

# *The Mooney Flyer*

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

November 2017



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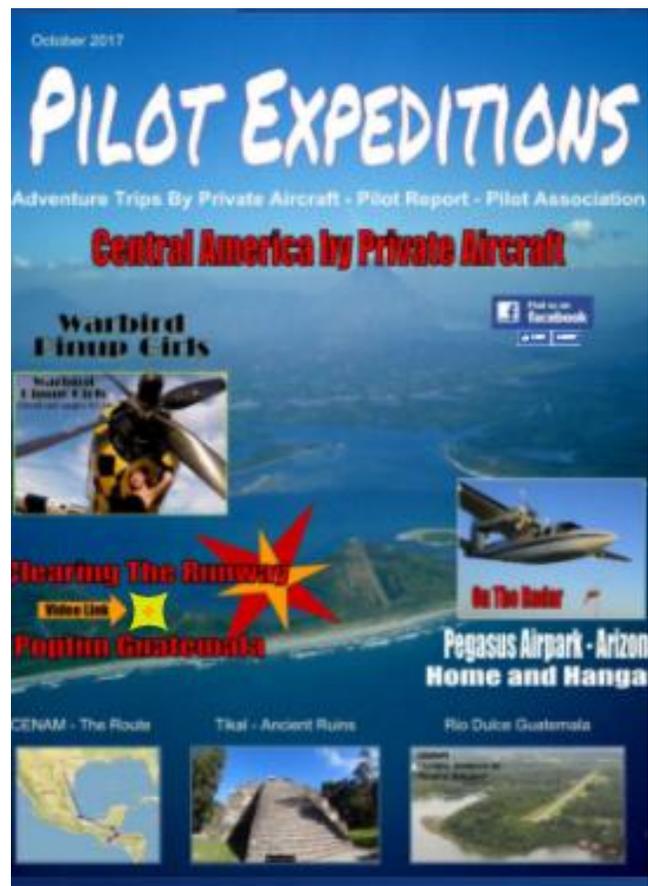


I caught up with Erik McCormick, who recently founded Pilot Expeditions. Mooney pilots have self organized into Fly-in groups such as the Florida Lunch Group (lead by David Traish), EMPOA, AMPOA, and others. I suppose that's because Mooniacs are a social-minded folk and we love to fly to places and mix it up with other Mooney owners. This month we wanted to highlight a new organization headed up by Erik that provides excuses for any/all pilots to fly away for the weekend and enjoy the company of other pilots and their friends/significant others. His publication, *Pilot Expeditions*, is rich in pictures and stories of amazing destinations. Erik is related to Jack McCormick, who has led the Baja Bush Pilots for as long as I can remember. The Baja Bush pilots are another organization worth joining as they arrange fun expeditions to Baja Mexico, their most famous each year being the Whales out of Mulege or Loreto. [CLICK HERE](#) for more information on them.

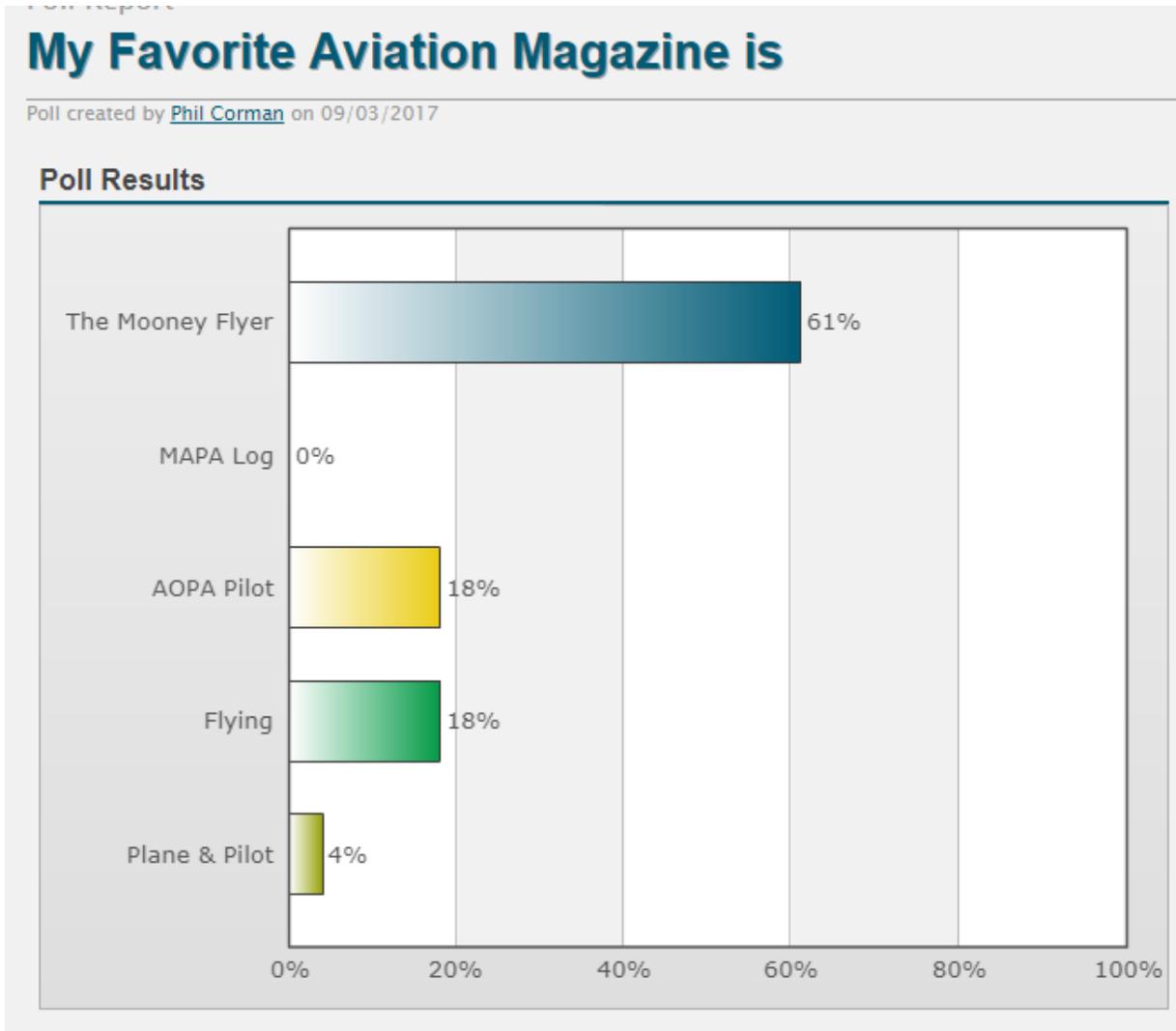
Clearly this family is committed to enhancing the fun we can have with our airplanes. Erik also began producing an online magazine that is full of good information. Take a look.

[CLICK HERE](#) for more information about Pilot Expeditions.

Tom Grossgart tells us that EMPOA has started a Fly-Out Group called The FastFlyers. You can get more details at [www.TheFastFlyers.com](http://www.TheFastFlyers.com) or on Facebook. EMPOA is very active with lots of fun things to do with other Mooniacs in Europe. We hope to join them next time we are across the big pond.



**Don't Say This on the radio: "XYZ Traffic, anybody in the pattern, Please Advise."**



Next month's poll: "Regarding My Minimums" [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](#)

[CLICK HERE](#) for an ultra rare video of Baron Von Richthofen.



Another thing not to do at non-tower (uncontrolled) field is "line up and wait" ((formerly "position and hold"). A nearby non-tower airport has a notice posted in the men's room about the FAA's position on this practice.

It just makes no sense to put an aircraft into position with its tail to the traffic and block the runway unless for an immediate takeoff. There's always the possibility of a NORDO or a missed radio call.

I recently witnessed a pilot sitting in position for TO while getting an IFR clearance at a non-towered airport. A non-pilot relative of the IFR pilot asked me if it was appropriate for the plane to be sitting in position on the runway for such a long time! Common sense!

**Rae W**

Hello Phil & Jim. Please don't feel alone. I'm sure there are many others like me that appreciate and benefit from your efforts. I am looking forward to the day that I will be able to transition from my Skyhawk to a Mooney. Your publication helps me dream and plan. As a small token of my appreciation I am making a donation to The Mooney Flyer.

**Gary P**

Thank you, Jim Price for a great article about non-towered airport operations. It may never be possible to eliminate "Any traffic, please advise", but I am glad to see I am not the only one trying.

Thank you, Tom Rouch on your article about tail play - maybe that's not the best term, but the article was very informative and I have saved it for my next annual.

Thanks to all for a great service to the Mooney Community.

**Wally M**

In the process of departing an uncontrolled airport, I always try to make a right turn out to avoid the traffic pattern. You did not mention this strategy in your [Uncontrolled Airports] article. What is your opinion on this?

**Arthur W.**

**Editor's Note:** Arthur, the AOPA Air Safety Institute recommends the following:

After takeoff, climb on the extended runway centerline beyond the departure end of the runway up to pattern altitude. At this point, you can continue straight ahead or make a 45-degree turn to the left (see Figure 8), or to the right if the airport has a right-hand pattern.

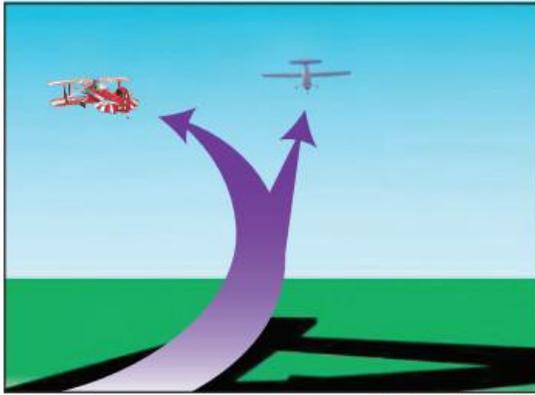


Figure 8. Departure

If you will be departing against the flow of the pattern, wait until you are at least at pattern altitude plus 500 feet before making a turn, and be sure to advise on the CTAF "Westco traffic, Arrow Four-Seven Romeo, departing the pattern Runway One-Eight, right turn westbound, Westco."

I wholeheartedly agree with the Air Safety Institute. Jim

I am a 72 year old whose son Andrew (living in Minnesota)

has moved past his PPL and is on to his Complex and VFR

certifications. I am JEALOUS as I never had the opportunity to learn to fly.

He has his own business designing and creating wine cellars for domestic and commercial applications. His business is national across the U.S. and he has grown tired of driving, or going with Commercial Carriers scheduling to meet with clients and decided that GA flying would be the answer. Ownership has, always, been in the plan. We have talked a great deal about flying over the years, and have built many R/C planes in that time. Now, with his making the big leap to the real thing, I am his Champion!

He did his Basic on a C150 and C172 at Stanton, Mn. His VFR and Complex have been in a Piper Arrow. His CFI, and a new friend who is a 25 year A&P, suggested that, when the time comes, he would like to buy an M20, due to its performance and practicality. John, the A&P, owned an M20C for over a decade and has strongly recommended Andrew consider an M20F; one with the manual Johnson Bar Gear system as he is not convinced that the Electric Retraction systems offer the safety possibilities which are part of the manual system. To one who has had power window systems fail three times (too many), this seems logical. A power window lift fail is only a minor issue in bad weather. Electric Landing Gear actuator failure is a different level of problem.

Being retired, (career in teaching History at the Secondary School Level), I have ample time to explore, and learn, about Mooneys through your excellent publication. I am now his researcher and send him materials from your publication, which he has found both interesting and informative. As a Chemical Engineer (University of Waterloo, Engineering, 1996), Andrew is a detail oriented individual who is a stickler for correct actions and forward thought.

I have scoured the NET for M20Fs and don't find all that many out there being offered. Not surprising given the performance and advanced engineering found in the M20 series, and the relatively small production numbers over the 70s through the late 80s.

Will there be possible linkage to potential sellers through your publication? Anything would be a help! Finally, I want to thank you, and everyone who contributes to The Mooney Flyer. I have looked at many such offerings and find that TMF, like the planes it celebrates and discusses, is head and shoulder above the crowd. I look forward to a long connection to your work through TMF, and to flying in my son's M20F!! I may end up starting the process myself!!!

**Bud H**

# ROGER THAT

and Early Aviation Communication by Jim Price

In our day, aviation communication seems to be a very simple thing. However, after December 17, 1903, when the Wright Brothers made their first successful flight, communication with pilots in the air became a real challenge.



The first attempts to communicate with pilots involved visual signaling, such as colored paddles, signal flares, and hand signs. When air-to-ground radio communication became possible, they used Morse code and radio operators used short signals in order to save time. One of those short signals

*Don't Say This on the radio: "xyz Center, Mooney N12345 is with you."*



was the letter "R", as an abbreviation for "received." This meant that pilots confirmed that they had received the message and the instructions.

## Night Communications

Finding visual landmarks at night was not an easy task, but aviators soon figured it out.

American pilot **James Herbert "Jack" Knight** made the first successful overnight air mail connection in the United States.

Postmaster General Burleson devised a plan to demonstrate airmail's potential. He would have mail flown across the country completely by air, without using the railroad, in order to reduce transit time, and chose February 22, 1921, for the all-air cross-country test.

This flight would not be an easy task for the pilots flying in unprotected cockpits as it would be difficult for pilots to find visual landmarks at night. On the morning of February 22, 1921,

two mail planes left Hazelhurst Field, Long Island, New York, heading west, while two other planes flew east from Marina Field, San Francisco, California. Relay planes waited at the regularly scheduled stops in between.

Jack Knight was waiting in [North Platte, Nebraska](#), to continue the westbound leg. He left for Omaha after 10:00 pm not knowing that the relief pilot scheduled to meet him in Omaha was stuck in a Chicago snowstorm, which had also stopped the westbound pilots, whose mail was being loaded onto a train. Jack was unaware that he was the only pilot left flying and that the future of airmail could depend on him.

He left North Platte and began eastward to [Omaha, Nebraska](#). Through the cold night he was able to see signal fires lit by post office employees, airfield managers, and even local farmers. Landing at



Omaha after 1:00 AM on the 22nd, Knight learned that he was the only pilot still flying, as the eastbound leg had also been grounded by the snow storm.



After warming himself, Knight chose to continue the flight, despite the threatening storm and the fact that he had never flown east of Omaha.

Following more fires and other landmarks across Iowa, Knight flew the next leg through [Des Moines, Iowa](#), where snow prevented a landing, and then another 120 miles to [Iowa City](#). There, he warmed himself before taking off again at 6:30 a.m. for the final 200 miles to Chicago. At 8:40 a.m., Knight reached [Chicago Checkerboard Field](#), where newspaper reporters were waiting for him. His all-night flight had covered 830 miles in the frozen wind and bumpy air and made front-page headlines nationwide. Now you can tell your friends that you DO know Jack.



“Roger” became the designation for “R” in 1927 as part of the first phonetic alphabet that was developed by the International Telegraph Union and operators transmitted a simple “R” to indicate that the message was “received.”

When pilots stopped using Morse Code and switched to voice operation, they continued to use the word “Roger,” to indicate that they had “received” the message.

## Why didn't pilots just say “Received”?

During World War II, not everyone spoke English. To help with communication, the British and American military developed a phonetic alphabet:

*“Able, Baker, Charlie, Dog, Easy, Fox, George, How, Item, Jig, King, Love, Mike, Nan, Oboe, Peter, Queen, **Roger**, Sugar, Tare, Uncle, Victor, William, X-ray, Yoke, Zebra.”*



By 1943, in the midst of World War II, both the British and American military were frequently using “Roger” and it quickly became part of the international aviation language.

In 1957, the new phonetic alphabet was adopted and “Roger” was replaced by “Romeo.” By then, “Roger” was already synonymous with “received” and etched in the aviation jargon. Then came catchy phrases like, “Roger Wilco” (I understand and **will comply**), “Roger that” and “That’s a Roger”. It looks like everyone is using our precious aviation lingo.

And now you know everything!





# Minimums

by Phil Corman

In life, few of us settle for the “minimum”. We always want the best, or the most, or something like that. But in flying our Mooneys, it’s all about the minimums, and in this case, your “personal minimums”. The FAA specifies an awful lot of minimums in order for you to be PIC in your Mooney.

*Having personal minimums is half the answer. Writing them down and referring to them on a regular basis is 100% of the answer.*

One of the most fundamental minimums is to perform 3 takeoffs and landings within the past 30 days; full stop landings if you want to remain night current. Other minimums are well known to us as well. There are VFR minimums which vary from Class A to Class G airspace. Then there are MVFR, or marginal VFR specifications. Then every Instrument Departure or Approach has all sorts of minimums for altitudes and visibility. But the question I want to ask in this article is, “What are your personal minimums?”

## Fundamentals

Do you feel that 3 takeoffs/landings in 90 days keeps you on your PIC game? If not, what are your minimums? That minimum is for everyone, but doing 6 Instrument Procedures in 6 months, is that a sufficient minimum for you to be confident and adept at flying in IMC and performing IFR Approaches? If so, ok. But if not, what are your minimum requirements? Are you comfortable flying a precision approach to 200’ with 1/2 mile visibility? If not, what is your

minimum? I think it’s important to know, or even write down, your personal minimums and then rigidly adhere to them. Knowing your minimums can also help you with go/no-go decisions. It can be the life saving antidote to “Get Home-itus.”

## Performance Minimums

There are two types of Performance Minimums in this category. The first is “You”. Are you fit to fly properly? Have you had alcohol within 8 hours? Is that long enough based on your metabolism and general health at the time of departure? Yes, you need to have minimums here. What about over the counter drugs to combat colds/flu/allergies? Do they make you “slightly” drowsy? How do you know if it’s too much? What guideline/minimum do you use for



yourself to determine whether you are fit to fly your Mooney? Knowing and writing this down is useful. If for no other reason than to make you think before pushing the Master Switch.

The second category for Performance Minimums are those for your Mooney. Are you close to the edge of the envelope for your Weight & Balance? Do you know where your CG actually resides? Perhaps you are like some who think, "Well, I flew 3 adults with baggage and 64 gallons of 100LL and it all worked out last time. Seems to us that if you don't know precisely, you should check before fueling up and/or pushing the Master Switch.

What about takeoff requirements? After owning your Mooney for years, you get to know her pretty darn well. A simple example is, when do you do an intersection departure? Or, when do you back taxi against a displaced threshold? What are your decisions and minimums. For me, I always "default" to a full runway and back taxiing on a displaced threshold. Why? Simple, more runway means more options in the event of an airplane/engine issue. And, as a PIC, more options are always better than less options. I have minimums for intersection departures, and I know them.

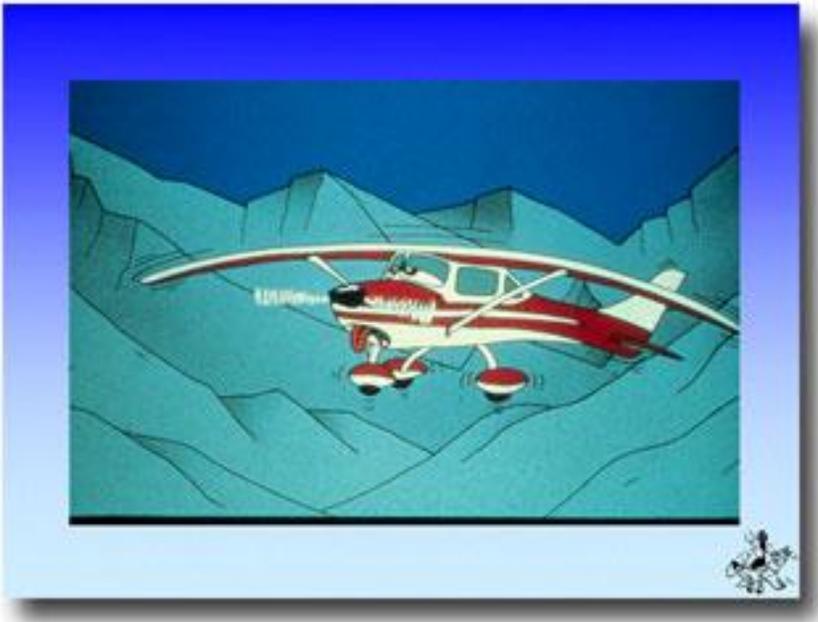
But you have not encountered all of the specific conditions more than once. For instance, on any given day, the temperature will vary... the wind will vary... your engine is getting older with each

use... compressions aren't typically improving... and each airport is at a different altitude with a different runway length. Additionally, on each flight, your Mooney weighs differently. Lastly, your CG will be slightly different causing a nose up or down moment. Do you actually know what runway length you need on this flight? If it's tight, do you know what airspeed you require and at what point on the runway where you would terminate the takeoff if that airspeed is not achieved at that point? What's that

minimum? Did you build in a 10% safe side factor? 20%? Or no safety factor? Again, we think you should know these numbers and have minimums with safety factors built-in.

And what about Density Altitude? Do you actually have a personal minimum for a high density altitude takeoff? If it's "questionable", do you compute the necessary runway required from your POH? How much of a safety factor do you factor into it, since we all know that most Mooneys no longer live up to their book numbers. We think you should play it safe and

*Do you have personal minimums for Density Altitude and also for Weight & Balance? Do you build in a safety factor in case your Mooney behaves differently than POH? Ask yourself, "When was the last time you computed DA or W&B for a questionable result?"*



build in a buffer.

So you flight plan a trip that leaves you with the proper VFR or IFR reserves. Are you comfortable with those reserves? Does the weather look like it's cooperating? What if the forecasted Winds Aloft are not the actual winds you are seeing? What is your minimum for re-routing or landing in the face of worse than forecast weather? Often, that might be more than the FARs indicate.

## Intangible Minimums

All of my personal minimums are either FAR-based or more conservative. They are based on my personal health the day of the flight, the status of my Mooney, meteorological conditions, and my "experience". I know when I reach the edges of my envelope. To increase my minimums, I will work with a CFI or another experienced pilot.

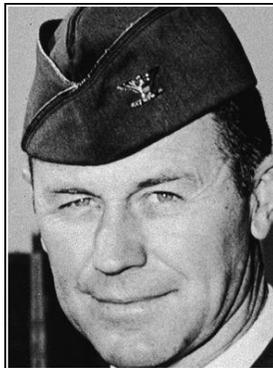
Another consideration is if there has been recent maintenance on my Mooney. I always fly a checkout flight after anything more than minor maintenance. Usually that's at a safe altitude and not far from a landable airport.

I also consider if I am carrying loved ones. My minimums are usually higher/more conservative.



## Summary

Usually in life, we talk about maximums. Things like maximum output... best result... and the like. In flying, one of the best things you can do to maximize your safety in flight is to have Personal Minimums that you WRITE DOWN, and that you refer to on a regular basis. These personal minimums should always be at least as conservative as the FARs, and adjusted more conservatively based on your skills and experience. Live to fly another day is a wonderful credo.



The secret of my success is that I always managed to live to fly another day.

— Chuck Yeager —

AZ QUOTES

*At an uncontrolled field, don't say This on the radio: "Mooney N12345 is taxiing into Position and Hold."*



Dear EMPOA Mooniacs!

A great summer full of flying lies behind us. And while forests and vineyards show off a spectacular array of colors from the air, we are already preparing ourselves and our Mooneys for the next trips.

Our trip to France led us to Troyes and Île d'Yeu in June and thanks to the extraordinary preparation of our vice-president Philippe Coffinet this was a great success; the Annual General Meeting at Troyes even boasted a new record participation with 27 aircraft touching down at Troyes. There will always be different opinions in a club, but nevertheless we are very happy that after the discussions at Troyes we are once again established at a smooth cruising altitude. 15 Mooneys were taking part at our weekend in Franconia and Kulmbach did show that the famous EMPOA spirit is very much alive. That those Mooneys can also deal very well with shorter runways and high terrain, was being proven during our fine Mooney Mountain Flyer Camp end of September at Gap airfield in the French Alps.

There have been some organizational changes at EMPOA: Birgit Hutz has left the board after ten years of work for the club and we would like to take this opportunity to sincerely thank her for the work and commitment that she has devoted to our cause. We would like to wish Birgit and Rainer many safe flights and happy landings in the future. We also would very much like to continue Birgit's project of flying for boys with the Duchenne disease and are waiting for members step forward and volunteer by taking a young boy into the skies.

A big Thank You goes out to Andi Hoegl, who has helped so many members as Technical advisor in our group. We hope that we will be able to count on Andi again one day in the future when his big project of hangar construction in the southwest of France comes to a finish.

At the same time we are very happy to welcome new members on board the EMPOA crew: Lukas Straubinger is not only our youngest active member, but also our new public relations person. Lukas has already completed many flights with his father Eugen, is well known to the group and is an IFR-rated pilot. As free-lance author for general aviation magazines, he knows how to put our hobby into perspective by choosing the right words.

Also new to the extended board is Alex Haselmann, our future Mister Motor. As technical advisor, he will be responsible for the specialty tools and offer his expert advice around airframe, engine and avionics. We hope that we learn quite a bit from this specialist on American big block engines. Whilst talking about this we would like to stress that the position of technical advisor at EMPOA can and should not be seen as replacement for your own repair shop and personal involvement. And the EMPOA webforum also deserves your attention in order for problems and solutions being made public to a greater audience.

During our past travels we have shared many beautiful and unforgettable moments. Nevertheless, there has obviously been the need for some formal clarifications. Therefore the board has come up with an unanimous decision that we distribute to you as attachment to this newsletter. It was very important for us to offer as much freedom as possible for any potential organizer and we hope that this will lead to an even greater involvement of many members. Our own Tom has already started to prepare some attractive offers and has created his own company "The Fastflyers" that will be dealing with travels for members. Our board decision does not need to be the final version and we would love to hear your input which will then be discussed within the club.

Lothar und David are already in the position to share the date for an excursion around next years Annual General meeting. From June 14 to 18 (Thursday through Monday) we will offer a five-day-tour to Aschaffenburg/Germany (EDFC) and Pilsen/Czech Republic (LKLN), our AGM is scheduled for June 14 at Aschaffenburg.

Furthermore, we would like to invite all members and their partners to our third EMPOA Christmas party: Nuremberg and its famous Christkindlmarkt are the perfect setting for our meeting on Saturday, December 9. From noontime we will be there at the Nuremberg International airport (EDDN) with gingerbread and hot red wine. Thereafter, we head to the Christkindlmarkt and start the dinnerparty at Kopernikus restaurant in the historic Krakau tower. The party will also feature a little quiz around Mooney. We ask you for early and binding reservations as we were only able to secure 35 seats in the restaurant.

Finally we wish all of you a great take-off for fall 2017, safe flights with always happy landings and look forward to seeing all of you during our next excursions, travels and trips!



*David Kromka – Philippe Coffinet – Lothar Lucks*

*At an uncontrolled field, don't say This on the radio:  
"Mooney N12345 is 'taking the active'"*

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## **Why Airplanes Crash**

- (1) Pilot needlessly flew into "other than air".....(night VMC think Superstition mountain, mid air collision, and improper IFR, Runway LOC, and "hey watch this")
- (2) Pilot expected performance wildly beyond capability of the aircraft (high density altitude, Wintertime climbout from big rocks, four in a C172 with full fuel, Baron with five up and full Fuel and uphill runway, eg. St. Ignace accident, etc).
- (3) Pilot was cognitively impaired (drugs, fatigue, long duty cycle).
- (4) Pilot departed with known deficiency (propped the B58 and geared it up, Y\*\*\*\*\* J\*\*\*\*\* accident in Newark).
- (5) Pilot was a scofflaw (no medical, out of annual, no BFR, "What-did-you-expect?")
- (6) Pilot ran out of go-juice (planes fly better with go-juice).
- (7) Pilot fails to request help.
- (8) Pilot FAIL in icing conditions (think TMB 850 accident at MMU).
- (9) Pilot did a \*\*\*\* poor job with the planning and failed to abort the accident chain (get-there-itis, both fuel and weather).
- (10) Pilot failed to perform adequate on-ground actions



# Save The Pieces

by Bruce Jaegar

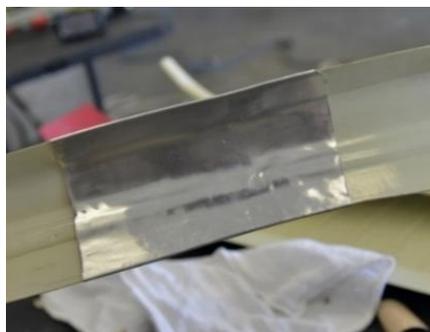
"My 50-year-old plastics are cracked, literally falling off, full of holes, discolored and I am tired of it." As more and more Mooney airplanes celebrate half a century, their owners are facing this reality.

Options are few and repair results will vary. New parts are expensive and do-it-yourself fitting and finishing can be difficult. Wrapping molded parts with fabric requires professional help and problems are covered, not really gone. Using fiberglass or other plastic repair materials is not so easy and the results can be disappointing. Could there be another choice?

In eleven years of refining the new Spatial Interior, the most challenging part has not been the new parts, it is the often-disappointing condition of window trim and headliners. Years of research and experimenting has resulted in the discovery of a few materials and techniques that make a difference. Of course, age, heat and sunlight may have damaged plastics beyond repair. From my experience, this would be the exception.

Plastic repair starts by removing the pieces, locating and profiling every blemish. For eyeball vent models, reconditioning headliners in place may be the best choice. It is not possible to truly repair a crack without slightly widening it into a hole. Materials include flexible soft aluminum, acrylic tape, a two-part epoxy putty and automotive aerosol finishes. Wrapping the acrylic taped soft aluminum slightly around the edges strengthens the entire area. Minimum putty, adequate sanding and application of a series of aerosol finishes, results in a professional looking repair. Visible soft aluminum edges can often be covered with optional flexible silicone rubber trim. Within a few hours, reconditioned plastics are ready to reinstall and they will fit.

A high percentage of cracks are directly related to the use of too many overly tightened small screws. A handful of carefully placed #6 color coordinated screws tightened to touch, correct the problem. The following photos show two repair examples.





Whether your choice is to refresh the original look or add the Spatial Interior panels, you can once again be proud of your vintage Mooney.

In addition to plastic repair, there are other commonsense items that can make a difference. Repairing that broken trim cover is quick and it's stronger than new. Replacing a broken emergency gear cover with a flat plastic panel that simply slips into place looks great and is easily removed for service. A two-part fuel selector fairing that simplifies carpet installation, while increasing finger room for swapping tanks would be nice. How about a set of brushes to replace that troublesome gear boot? Taking the time to seriously address these issues has resulted in good solutions.



Forward your questions to [bruce@jaegeraviation.com](mailto:bruce@jaegeraviation.com). We will come up with a plan that will work for everyone. Enjoy your Mooney!

Bruce Jaeger

[320-444-3042](tel:320-444-3042), Website: [www.jaegeraviation.com](http://www.jaegeraviation.com)

*Don't Say This on the radio: "xyz Traffic, Mooney N12345 is 10 miles out" (Huh? Which direction and what intentions?)*

# An Operational Pause



2017 has not been kind to the US Navy. This year, they had four major incidents resulting in the loss of 17 Sailors. In response to this, the US Navy took an "Operational Pause".

Pauses in operations are not uncommon and are viewed as a responsible step to refresh and review best practices and procedures so units remain capable, safe, and ready."

These pauses help in the battle against complacency, which is a major cause of aviation accidents.

## EVERY aviator should have his or her own safety day!

So, what can you do?

- Attend an [AOPA](#) safety seminar.
- Take an online refresher class. Flight Review and Instrument Proficiency Reviews are available at [jdpricecfi.com](http://jdpricecfi.com) (FREE)
- Watch safety videos developed by [AOPA](#)



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# Columbia River Gorge, A Mooney Tale

by Linda Corman



Phil and I have been to central Oregon several times and we never seem to tire of the beauty, the fun and exciting hikes as well as exploring the area. This time we had a mission, to get the leaks in our left fuel tank fixed in Troutdale. On our way there we stopped in Sunriver for a week and of course enjoyed Sunriver Resort and the city of Bend. We had never really gone to downtown Bend, so on this trip, it was on our agenda. After we tucked our plane in and got our rental car, we headed to [Anthony's](#), our favorite restaurant in the Old Mill District. We really like the food here, but the view of the Deschutes River, adjacent to the sunny patio is beautiful. Another reason to stop into the [Old Mill](#) is the shopping. I will pass over our stay at Sunriver as I have written about this resort before. We did discover a new breakfast place at the resort, [Cafe Sintra](#), and I highly recommend it for quick and yummy food. Now back to Bend and some of the new restaurants we found in the downtown area on Wall Street. The first is [Drake](#), a modern restaurant and bar, combined with a fresh Oregon seafood menu. We went there for lunch and really enjoyed the ambiance and meal. Wall Street is several blocks long with eclectic stores and quaint galleries. It is a fun street to walk and discover lovely Oregon made souvenirs. The next day we came back and tried another restaurant, [Plankers Sandwiches](#). This place is very small and dated inside, but the sandwiches are unusual and at a decent price. While we were eating, there seemed to be a steady stream of customers, so I got the impression it is the go-to place for locals. As Sunriver was our stop off place on our way to Troutdale, it was time to be on our way.

After a short flight to Troutdale, we met up with the guys at [Advanced Aircraft Services](#) who would be doing the repair/patching on our left fuel tank. Phil got our rental car and I unloaded the plane and said goodbye to her for an unknown amount of time. (The repair guys couldn't tell us how long the project would take). We checked into our hotel and headed to McMinnville. We were happy to be off and driving until it became apparent that the traffic in Oregon is as bad as California. We had to revise our time estimate for our McMinnville arrival. We did finally reach the town, just in time for lunch. We have been in McMinnville before, but never really walked

Our flight over the Cascades was magnificent, featuring snowcapped volcanos sprinkled with fresh snow.



Smooth and severe VFR at 10,500'. First time preheating with my Tanis rings & pads. Worked great, taking about 1 hour to heat in 22°F.

around the downtown. I looked around and found an interesting restaurant on a second floor with an outside deck for eating called [1882 Grille](#). We got the grand view of town and enjoyed a really good lunch. Our waiter was a great guy named Dan, who we immediately liked. He steered us to a fun cocktail made from Champagne and Juniper berries. You need to try it to appreciate it. After looking around town for a while, (shopping), we decided it was time to head back to Troutdale and our hotel. On our way back we passed the McMinnville airport, and of course we never pass up an airport if we can help it. Phil was having a good time walking around the grounds as I went into the Terminal building and pilot shop. I met a really nice lady who introduced herself as Holly



Nehis, the owner and general manager of the airport. We had a wonderful conversation about the future plans for the current airport. She showed me a model for a new terminal building that is in the planning stages, hopefully to be built in a few years. This little airport in the middle of a farming community has really grand plans for its future and I was really happy, because so many airports are getting plowed under. Don't forget to stop and see the [Evergreen Museum](#) with the Spruce Goose and a lot more.

The next day, we went to Portland to visit the new and improved [Japanese Gardens](#). We had been there a couple of years ago while the front section and new shops were under construction. It was great to go back and see what it now looked like. The entrance and the path up the hill turned out beautifully. The only complaint I had was there wasn't enough shopping for me. We did go into the new Umani Café to taste freshly steeped tea and Japanese pastry. The building is located at the top of the hill with glass all the way around from floor to ceiling. We had a lovely time drinking our tea and looking at the trees; it felt as if we were in a glass tree house. As we were already close to one of our favorite restaurants along the Columbia River, we headed to [Joe's Crab Shack](#) in Vancouver, WA. I know this is a chain restaurant, but they have the best crab feast anywhere. The great thing about Joe's is the outside deck that is almost on the river. We sat, had our wonderful Margarita and watched the boat traffic sail past our table. The weekend was almost upon us and we knew the plane would not be ready to pick up until Monday. We decided to make lemonade from lemons and enjoy the small town of Hood River while we waited. Our last night at Troutdale we went into town to have cocktails and apps at a place called Troutini. They have a large menu of cocktails and local wines and beers. I tried a couple of unusual combinations of liquors and had a good time.



If you have never been to Hood River, I have to say it is really worth the short drive. First, it is located at the confluence of the Hood and Columbia Rivers in the heart of the Columbia River Gorge. The city is about 30 miles north of Mount Hood, the tallest peak in the state, and that mountain dominates the skyline from just about everywhere. The drive from Troutdale only took us 45 minutes, but it was sort of sad as you could see the devastation from the latest wild fires. During the height of the fires, the Gorge was literally shut down to traffic. Currently, the sites to all the waterfalls are closed. The drive goes past several stunning waterfalls, and when they are open again, they are worth the stop and a short hike. We were lucky that the road was open and we got the last available hotel room in town. We stayed at the [Columbia Cliff Villas](#) along the river. This place is beautiful. The villas combine old world boutique hotel charm with a laid back attitude. After we

checked into our room, we decided to walk around the grounds and look at the old hotel next door. As we strolled the property, I began to think I had seen the hotel and grounds before, although I had never been there. Then it clicked. I had seen the hotel on a television show. If you have ever watched a series called "Grimm" you would recognize the property. It was time for lunch so we headed into Hood River looking for restaurants. We did not know that a Beer Festival would be in full swing. The town was full of tourists and there was no parking available. After circling the town numerous times, we finally found a place to put the car and walked into town. I checked out restaurants as we passed and finally noticed a couple seated at a window table eating what looked like shepherd's pie. We went in and sure enough, that was the special of the day. The restaurant is called [Boda's Kitchen](#) and the pie was as good as any we had in Ireland or Scotland. After lunch we wandered the streets as we did not have tickets to the Beer Fest. The area around Hood River has many wineries and distilleries. As we come from Wine Country, we thought we would try some distilled spirits. We stopped into Hood River Distillers, Inc. and tasted some Vodkas. I took home a bottle of Vodka called Yazi, flavored with ginger. The next morning we wanted to try a breakfast place that advertised themselves as Premier Nordic food. What caught our attention, they had Aebleskiver, also known as Swedish pancakes, on the menu. The restaurant is [Broder Ost](#), which is located next



door to the Hood River Inn. We actually ate there twice, as we love Swedish dishes. We still had time to kill before we drove back to Troutdale to check on our plane, and as I had never tried Oregon wines from this region, we got a trail map of wineries and set out on a tasting tour. My



favorite winery ended up being the first one we tried, [Mt. Hood Winery](#).

I took home a bottle They had just completed their new tasting room and it was great. The whole front of the building faced Mt. Hood and the floor to ceiling windows showed the mountain in all its glory. The wines were also pretty good for Oregon grown grapes. (Just kidding). The wines were good. The next morning, we headed back to Troutdale and the good news – our plane was ready to fly. We loaded her up, dropped off the rental car and headed home. I have

always said a good portion of these places we visit is because we have a plane to take us there and back again. But, being flexible with our time and imagination, we are lucky enough to be able to do what we love, travel, explore, and enjoy new experiences.



**The  
Mooney  
Flyer  
Quiz**

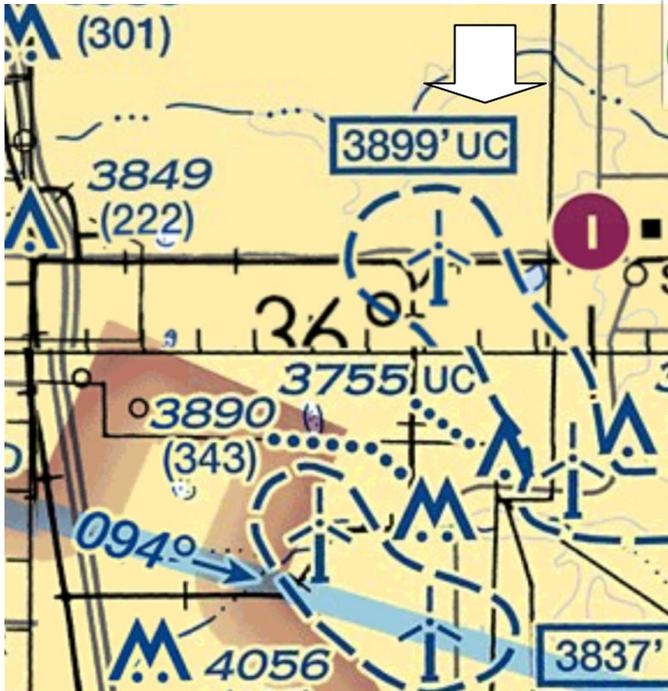


**1**

Reference the Sunray (X43) airport, what does the “L” mean?

- 1). Lights can be activated using the CTAF.
- 2). Lights can be activated using a frequency other than the CTAF.
- 3). Lights are on from sunset to sunrise.
- 4). The longest runway is 3,200 feet long

**Answer: #3 – Lights are on from sunset to sunrise. If there were an asterisk preceding the “L” (\*L), this would mean that lighting limitations exist. For details you should consult the Consult the Chart Supplement, (formerly the A/FD).**



**2**

**What does the “UC” following 3899’ mean?**

- 1). The obstacle is unlit
- 2). The obstacle is uncharted
- 3). The obstacle height is unverified or under construction
- 4). The obstacle is the property of the University of California.

**Answer: #3. The obstacle height is either unverified or it could be under construction.**



**3**

**Does the Maximum Elevation Figure, which shows the maximum elevation in a quadrant, (in this case 2,100 feet) include any buffer?**

- 1). No. It simply shows the highest elevation in the quadrant, rounded up to the nearest hundred feet.
- 2). Yes. The buffer is 1,000 feet (2,000 feet in mountainous areas)
- 3). Yes. The buffer is 500 feet
- 4). Yes. The buffer is 100 feet.

**Answer: #4. Yes. The buffer is 100 feet.**

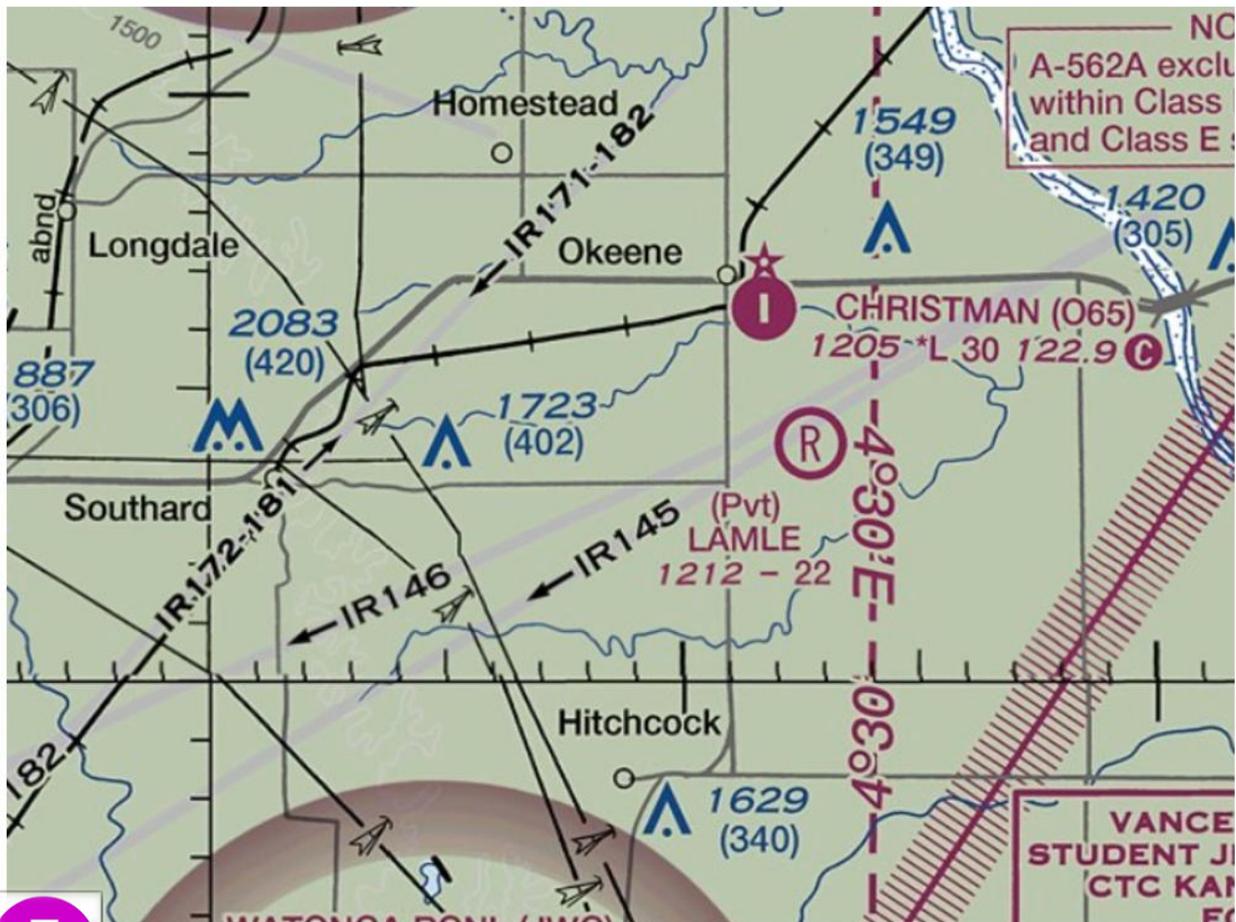


4

The magenta line surrounding the Durant Regional-Eaker airport (DUA), means?

- 1). Class E airspace starts at 700 feet AGL
- 2). Class G airspace starts at 700 feet AGL
- 3). Class E airspace starts at 700 feet MSL
- 4). Class G airspace starts at 1,200 feet AGL

**Answer: #1. Class E airspace starts at 700 feet AGL**

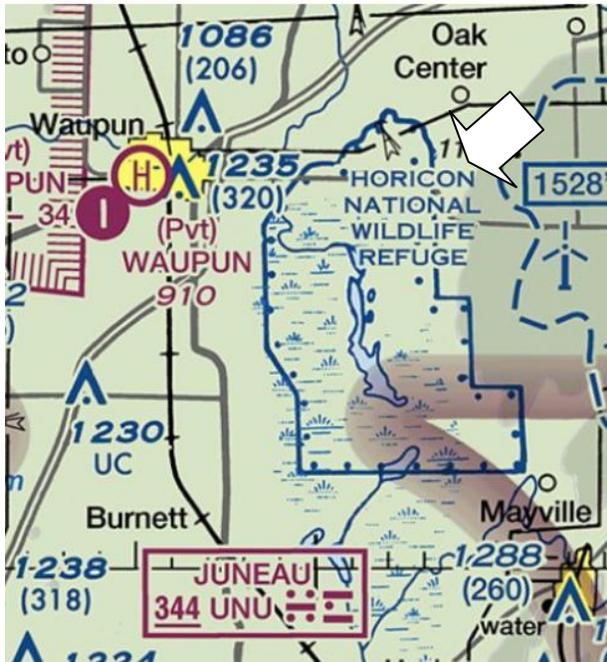


5

In the above Sectional Chart, IR 171 -183, IR 172-181, IR 146, and IR 145 indicate Military Training Routes. What do the numbers that follow "IR" mean?

- 1). Nothing. Some guy in the military airspace office chose them randomly.
- 2). The route is flown below 1,500 feet AGL
- 3). The route is flown above 1,500 feet AGL
- 4). The route is flown below 50 feet AGL

**Answer: #3. The route is flown above 1,500 feet AGL. Military Training Routes are divided into Instrument Routes (IR), and Visual Routes (VR). Each route is identified by either of these two letters, followed by either four digits for routes below 1,500 feet above ground level, or three digits for routes extending for at least one leg above 1,500 ft AGL. (i.e., VR-1056). The difference between the IR and VR routes is that IR routes are flown under Air Traffic Control, while VR routes are not.**



6

What does a “NATIONAL WILDLIFE REFUGE” mean?

- 1). Pilots should fly at least 2,000 feet AGL in this area.
- 2). General aviation flights are banned in this area.
- 3). Pilots should fly at or above 500 feet AGL in this area.

**Answer: #1. Pilots should fly at least 2,000 feet AGL in this area.**



7

Tic marks around an airport symbol, like those surrounding the symbol for East Troy (57C) mean that it’s attended when?

- 1). 24 / 7
- 2). Monday through Sunday from 9 am to 5 pm
- 3). Monday through Friday, from 10 am to 4 pm
- 4). At odd hours, subject to the FBO operator’s real job schedule.

**Answer: #3. Monday through Friday, from 10 am to 4 pm. (This based on “normal working hours”, which are “normally, 10 am to 4 pm, Monday through Friday).**

8

After touchdown, the tower controller instructs you to contact Ground on “point seven.” What does the controller mean?

- 1). 121.7
- 2). 122.7
- 3). 127.1
- 4). Point seven is a designated spot on the parallel taxiway.



**Answer: #1. 121.7.** Most Ground Control frequencies fall in the 121.6 to 121.9 MHz range. In the interest of brevity, the controller may omit the “121” part. If you have any doubts, just ask the controller.



9

If you experience an emergency while utilizing VFR flight following, what should you do?

- 1). Stay on the controller’s frequency and squawk 7700.
- 2). Stay on the controller’s frequency and keep your assigned code.
- 3). Switch to 121.5 (Guard Frequency) and squawk 7700.
- 4). Just in case you don’t make it, send a text to your family that reads, “I buried the money in the . . . “

**Answer: #1.** Stay on the controller’s frequency and keep your assigned code. ATC can provide you with any assistance you might need and they already know about your situation.

You should only squawk 7700 if ATC has not already assigned you a squawk code. When you report your emergency or distress, tell the controller who are, where you are, what is wrong, and what you want.





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



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

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



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

**Question:** I am the Mooney Instructor listed under Kansas with extensive experience in C,E,F,G and most recently M20R, Ovation 2. I am having a problem with Alt Air. 2003, under 500hrs total time, 2 blade prop, Extraordinary clean aircraft with near perfect records

The problem I am having is the Alt Air light comes on anytime I have a high power set, such as 25-27 MP at 2500 RPM. The paper air filter is very clean, but I blew it out from the inside anyway. If there is a blockage or restriction, it isn't obvious. Everything seemed to be in the correct place with the airbox and associated hoses and connections. I do not believe the aircraft has set outside a day in its life.

**Answer:** The Alt light problem came up frequently in the early R models, and was usually caused by weak magnets, which is the mechanism that holds the door closed. The magnets become weaker with time, or in some cases they just break. Other obvious causes are air filters becoming restricted. They are a 500 hr change, so as they get towards the 500 hr limit, they are probably more restricted, depending on the area in which the aircraft is operated. Finally, the light switch may need adjustment.

**Question:** What oil do you recommend for Lycomings? For Continentals?

**Answer:** This is a question which requires an opinion, but I will answer based on what I have seen by the oil most preferred, or at least, the most sold. To answer the first part, the engines don't know what oil is in them and I have no experience that says the make of engine makes a difference. There is a big difference between turbocharged and normally aspirated engines. **Because of the high temps and high altitude operation of turbo engines**, I feel that multi-viscosity oil is almost a must. I am also an advocate of "spooling down" a turbo so the oil doesn't get "cooked". The most commonly used oil for turbos is Aeroshell 15W50. It's a very good oil, but also readily available, which is probably why it is the most used. Next would be Phillips XC. I have never found any problem with this oil. Aeroshell probably has more detergents, so I have never really liked switching oil type after long usage of a particular oil. Some oils will leave residue in the engine and switching to a high detergent oil mid-time, may loosen the residue and possibly plug oil galleries. Incidentally, when breaking an engine in, I prefer Phillips Type M.

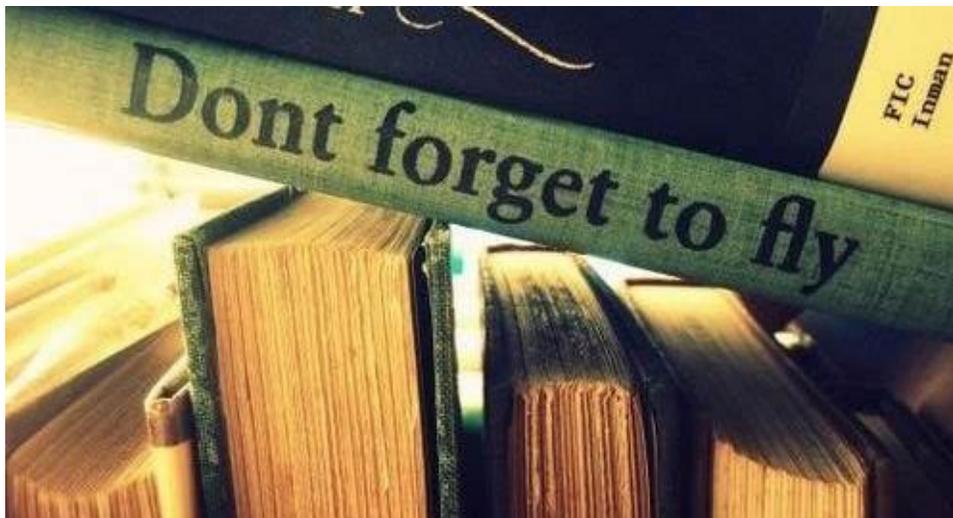
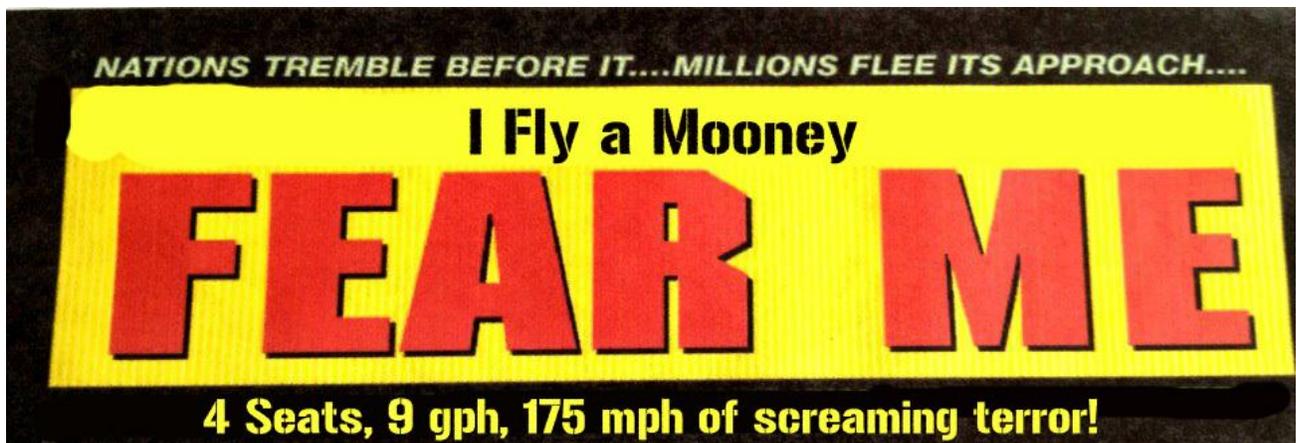




**For aspirated engines**, the most used oil is Aeroshell 100W plus. It is preferred because it also contains an additive that helps protect the valve train, which was a problem many years ago with C-172 engines, resulting in an AD. Aeroshell's answer was to put the additive in the majority of its oils. Some owners, if they live in the cold country, change to 80W in the winter. They might use a multi-vis year round, so they don't have to worry about changing oil when it gets cold.



I have learned that by changing the oil more frequently, (25-30 for turbos, and about 35 for aspirated), the oil consumption improves. Years ago, through testing on the T10-540 turbo engine, changing at 25 hours resulted in huge improvements. We found that oil consumption improved from a quart in six hours to as much as a quart in ten hours. The theory is, that oil becomes diluted with use, so it can more easily seep beyond the rings. This is probably more significant with turbocharged engines, because of the high temps.



# Have You Heard?



## Airport Courtesy Cars Updated

[Airport Courtesy Cars](#) is in the process of being upgraded, with the service — which lists more than 1,800 courtesy cars nationwide for pilots — becoming fully web-based.



**AIRPORT COURTESY CARS**  
Find airports that provide  
courtesy vehicles.

According to developer Glenn Brasch, several users over the past couple of years have asked for upgrades and improvements, with the biggest complaint being that the site did not work on certain devices.

“By converting Airport Courtesy Cars to a web-based site, the advantage is clear: The site will now work on any device,” he said. “Also, there is no possibility of bugs or crashes like an app. The information will be the same.”

“During this transition period, it is important for users to bookmark the web address on your device so service remains uninterrupted,” he added. “When you do this, the icon will appear like any other app on your phone, but when you click on it, it will open the website version.”





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

**November 11:** Vero Beach ([KVRB](#)), C.J. Cannons Restaurant  
**December 9:** Punta Gorda ([KPGD](#)), Skyview Cafe



**February 8-9:** Palm Coast, FL ([KFIN](#))

**Other Notable Fly-Ins**



## ForeFlight, Garmin Pilot and FlyQ

An Appario marketing team manager once told me that ForeFlight had 90% of the market share, and Garmin Pilot had 5%. All the other aviation apps compete for the remaining 5%. Those pilots who like Bluetooth connectivity via Garmin's FlightStream 110, 210, or 510 so they can transfer their flight plan to their GNS 430/530 or GTN 650/750, need either Garmin Pilot or ForeFlight. But, for those who do not need panel connectivity and especially those who have not yet entered the wonderful world of aviation apps on their iPad/Tablet, they might consider the strengths of FlyQ. Let's compare the top two apps, ForeFlight and Garmin Pilot, plus FlyQ, which Seattle Avionics claims has a higher rating than all the other aviation apps.



**ForeFlight** only works with the iOS system (iPad). In addition, if you want ADS-B "In" reception for weather (FIS-B) or Traffic (TIS-B), you'll need one of Appario's Stratus receivers. The 2S sells for \$900 at Sporty's. You can also [buy](#) a STRATUX for \$250 or build your own [STRATUX](#) for about \$120.



ForeFlight works with the iPad and the iPhone. One subscription for both.

**The 12 month ForeFlight Basic Plus plan is \$100**, and includes VFR sectionals, High and Low IFR Enroute charts, (revised every 28 days). There is plenty of airport information, TFR, weather and fuel price overlays. Flight plan filing and briefing (including ForeFlight Graphical Briefing), aviation weather information, a [Logbook](#) and [Weight & Balance](#) features.

**ForeFlight's Pro Plus plan is \$200** for 12 months. It has everything that comes with the Basic Plus plan, as well as more advanced features such as **geo-referenced plates and airport diagrams**, Plates on Maps, Hazard Advisor™, flight plan notifications, and route Profile View. The Pro Plus plan also includes [Synthetic Vision](#) when connected to an AHRS receiver such as the Stratus 2/2S.



**Garmin Pilot** has basically the same features, but in addition to working on an iPad, it also works with an Android and the iPhone or Smart Phone. One subscription for both.

When it comes to ADS-B weather and Traffic, it works only with the Garmin GDL 39 (\$600 - \$900). **Their Standard Plan is \$75** for 12 months. It includes panel page, which provides situational awareness, including a graphical HSI directional display and indicators for groundspeed, altitude, rate of turn and vertical speed. It also has dynamic maps, sectionals, IFR en route charts, (revised every 28 days), obstacles and FliteCharts (approach charts, departures and arrivals).



The Garmin Pilot IFR Premium Plan is \$159 for 12 months. This includes everything in the standard package, plus **synthetic vision**, terrain/obstacle alerts, SafeTaxi diagrams and **geo-referenced approach charts**.



Let's look at the FlyQ features. Like ForeFlight, it is an iOS app and works only on an iPad. FlyQ supports more than 20 ADS-B receivers, including Appario's Stratus. See the list of



receivers [HERE](#). Seattle Avionic's also sells their own receiver, the Merlin. It's a dual channel receiver that includes everything that the more expensive receivers have, including WAAS GPS and AHRS, for only \$250.



The iPhone app is called FlyQ Insight and it's free in the Apple App Store.

**The FlyQ 12 month VFR package is \$70.** This includes the AOPA Airports Directory information. In addition, FlyQ has geo-referenced Seattle Avionics ClearVue™ U.S Sectional Charts with embedded Terminal Area Charts (TAC) for all 50 US States. Seattle Avionics ChartData™ US navigational database (incl. AK, HI, PR and USVI) revised every 28 days.



Unlike ForeFlight and Garmin Pilot, which save the geo-referencing feature for their advanced packages, **FlyQ includes geo-referencing in their basic VFR package.** This feature is active for all the Airport Diagrams for all 50 US States. In addition, when Flight Flight Guide went out of business, Seattle Avionics bought the rights to Flight Guide's nearly 4,700 Airport Diagrams and relabeled them as their own. This provides diagrams for the small letter and number airports.

FlyQ also includes 3D Synthetic Vision, 3D Terrain, HITS (Highway-In-The-Sky) and EFIS display in its basic plan.

**FlyQ's VFR + IFR package is \$140** for 12 months. In addition to the VFR package, the VFR + IFR package features Plates on Maps, Seattle Avionics geo-referenced IFR Approach Plates for all 50 States, Seamless, geo-referenced IFR Low and IFR High Altitude Charts for the continental US (including Alaska) plus the Caribbean.

## Summary

When it comes to apps, ForeFlight, Garmin Pilot and FlyQ are powerful tools, loaded with features that pilots could only have dreamed about just 10 years ago. It all depends on which app you are accustomed to and the features that you need.

## Quick Comparison

App	Android / iPad	12 Mo. Cost	Geo-Referencing	ADS-B Receiver	IFR Package
ForeFlight Basic Plus	iOS (iPad)	\$100	No	Stratus or Stratus	Yes
ForeFlight Pro Plus	iOS (iPad)	\$200	Yes	Stratus or Stratus	Yes
Garmin Pilot	iOS and Android	\$75	No	Garmin GDL 39	Yes
Garmin Pilot Premium	iOS and Android	\$159	Yes	Garmin GDL 39	Yes
FlyQ VFR	iOS (iPad)	\$70	Yes	<a href="#">20 + receivers</a>	No
FlyQ VFR + IFR	iOS (iPad)	\$140	Yes	<a href="#">20 + receivers</a>	Yes

# Mooney Instructors

## Around the Country



**Jim Price** (CFII, MEI, ATP). Chandler, AZ (KCHD). 480-772-1527. [JasPriceAZ@gmail.com](mailto:JasPriceAZ@gmail.com) Proficiency training and IPCs in owner's airplane. Website: [www.JDPriceCFI.com](http://www.JDPriceCFI.com)



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



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



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**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



**Rod von Conta**, Oakland, CA. (510) 541-7283, [Rod@vonairventures.com](mailto: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](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.



**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




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**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).




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**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.




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**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: 2300; Instruction: 1000



**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.** (See also VT)



**Jack Napoli**. 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. (See also, New York)



**Sam Lindsay**, Wachula Muni and Airport Manatee (between Sarasota and Tampa). 941-209-2322. CFI/II/MEI. [LRN2FLY@gmail.com](mailto:LRN2FLY@gmail.com)



**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



**Jeff Schnabel**, (OH, IN & KY). 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)



**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)



George "Brain" Perry, Kentucky KLOU (Louisville Area) Commander US Navy retired, prior SVP at AOPA's Air Safety Institute. Currently flies for UPS airlines in the B757/B767. CFII / MEI / ATP / with over 6000 hours TT and 1000+ hours dual given. Over 1200 hours in Mooneys of all types. Has owned a M20F and M20S. Email: [brainf18@yahoo.com](mailto:brainf18@yahoo.com) Cell 240-344-1777



Jeff Schnabel, (OH, IN & KY). 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.  
[schnabel79@gmail.com](mailto:schnabel79@gmail.com), ph (513) 484-0604.



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




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**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.

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**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).

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**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. (See also, Florida)

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**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

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**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)

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**Jeff Schnabel**, (OH, IN & KY). 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)



**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!



**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.



**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.** (See also, FL)



**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, CFGI. 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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The Official Online Magazine  
of the Mooney Community

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## 1987 M20K FOR SALE

Specs are: 1987 M20K "252", 1445 TT Airframe and Engine; Location, Lakeport, CA; Complete Logs; Damage History, yes (in 1988, repaired by LASAR)

Avionics: KX165's Nav Coms;, KN64 DME; , KT76C Transponder; KFC150 Autopilot; KFC55A HSI; KR87 ADF; Apollo 2001 GPS; PMA 7000 audio panel; WX1000 Stormscope

Mooney Service Center maintained all its life. MAPA Best of Series Winner.

Price: \$124,000/Offer

Call Paul & Shery Loewen at: 707 263-0462



## PAUL LOEWEN SALVAGE

### USED MOONEY PARTS

Big inventory of used and rebuilt airframe parts. Wings for M20C, E, G, J & K, empennage assys, fuselages, controls, rudders, elevators, ailerons, flaps, cowls, engine mounts, landing gear & small parts. Call Loewen's Mooney Salvage "LMS" at 707 263-0472 or cell 707 272-8638. E-mail [PaulLoewen98@gmail.com](mailto:PaulLoewen98@gmail.com)

## Parts for Sale

I have several Mooney parts for sale from a 1969 G model. Brand new voltage regulator (never used). Instrument light rheostat controller, cowling plugs and like new fuselage/cockpit and tail feather covers. G model POH. Contact me at Wilson Brown, located in Georgia, 678-469-6182

## LASAR'S Free Site



Check out Lake Aero Styling & Repair's "LASAR" Web Site:

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

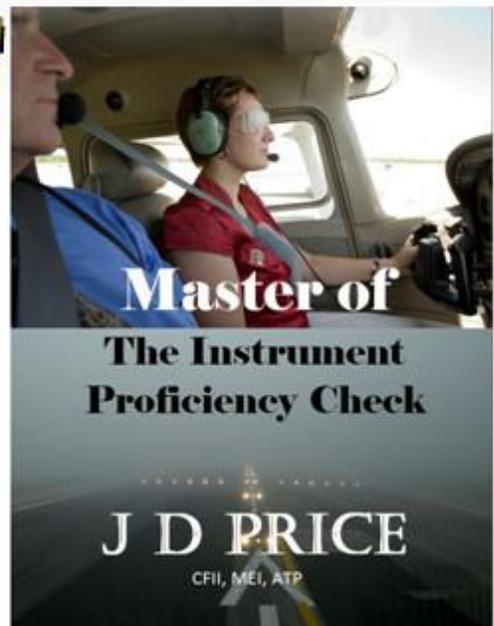
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dream*



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