. With the confirmation on Tuesday of incoming Transportation Secretary Elaine Chao, the Department of Transportation and FAA can begin the task of determining how they proceed with the enactment of these mandated reforms while satisfying the requirements of the Trump Administration's executive order. [READ MORE](#)

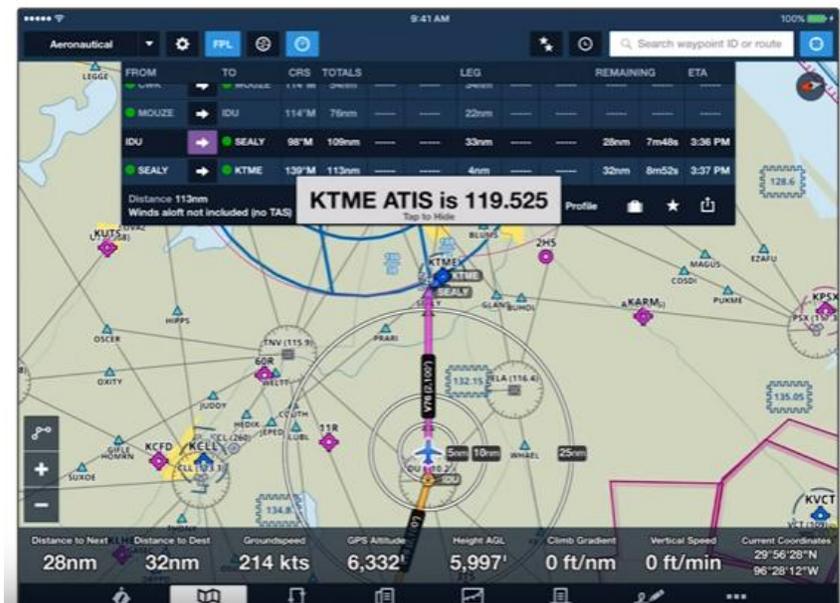
## ForeFlight's Climb Gradient Instrument

ForeFlight's *Climb Gradient Instrument* uses GPS, ground speed, and vertical speed information to display your climb gradient in feet per nautical mile, allowing you to monitor your climb performance in real time. Activate this new instrument by tapping on the Instrument Panel and selecting *Climb Gradient* from the list.



## ForeFlight's ATIS Frequency Popup

ForeFlight now automatically displays (or speaks) the weather frequency approximately 20 nautical miles from your destination airport. The popup remains on the screen until you tap on it. [LEARN MORE](#)



## **Lightspeed Aviation introduces the Zulu 3, \$850**

Enhancements in the Zulu 3 include:

- New contoured ear seals designed to hug the curve of the jaw, for a more natural fit that increases comfort and stability;
- New cables built around a Kevlar core that are stronger and more flexible than standard cables, while weighing less. These are the same cables that are standard on Lightspeed's PFX and Tango headsets;
- Seven-year warranty;
- An optional free taller head pad for smaller head shapes.



The Zulu 3 retains the features of the previous models, including Bluetooth phone and music, the durability and longevity of nearly 100% stainless steel and magnesium construction, user-adjustable mic gain, and ear seals that offer 50% more space inside the cup and 20% more surface area, according to company officials.

## **Sporty's Upgrades Flight Gear bags**



**Large Accessory**

**Small Accessory**

**Sunglass**

**iPad**

**Headset**

The Large Accessory Gear Mod [5506A] is available for \$9.95; the Small Accessory Gear Mod [5661A] is available for \$8.95; the Sunglasses Holder Gear Mod [5583A] is available for \$11.95; iPad Air/Pro 9.7 Gear Mod [6152A] and iPad Mini Gear Mod [5652A] are each available for \$11.95; Headset Pouch Gear Mod [5710A] is available for \$19.95. [READ MORE](#)

## **Uflytv - Video-on-Demand with Aviation Action**

They have an initial inventory of more than 220 films. Subscriptions range from \$5.95 for one month, to \$49.95 for a full year. Go to <https://www.uflytv.com/>



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# MOONEY

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### **The Mooney Flyer Fly-Ins**

**March 7-12: Loreto, Mexico (MMLT)** – Fly to Baja Mexico with fellow Mooney pilots and stay at La Mision resort, or another hotel of your choice. Enjoy Loreto. Take an optional flight to San Ignacio for a worldclass whale trip. More details later. We will walk you through how to do this flight and return. You can even meet us in San Felipe and go through the simple entry procedure with us.

[Register](#)

**March 17-18: Spring Training Baseball & BBQ** (Seattle v SF Giants): **Friday, March 17 - Presentation & Tour. 3:00 PM sharp, meet in the Lux Air Jet Center lobby, (the GYR FBO) for the "Graveyard" Airliner and Airport History presentation by Ryan Reeves, Gen. Mgr Lux Air. Tour the German Air Force training; Lufthansa training fleet, and dozens of airliners parked in the desert.**

**3/18:** 1:10 pm Seattle Mariners v. San Francisco Giants at Peoria Stadium 16101 N 83rd Ave, Peoria, AZ 85382 (tickets at the door, or <http://m.mlb.com/mariners/tickets/spring/index>)

6:00 pm, BBQ at the home of Mooney owner Jeffrey Lawrence.

Hosted by Jeff Mirsepasy, Cell: 206 679 6477 Email: [jeffmirs@gmail.com](mailto:jeffmirs@gmail.com)

[Register](#)



**April 7-9:** Santa Maria, CA ([KSMX](#))  
**June 2-4:** Chatanooga, TN ([KCHA](#))  
**Sep 8-10:** Frederick, MD ([KFDK](#))  
**October 6-8:** Dubuque, IA ([KDBQ](#))



All Meetings at 11:30am

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

**March 11:** Fort Pierce ([KFPR](#)), Tiki Restaurant  
**April 8:** New Smyrna Beach ([KEVB](#)), Lost Lagoon Grill  
**May 13:** Flagler ([KFIN](#)), High Jackers Restaurant  
**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

**EMPOA April 28-30:** LFGF is the perfect location in the heart/belly of France. Friday – Explore the Medieval village and dinner at La Chaumiere. Saturday –Enjoy the local wineries by rental car or bike. Sunday – Extend your stay or depart for home. **CLICK HERE** for all the details & hotel recommendations as well as last minute information.

**Other Worthy Fly-Ins**

**April 4-9:** Sun n Fun ([KLAL](#)) <http://www.flysnf.org/>

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

**AOPA Regional Fly-Ins**

**April 28-29:** Camarillo, CA  
**September 8-9:** Norman, OK  
**October 6-7:** Groton, CT  
**October 27-28:** Tampa, FL

# TIME PRODUCT REVIEW

## Whalen LED Landing Lights

When your old landing light fails – and it will – consider replacing it (or both if you have two), with an LED Landing Light. Yes, they are more expensive than the old style, but here are the cool benefits:



When you turn an LED landing light on, not much happens on the load meter. In fact, the load meter seems to say, “Is that all you got, big guy?” Gone are the days when you could check your landing light by watching the load meter spike, as if a fault had just occurred in your voltage regulator.

The LED light will last almost a lifetime. They just never fail.

When landing at night, it will appear as though the sun is shining. Yes, LEDs are that bright!

Consider LED the next time you replace your landing light(s). You can thank me later, Jim

### DID YOU KNOW?

In 1908, Frenchman Henri Farman, upon visiting the U.S. he was shown the Aerial Experiment Association’s *June Bug*. Henri pointed to the *June Bug*’s pivoting control surfaces mounted on the wingtips and said,

“*Aileron*”, which is French for *Little Wing*. The term stuck.

At right is a 1912 Farman HF.20 biplane with single acting *aileron*s hinged from the rear spar.





### Arizona

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

[JasPriceAZ@gmail.com](mailto:JasPriceAZ@gmail.com) Proficiency training and IPCs. Website: [www.JDPriceCFI.com](http://www.JDPriceCFI.com).

**Ken Reed** (CFI, CFII, MEI, ATP), Tucson, AZ. 520-370-3693. Owns M20K and has previously owned an M20C, M20F & M20M. [kr@klrdmd.com](mailto:kr@klrdmd.com)

**Boris Vasilev** (CFI, CFII, MEI, AGI), Phoenix Area. 602-791-9637

[freedomflightservice@gmail.com](mailto: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](mailto: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](http://www.DonKaye.com). Master CFI. PPP Instructor, MAPA, 8 years; Owner: M20M. Total: 10,265; Mooney: 8454; Instruction: 5641

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

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

**George Woods**, Woodland, CA (O41). (530) 414-1679, [georgemichaelwoods@yahoo.com](mailto: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](mailto: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](mailto:mcjesch@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](mailto: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](mailto:bkaufman.mba@gmail.com).

### Connecticut



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

**Winslow Bud Johnson**, [smgemail@aol.com](mailto: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](mailto:mike@aviating.com). Quality instrument & commercial instruction, transition training, ownership assistance, plane ferrying. Mooney: 1600; Instruction: 600

**Ronald Jarmon**, Panama City. (850) 251-4181. [IAELLC@gmail.com](mailto: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](http://IslandAirExpress.com).

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

**Ted Corsones**, Naples. [tedc@corsones.com](mailto: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

### 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](mailto: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](mailto:George.perry@aopa.org)



### Massachusetts

**Ralph Semb**, [ralph@bowling4fun.com](mailto:ralph@bowling4fun.com), 413-221-7535. I own and fly a M20S Eagle.



### Minnesota

**Joe Allen**, Minneapolis, [jp.allen926@gmail.com](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto:AustinWalden@gmail.com). PhD, Specializing in Models C thru J, [www.WaldenAviation.com](http://www.WaldenAviation.com).

**Doug Bodine**, Commercial Pilot/Flight Instructor, Cell 605 393-7112, [mei.cfii@gmail.com](mailto: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](mailto:bob_cabe@hotmail.com). Total: 5000; Instruction: 2000+. Pilot since 1965. Served as an instructor providing transition training for people purchasing new Ovations & Acclams. Total: 5000; Instruction: 2000+

**Brian Lloyd**, Kestrel Airpark (1T7). 210-802-8FLY, [Brian@Lloyd.aero](mailto: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](mailto: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](mailto: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](mailto: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

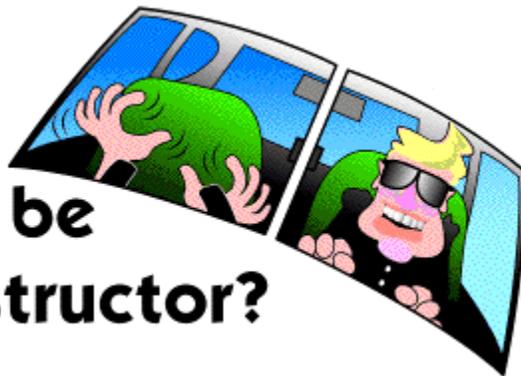
**William Wobbe**, Leesburg. [william.wobbe@gmail.com](mailto:william.wobbe@gmail.com), (713) 249-7351. ATP, SES, SEL, MEL, MES, CFI, CFII, MEI, AGI, IGI, ADX. Time in M20B through M20TN models and very familiar with Garmin G-1000, GTN750/650, and G530/430 avionics.

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](mailto:b747aviator@yahoo.com) ATP MEL, Commercial, SEL, SES, Glider. CFI, CFII, MEI, FIG. EXP in Mooneys A-J. Providing initial & transition training. Total: 7800; Mooney: 500; Instruction: 3000

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

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SE of Naples, FL. Only \$209000. Call Cara Mahoney, Coldwell Banker Residential Services, 239-272-3098 or email [Ccara4realestate@yahoo.com](mailto: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

### Mooney Cover

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



## LASAR'S Free Site



Check out Lake Aero Styling & Repair's "LASAR" Web Site: [www.lasar.com](http://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](mailto:parts-mods@lasar.com) and [service@lasar.com](mailto:service@lasar.com)



# FOR SALE

## 1965 Mooney M20E Super 21



TT 6425, SMOH 780, SPOH 780, 200hp Lycoming IO-360-A1A, Hartzell Prop with "B" hub (no AD), 201-style instrument panel, manual gear and flaps, Century NDS360 HSI, KX-155 w/GS, KI-209, KX170B w/ GS w/ MAC1700 digital upgrade, KR22 MB, KR 86 ADF, Northstar M3 Approach GPS w/ Argus 3000 moving map, CP125 audio panel, PS Eng. intercom, WX-8 stormscope, AT-50 transponder, Brittain wing leveler, standby vacuum system, IFR certified to 20,000 ft. UBG-16 engine analyzer, LASAR cowl closure and brake caliper rotation, tanks leak free, leather interior, inertia reel shoulder belts, all factory manuals on USB stick. Owned, hangared (AZ) and maintained by A&P/IA last 18 yrs. \$45,000

K. McMullen, 480 460 0639, [kellym@aviating.com](mailto:kellym@aviating.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](mailto:jmiel@uim.org) or 520-370-7258

**1978 Mooney 201VL****\$ 85,500****MODEL 201 J - 200HP**[mbmaksymdc10@aol.com](mailto: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

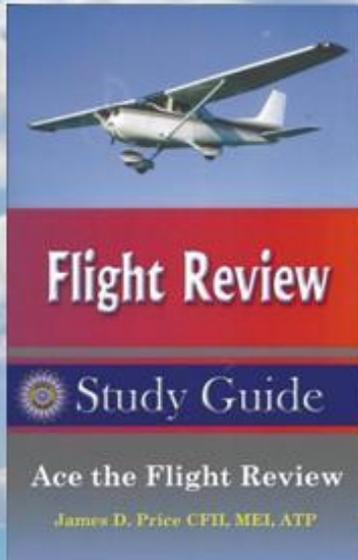
Mooney shoulder harness installed

Wing tip strobes

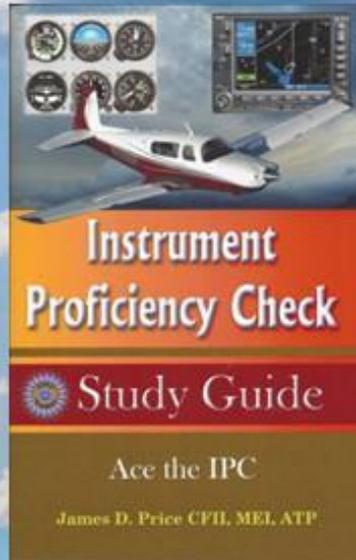
External power receptacle

Copilots brakes

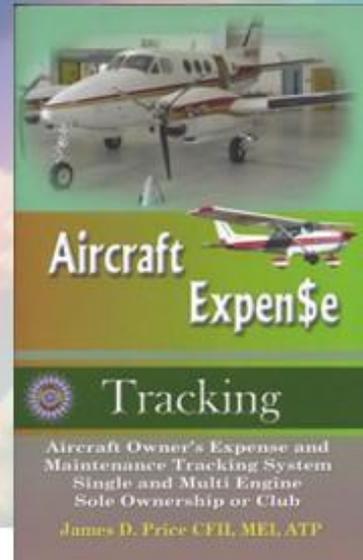
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