

The Mooney Flyer

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

October 2017



Features

[Understanding Mooney Rigging](#)

Advice from Paul Loewen, Legendary Mooney Guru.

[Uncontrolled Airports](#)

What you SHOULD and SHOULD NOT do.

[Landing Mooneys](#)

Readers asked... we answered. It's straightforward if your technique is precise and you are on the numbers.

[Test Flight](#)

Make sure you do this after maintenance is performed on your Mooney.

[Mooney Go-Arounds](#)

They have more moving parts in a complex airplane.

[Autumn Flying](#)

It's autumn... Here's a few things to consider.

In Every Issue

[From the Editor](#)

[Appraise Your Mooney's Value](#)

[Latest Mooney Service Bulletins](#)

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

[Ask the Top Gun](#)

[Upcoming Fly-Ins](#)

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

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

[Product Review](#) – NavWorx ADS600B

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[Click Here](#) For Back Issues

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LASAR Open House

Lakeport, CA – Lake Aero Styling and Repairs (LASAR) hosted a weekend Fly-in for Mooney pilots on Saturday, August 26th. Over 30 Mooneys flew in to take part in the food, gifts, aviation seminars, and wine tours of Lake County. Seminars included “Foundations of Mooney Maintenance” by Damon Trimble and “LASAR Speed Mods” by Paul Loewen. There was also an official ribbon cutting ceremony for the new owners of LASAR with the Lake County Chamber of Commerce. Co-owner and CEO Brett Stokes opened the ceremony at Lampson Airport. Jason Bonifay was the winner of the free annual inspection, and Alex Melia won \$1,000 in free parts or service from LASAR.

Brett and co-owner Caleb Brown are proud to bring fresh vision to LASAR for growth and opportunities to work with the veterans and mechanics of Lake County. LASAR was founded by Paul and Shirley Loewen in 1977 and is known as being the premier Mooney aircraft service and repair center on the west coast. Brett and Caleb bring their passion of aircraft and humanitarian work to



provide economic and training opportunities for veterans and aspiring youth. LASAR has immediate needs for certified aircraft mechanics.

LASAR is located at the Lampson Airport in Lakeport, CA with a team of high energy, high vision professionals looking to grow the company and improve commerce for the surrounding communities. You can learn more about LASAR at www.Lasar.com. To reach out with inquiries for employment or other opportunities, please call the LASAR office at (707) 263-0412.

Plane & Pilot[®]

October 2017

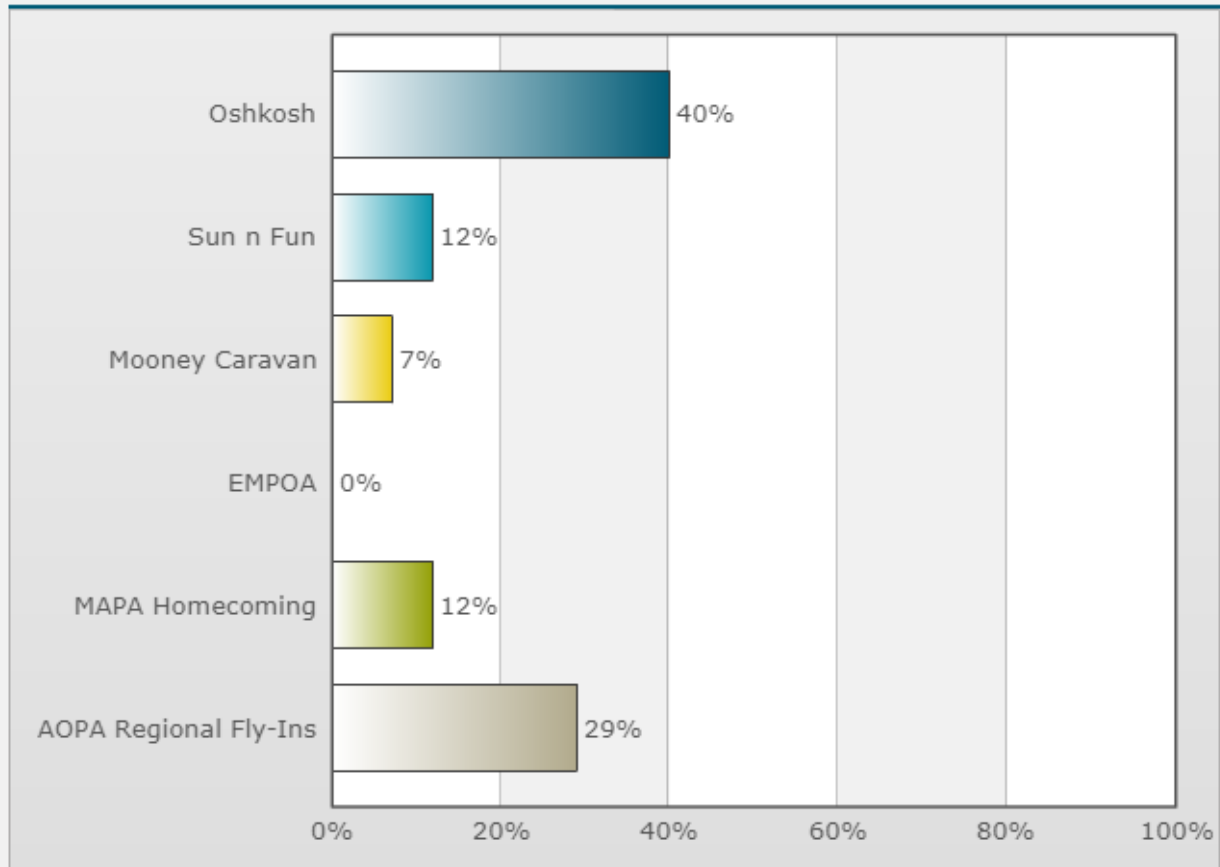
The **Mooney Acclaim Ultra** was named **PISTON PLANE OF THE YEAR** in the October issue of Plane & Pilot Magazine. “With an extra door, brand-new interior dimensions and all the usual speed of the M20, the Acclaim Ultra knocks it out of the park.”

“The secret behind the transformation was the addition of a composite shell in place of the sheet metal covering on the forward fuselage. This allowed Mooney to add a door (after beefing up the left wing surface to carry the weight of people climbing atop it), redesign the doors, enlarge the windows and even lower the top of the glareshield a bit. Suddenly, many of the objections to the Mooney design are history, and buyers are looking at a super-fast (as fast as 242 knots, says Mooney), comfy and long range high-flyer that gets you distant places in a hurry.”

I participate in:

Poll created by [Phil Corman](#) on 07/28/2017

Poll Results



Next month's poll: "My Favorite Aviation Magazine 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](#)



Hilarious! I'll take a bottle of whatever wine you were sipping when you wrote "If the Pilot Culture were American Culture!" And Linda's article on Sedona brought back beautiful memories of our Sedona layover while on our "Grand Tour of the US." What a place!

Lee F

The excellent article on the legality of EFB briefings vs. a telephone briefing with FSS left out an important issue. What about electronic briefings via the Leidos www.1800wxbrief.com website? Will Leidos Flight Service maintain a record of a pilot's briefing via that website? Does the FAA view the www.1800wxbrief.com Leidos briefing as being equivalent to a Flight Service telephone briefing? Has the FAA made an interpretation of this? My inquiring mind wants to know!

Dave E

Editor Note: Absolutely, Dave. Leidos is Flight Service, (formerly Lockheed Martin Flight Service). Whether you call FSS, or utilize www.1800wxbrief.com, your briefing is recorded – you're covered.

I've only just your last edition and noticed the small item on page 4 regarding the admission by the FAA that there will be no "drop in replacement" for avgas.

This should have been in 2" headlines as it is a very serious matter, particularly for those of us that are currently replacing engines. The facts are that the FAA are committed to mandate the end of leaded avgas, there can only be one replacement fuel (as it is such a small volume product) and that product will not be suited to all engines. The engines most at risk are the "higher compression" engines in most of the later Mooneys. It is time the FAA and the engine manufacturers came clean on the results of the fuel testing and what "mitigation strategies" are being considered. Since the engine manufacturers are fully aware of the testing results, do the engine manufacturers have any legal obligation to tell us if they are aware that the product that they are selling will not be fit for its intended purpose in the relatively near future?



Your magazine is much loved and the huge effort you put in to produce it is much appreciated. I for one am very happy to donate and will do so. It would be helpful if you put a direct link in the magazine to enable us to do it as we are reading it.

Best Regards,

John H

You guys are awesome! Thanks for sticking with it :)

Lori Flygirl

Terry and I attended the grand opening of the Lone Star Flight Museum at Ellington Field, KELL in Houston last weekend. The opening had been delayed because of Hurricane Harvey. The museum relocated to a brand new beautiful double hangar facility after another hurricane, Ike, caused significant damage. What a surprise to walk in the entrance and see this fabulous Mooney Ovation painted with the Texas flag!

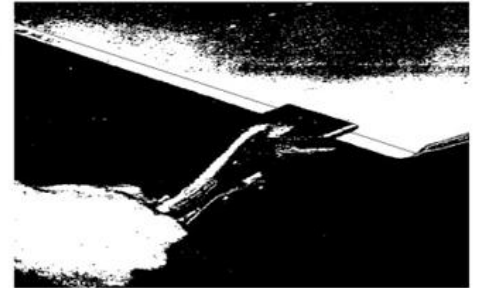
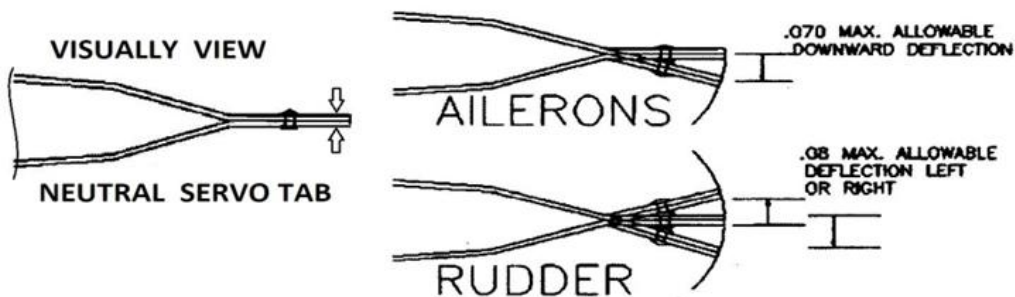




UNDERSTANDING MOONEY FLIGHT RIGGING

By Paul Loewen

A perfectly “in rig” Mooney is when, without pilot input, the plane flies in cruise straight and wings level. If your Mooney will fly level “hands off” (and autopilot off) and can remain “wings level” when the flaps are lowered and continues straight down the runway at touchdown, then you are flying a perfectly rigged Mooney. The controls are there for the pilot’s input to disturb that perfect flight condition and nudge it where you want it to go.



The Mooney Service Manual describes rigging in detail for “static” control travel limits with a travel board. These limits and adjustments should be verified on each annual inspection and verified before making attempts to correct dynamic rigging. There are two things you need to know the meaning of: **“Dynamic” Rigging and a “Servo Tab.”**

The Mooney Service Manual has only a small paragraph to deal with Dynamic Rigging. It says “bending an aileron servo tab down and the rudder servo tab left or right”. Any further adjustment of control rods and adjustable rod end bearings will not correctly affect the desired in-flight dynamic rigging. Changes will alter the correct travel limits or affect the control wheel alignment and they become crooked when they should be level.

Generally, you don’t need wrenches or “Travel Boards” to tune your Mooney to fly straight and level. A tool for bending the aileron and rudder servo tabs can be a wide jaw vice grip plier or simply a block of wood with a saw cut in the end.

A qualified mechanic following the Service Manual should verify static rigging and making corrective adjustments. Then he should be in the Mooney for flight test to see if dynamic corrections are necessary. Static rigging wants the flaps up to zero degrees, as set by contact with the “up stop.” Ailerons want both at zero degrees with a little up



pressure applied to both ailerons. The rudder wants to be zero degrees to 1 degree right with the Mooney on jacks and the gear retracted.

This is where the aileron/rudder interconnect springs can mechanically affect in-flight rigging. Interconnect is static rigged in accordance with the Mooney Service Manual, as well as adjustments to nose gear steering and tracking.

I had experienced a Mooney so out of rig that the new owner could not fly it, and it shook me up when I did the test flight. I did a visual on all servo tabs and inner-connect springs, then bent all the tabs back to neutral and the inner-connect to the proper neutral. I found that 99% of the rigging was corrected and minor tweaking followed.

Finally, be suspicious that previous rigging attempts may have been done wrong, so unbending may be the first thing to do. Only one aileron servo tab should be bent down. If both are bent down, that will load up the control pressures and cause the Mooney to steer like a truck.

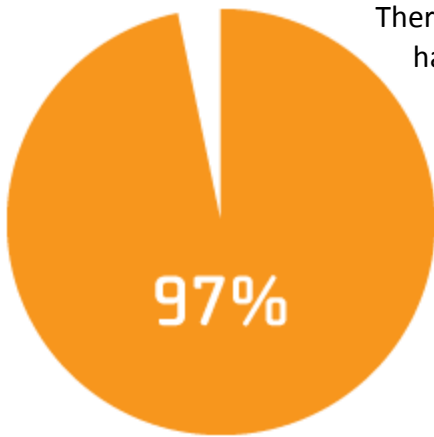
In flight, the ailerons and flap trailing edges should be even and not rising above 0 degrees. However, one aileron trailing higher might be normal for that wing as long as there is no wing heaviness and it still flies "hands off." Some rudder servo tab tweaking or a little symmetrical flap up stop adjustment could help the aileron to streamline better.

Servo Tab: - *Servo tabs move the control surface. The tab has a leverage advantage, being located well aft of the surface hinge line, and thus can use the relative airflow to deflect the control surface in the opposite direction.*

Dynamic Rigging: --*In-flight rigging influenced by aerodynamic forces*



UNCONTROLLED AIRPORTS by Jim Price



There are over 20,000 airports in the United States, but only about 500 have a control tower. Think of it. 97% of the U S airports depend on smart, courteous pilots. Many of those uncontrolled airports are sleepy, but some are beehives of activity.

In addition, it is not unusual for several uncontrolled airports to share the same frequency. So, to make sure other pilots understand where you are, AIM 4-1-9 suggests that pilots state the airport name at the beginning and at the end of their transmission. For example, "Eloy traffic, Mooney 7KW turning right downwind Runway 20, Eloy."

What You Shouldn't Do

According to AIM 4-1-9, transmitting, "Traffic in the area, please advise", is inappropriate and just plain stupid. Well, AIM didn't quite word it like that, but you get the idea. So what should you do? If you want to know what runway the pilots are using, you should monitor the Common Traffic Advisory Frequency (CTAF). If the pilots are starting and ending their transmission with the name of the airport, then you'll get the idea.

no!
no!



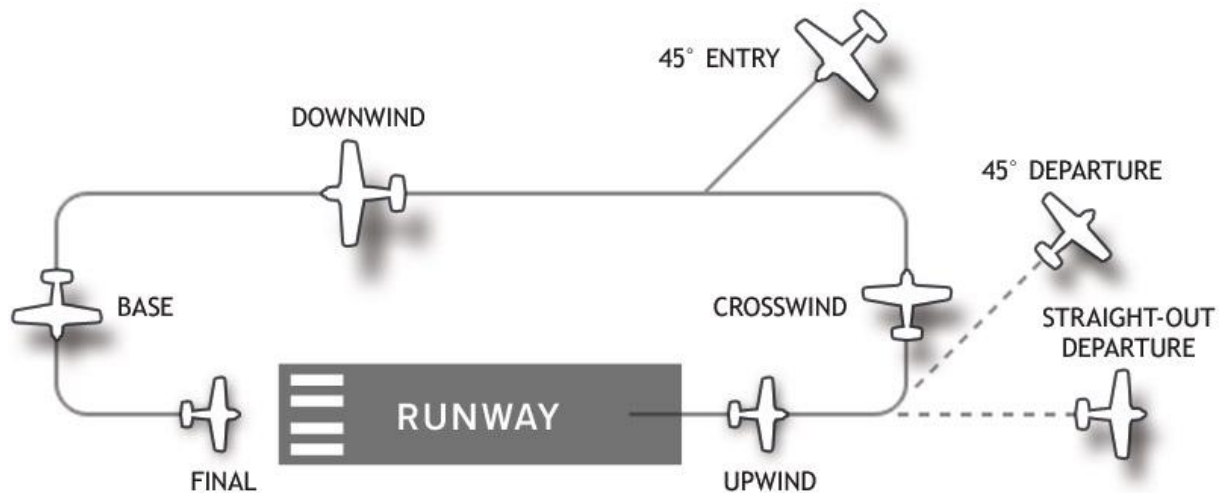
The FAA's Role

The FAA doesn't regulate traffic pattern entry techniques, but they do insist that all turns at non-towered airports should be made to the left, unless of course, right turns are indicated, like Show Low's runways 3 and 24.



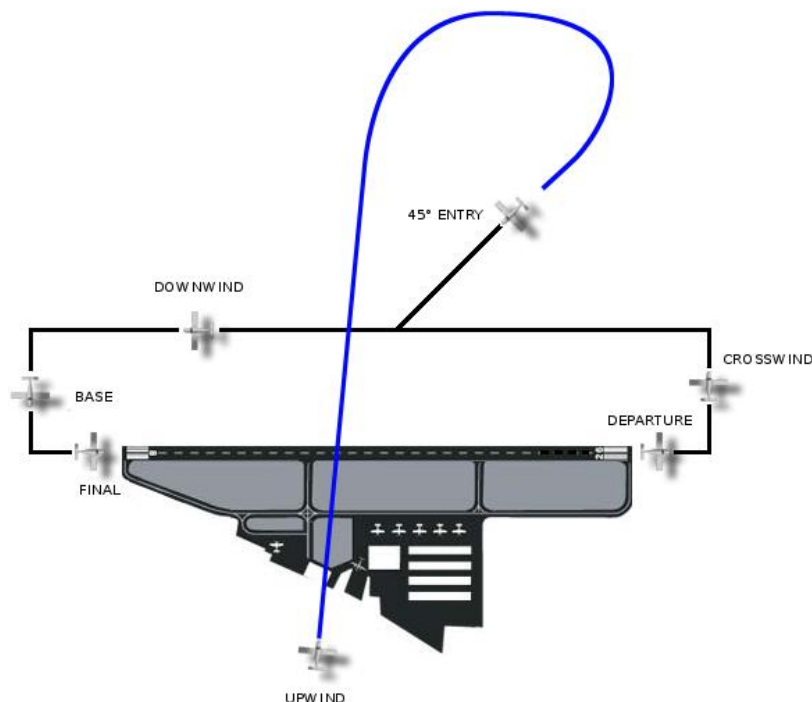
Entry on the 45 to the downwind leg is considered a standard approach from the downwind side of the traffic pattern., **but it's not mandated.**

If you are entering from the Downwind Side, enter the pattern at 45 degrees from the downwind heading at pattern altitude.



If You are Entering from the Upwind Side

You should first fly midfield over the airport at a minimum of 500 feet above the pattern altitude. As you fly over the airport, pay special attention to any traffic in the airport pattern. Once clear of the pattern, you can begin your descent to pattern altitude, turn back towards the airport and enter the traffic pattern on the downwind leg at the 45 degree entry point.



Are Straight-In Approaches Legal?

In 1978, I flew for the State of Utah's Division of Aeronautics. We flew a Baron and a King Air, so we considered ourselves bigger and badder than anything that might be in the pattern. Using our



superior reasoning, we felt that if we wanted to fly a straight in approach, we would just do it, and if the local guys didn't like it, that was just too bad. Most of the airports were a bit sleepy, so a straight-in approach didn't bother anyone. Provo (KPVU) was the exception. It had two flight schools that kept the pattern pretty busy. It really should have had a control tower in those days, but the FAA didn't see it that way. If we were

flying to Provo (KPVU), we were not welcome because of our attitude.

We would make the obligatory radio calls on Provo's Unicom frequency, announcing that we were on a ten mile final for landing. Hearing our voices made the Provo pilots bristle and I swear I heard a few guns cock. The Provo pilots would chastise us on the frequency, but we didn't care. Hey, we were going to do what we were going to do. Besides, that traffic entry stuff is too hard and we're much too important.



Straight-in approaches are perfectly legal, **but only if they don't interfere with other aircraft in the pattern.**

If you want to know if a straight-in is safe, you should make your decision from a courteous and common sense angle. If there is little to no traffic, then it probably will pass the safe and courteous test. By all means have at it. Just broadcast your intentions well ahead of time and coordinate your entry with the other traffic

in the pattern.

Pattern Radio Calls

To help avoid a conflict, announce your position just prior to beginning the turn from one pattern leg to another. Because of the "wing flash", it is much easier to locate an aircraft in a turn.

Crosswind Turns

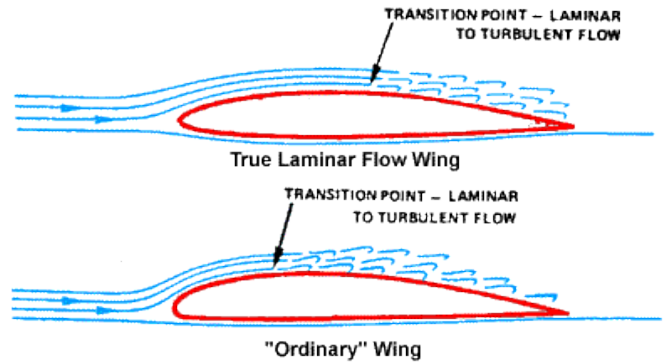
Unless noise abatement procedures dictate otherwise, you should delay your crosswind turn until you have reached the departure end of the runway and you're within 300 feet of the pattern altitude (AIM 4-3-3). Why? This prevents departing aircraft from climbing into the downwind traffic that may be flying at pattern altitude.



Landing Mooneys

BY PHIL CORMAN

We have received several letters, some from new Mooniacs, on how we recommend landing our Mooneys. Once you get the numbers right, it's pretty straightforward. In our view, a couple of things make Mooney landings more interesting. The first is the laminar wing. Let's face it, the Mooney wing is designed for speed at cruise. When we are landing, we are neither cruising or going for high speed. In the final analysis, it's just a little more demanding. We need to be precise on our approach, flare, and touchdown speed.



The second factor in good landings is the fact that we don't have spring steel or oleo-strut landing gear. All we have are those biscuits, sometimes known as donuts, which provide as much cushion as a hockey puck. If you don't touch down lightly, these donuts will plunk your butt into the seat, and if your airspeed is too high, they will propel you back airborne.

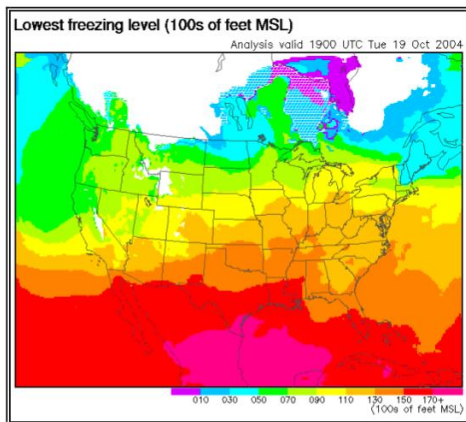
Here is the simple magic formula to perfect landings in your Mooney:

- ✓ Start by making your approach on a stabilized 3° glide slope (Flaps, power, trim set)
- ✓ Trim for approach speed and set your throttle for a 500 fpm descent. Remember that your POH will show the stall speed at max gross weight. Typically, you will not be at max gross weight. A rule of thumb, (always relying on your POH), is to reduce your stall speed by 5kts for each 300 lbs under gross. If you fly 1.3 x VS_0 when you are light, then you will float into the next county during your flare. Know your numbers.
- ✓ Optionally, trim up as you approach the runway to lighten the required yoke back pressure. For me, this makes the roundout and flare much easier. But remember, if you execute a go-around, you've got to take out a lot of up trim.
- ✓ Once you are sure of your touchdown zone and in the runway environment, you can pull the throttle to idle. Maintain your airspeed with attitude.
- ✓ Perceptually, the runway goes "wide" in your vision as you enter the height for flaring. When this happens, remove all power and hold back pressure on the yoke. Never pull back with any alacrity. Arrest a high sink rate with a little power. Then gently apply more back pressure as you near touchdown. The nose is never very high in a good Mooney landing.

Mooneys simply make better pilots out of you by forcing you to be more precise and on the numbers.

As Fall Arrives

11 Things to Consider



1) If you're planning an IFR Flight, you can count on lower freezing levels and possible icing

The higher freezing levels you've grown to love this Summer will vanish and more and more Icing AIRMETS and SIGMETS will appear.

2) *Better performance in the cooler weather*

Density altitude will decrease and that means shorter takeoff rolls and better climb rates. If you're flying a carbureted

engine, it also means you'll have a greater chance of carb ice.



3) *Earlier sunsets*

It's time to think of night landing currency if you plan to carry passengers at night. FAR 91.57 says you must have logged three landings to a full stop from at night; one hour after sunset to one hour before sunrise.

4) It will take longer to warm the oil

This summer you've been spoiled because by the time you've reached the run-up pad, your oil temp was ready for takeoff. Now, it will take longer to get your oil warm enough for a run-up.



5) *Bird migration*

If you have a close encounter with birds, let ATC know so they can inform other pilots.

6) *Survival gear*

Consider how comfortable you would be if you had to overnight in your plane in the middle of October? Make sure you have warm clothes and boots with you.

7) Preheating

Warm batteries just crank better, and instruments are happier when they're warm. NOTE: If you run the battery down in freezing temps, be sure to charge it immediately.

Taxiing in Slush and Ice? Taxi slow. If slush is sprayed onto your gear, you can bet that it will freeze solid at altitude and you might have a problem getting the gear down when you land.

8) Water in the fuel supply

Water can freeze and block fuel lines, so keep the fuel tanks full to prevent water condensation. Change your fuel cap seals every year, and lubricate them often to keep them pliable. Your fuel caps have two O-rings: the small ring that prevents water from leaking through the shaft and the large ring that seals the outer perimeter of the cap. [Mooney SB M20-229A](#) recommends that owners lubricate the O-rings with Tri-Flow Oil. It can be purchased online or at most bicycle shops. Also, make sure that the fuel selector operates smoothly.



9) Switch tanks every 30 minutes

If the fuel selector freezes, you'll still have fuel to find an airport.

10) Ice and Frost

Ice can melt in the control surface hinges and re-freeze. Ensure that antennas, probes, and access doors are firmly attached. Make sure the top of each wing and tail is free of ice, both visually and by touch. Clear ice can be very hard to see, but a tactile inspection with a flashlight can find it. Don't expect loose snow to blow off. The smallest amount of frost on an airfoil slows the air flow and can prevent an aircraft from becoming airborne. Even if you manage to make it off the ground, your aircraft could stall in the climb.



11) Carbon Monoxide

If your CO-DETECTOR inner circle turns dark, or if you detect the odor of exhaust or feel drowsy, dizzy, or have a headache while using the heater, you should suspect carbon monoxide poisoning. Turn the heater off. Trust me, better cold than dead.



Test Flight



How many times have you had your Mooney in the shop for some repairs or even its annual inspection, and then you just taxied it back to your hangar; never flying it until your next trip? I hope you'll think about a post maintenance test flight next time your baby has some work done on it. At the very least, you'll need to have a post maintenance test flight (without passengers) whenever your Mooney has been maintained, rebuilt, or **altered in a manner that may have appreciably changed its flight characteristics or substantially affected its operation in flight.**

Perhaps your mechanic may have counseled you to make such a test flight, or maybe not. If not, that's because the FARs don't require your mechanic to offer such counseling. The FAA looks to the owner to make that call.

Certain kinds of maintenance, such as horsepower increases, speed mods, etc., require a post maintenance test flight. That's because these alterations are intended to appreciably change the flight characteristics of an aircraft, or substantially affect its operation in flight.

If you have an engine teardown or prop overhaul, do you need to test fly your Mooney? Absolutely and for good reason! There are many cases where a post engine teardown or a post engine overhaul flight has resulted in serious engine problems. In addition, the first flight after maintenance is by far the most likely time for an equipment failure that could affect flight safety.

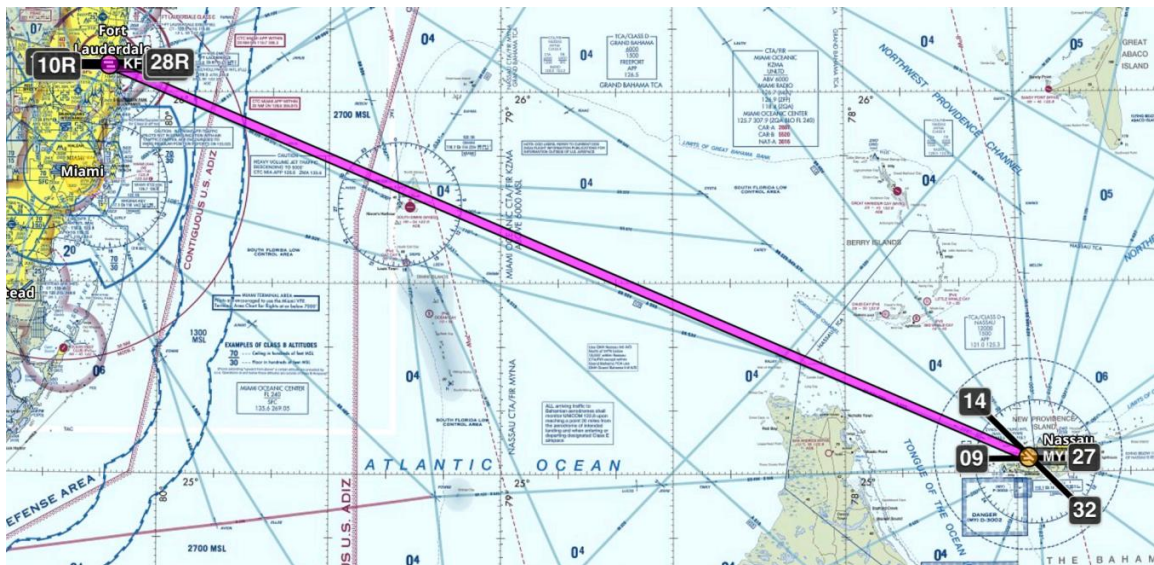
To be safe, a test flight in day VFR conditions should be flown every time an aircraft is returned to service after maintenance. Fly this flight as if you were a test pilot, in a safe environment close to an airport, just in case something goes "south".



A Mooney owner flew his aircraft to Nassau and while there, he had a prop strike. You know what that means, don't you? That's right, the Mooney went into the shop in Nassau and the insurance company issued a \$25,000 check to the shop to cover the engine teardown, prop replacement and minor airframe repairs.

Now that the shop had their money, they were in no hurry to fix the airplane, so things dragged on and on – for a full year. Finally, they shipped the engine to Florida for the teardown, ordered a replacement prop, performed some airframe repairs, reinstalled the engine, and installed the prop.

When the owner finally received word that his Mooney was ready, you can imagine his excitement. He flew commercially to the Bahamas, jumped into his Mooney and took off for the 160nm flight to Ft Lauderdale.



Just a few minutes after takeoff, the fuel pressure had dropped far below normal, the engine was unable to give more than 50% power, the prop pitch was uncontrollable, and the landing gear would not fully retract.

I am not sure what the owner was thinking, but instead of returning to Nassau, the pilot continued his flight over the Atlantic Ocean and managed to land at Ft Lauderdale. Wow! Just wow! If it had been me, the [pucker factor](#) would have been so intense that doctors would have needed to surgically remove the seat cushion from my rear end.

The Nassau maintenance was so bad that the Mooney remained in the Ft Lauderdale maintenance facility for the better part of another year. During that time, the shop performed extensive repairs to the airframe, tore the engine down - again, replaced the prop governor, carburetor, fuel pump, and fuel selector valve.

Next time you have maintenance performed on your Mooney just do a test flight.

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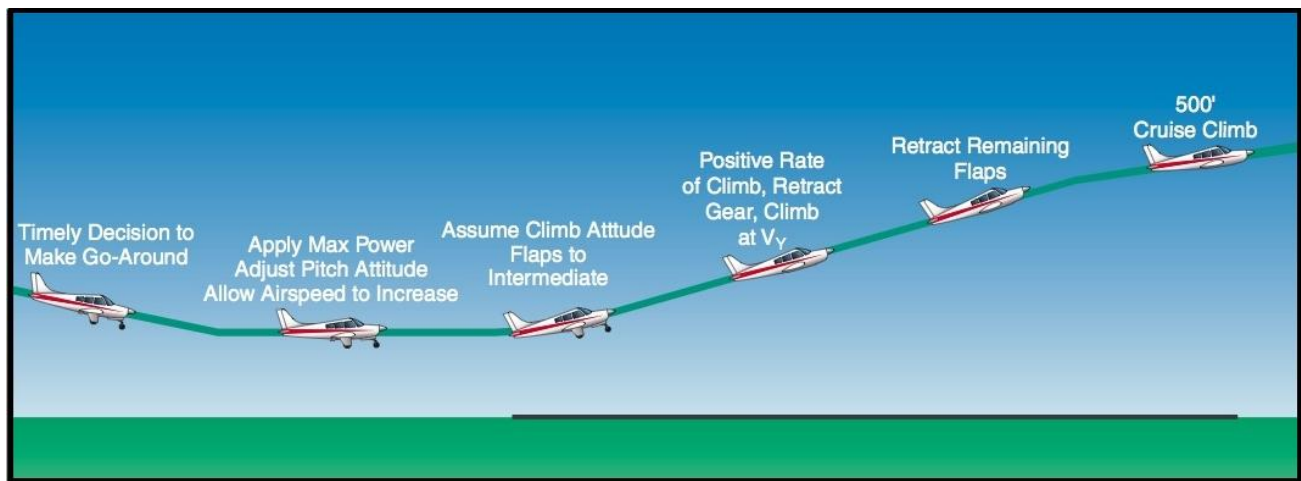


Go-Arounds

BY PHIL CORMAN

We were recently asked by readers on the proper methodology for going around in your Mooney. It's essentially the same as for most other piston singles.

You are on final, maybe short final, and make a decision to go around. There are lots of reasons to perform a Go-Around and not so many reasons to avoid a Go-Around. When in doubt, Go-Around! Log the extra 6 ½ minutes. The worst situations are when an animal or another plane suddenly enter the runway while you are about to land. More time is at hand if you simply are too high, too fast, or not stabilized to execute a Go Around.



Here are the magic steps to a safe Go Around in a Mooney which are mostly complex and some are high performance aircraft.

- ✓ Your prop should be full RPM and should have been set on your approach.
- ✓ Add enough power to stop your descent and even initiate a slow ascent. You don't want to add full power in the event that you were trim up for your landing.
- ✓ Trim for V_x or V_y and add additional power
- ✓ Slowly retract the flaps partially (you will sink a little if you retract too much and lose lift at a relatively slow airspeed)
- ✓ Add additional power
- ✓ Retract the gear. You can retract the gear anytime that you are comfortable that you have a positive rate of climb.
- ✓ Add takeoff power
- ✓ Retract Flaps completely

We do NOT recommend Touch and Go in Mooneys. There is simply too much going on for it to be as safe as you want. Even the Mooney Pilot Proficiency training does not do Touch and Go. Coast, cleanup and Go seem better.

Latest



Click DL to Download the latest Service Bulletin from Mooney.com

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



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

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



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Send your questions for Tom to TheMooneyFlyer@gmail.com

Question: There is a lot of confusion for me about how much “free play” there is permitted on the tail. I was told to lift the tail during pre-flight and see how much play there is. Two questions: How much is ok? And What am I actually testing for?

Answer: There are different limits depending on the model. All later models, '77 and up, are limited to .010 inch. The correct way to measure is to put plane on jacks, put a piece of masking tape on back edge of the rudder. (Many models have a tail light here). You are just making a reference point. You should have a means to measure in tenths. Use the edge of the tape as point A and lift the tail, measuring the length of movement. Let's call that point B. Again, max movement is .010. The wear may be from upper mount bolts or trim actuator. However, 90% of the wear is in the link, bolts, and bushing where the tail attaches to the trim actuator. We usually replace the link and hardware to keep it in limits. In high time planes, we will have to remove the actuator and shim to reduce "play". Lifting the tail as the plane sits on the ground can give a rough estimate as to wear. You have to be careful not to lift the entire fuselage, but with experience you can tell if further measurement is needed. The limit is a hard limit from the maintenance manual, so it is not something a shop can ignore.

There is another measurement often ignored and that is the limit that the tail assembly may move fore and aft, measured at the outboard tip. The limit is .25 inch. It is rare to find a problem, when you we do, it is caused by wear at the upper tail mount pivot bolts and bushings.

*Did you know that a **Mandatory Service Bulletin** is not really mandatory for continuing Airworthiness.*

Owner exercises his/her own judgement as to the appropriateness of compliance with an MSB

*Only an **Airworthiness Directive (AD)**, or **Instructions for Continued Airworthiness** (usually Chapter 4 in your Maintenance Manual) must be complied with for continued airworthiness of your Mooney.*

Have You Heard?

HYH



1)

Tempest Easy Drain Oil Filter Drain Tool \$41.00



Here's a product specifically engineered to help pilots and aviation maintenance technicians rethink the way they change their oil.

Now, with the Easy Drain tool, routine maintenance is easier, faster, less messy, and less expensive.

Simply slip the Easy Drain tool around the filter, attach the included hose and twist the handle to puncture the filter, allowing the oil to drain into the pan. Leave it and do something else for a while, then return to an empty filter, which unscrews without a mess. It works horizontally or vertically and accommodates a standard 3 1/2" diameter filter. Available at Aircraft Spruce



2) P2's Audio Advisory System

Gear-up incidents still happen all too frequently. Fortunately, P2's **Audio Advisory System** is now licensed for all Mooney M20s. That's great news, because it can prevent good pilots from making big mistakes.

The P2 Audio Advisory System annunciates voice advisories directly through the aircraft audio system and to the pilot's headset and/or speaker, not just the aircraft speaker.

Features:

- **Landing gear position advisories;**
- Overspeed (Vne) advisory;
- Stall warning repeater;
- Hour meter activation upon reaching 35 knots;
- Advisories can be heard through headsets and/or speaker;
- Includes an amber annunciator light for visual cues.

For more information and to order online, [Click Here](#) (\$2,200)



3) Dipstick Removal Tool

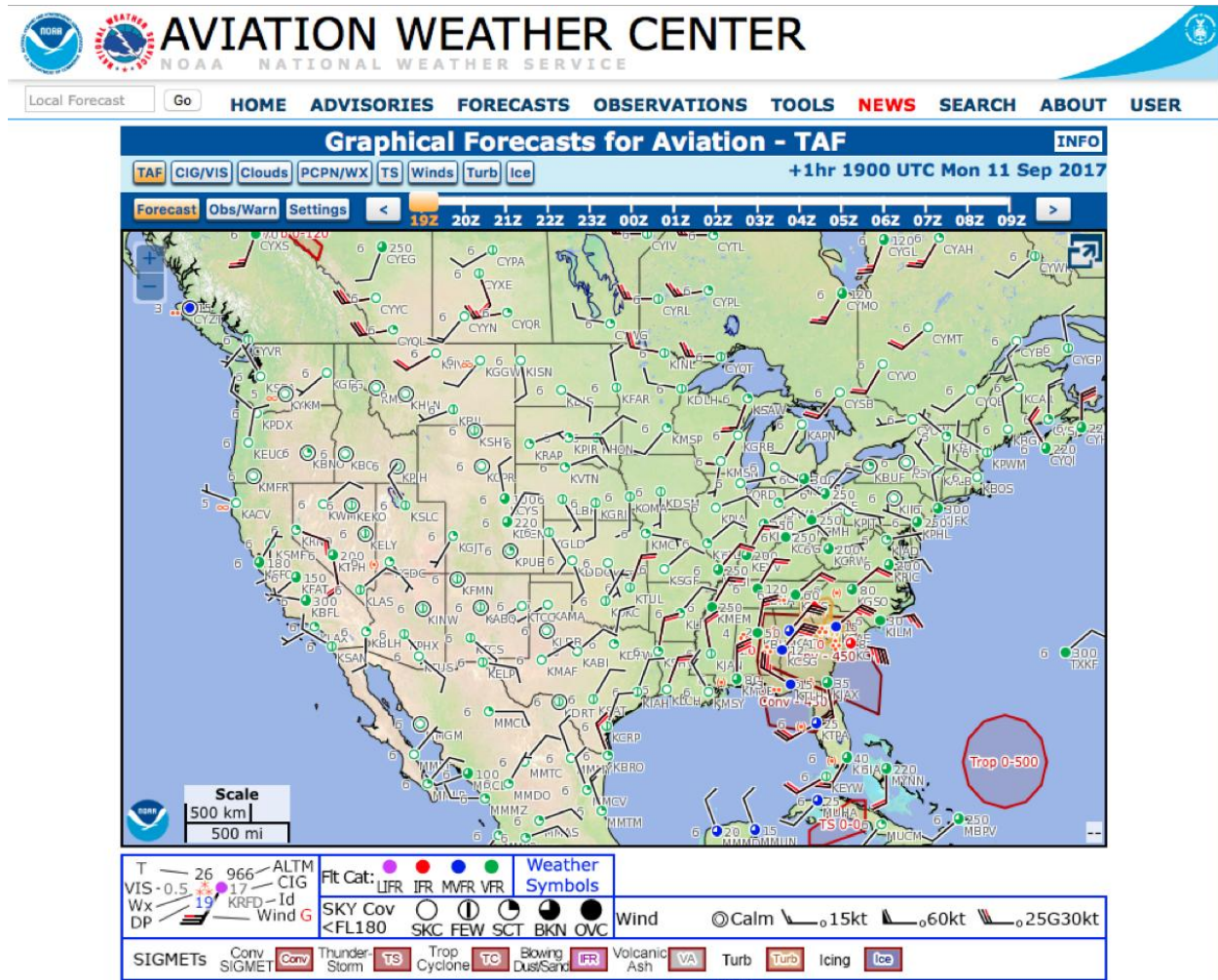
Invented by high school entrepreneurs as part of a class project, the tool's mission is to free up those seemingly seized oil dipsticks.

The tool's design only allows a counter-clockwise rotation, meaning you can't further lock the dipstick in place.



Available at [Sporty's](#) (\$15)

4) Graphical Forecasts (GFA) Replace Text Area Forecasts (FA) Oct. 10



The GFAs will replace the textual FAs only for the continental U.S. The FA for Alaska, the Gulf of Mexico, Hawaii and the Caribbean will not change.

READ MORE [HERE](#)

5) ADS-B “In” (Receiver) \$249



It's based on the Stratux ADS-B receiver platform, but has been fine-tuned by Seattle Avionics and is fully self contained. Unlike the earlier DIY Stratux receiver that has to be assembled once you get the kit, the Seattle Merlin is fully assembled, pre-tested, calibrated and comes with a pilot's guide that describes setting up and using the device. It also provides a tutorial for deciphering ADS-B traffic targets. Simply connect the included battery pack (or power the Merlin with the included USB cable), connect your iPad to its wireless network, fire-up FlyQ EFB and get weather and traffic on your iPad.

The Merlin integrates with a variety of third-party apps—including ForeFlight—plus Apple and Android devices.

HYH

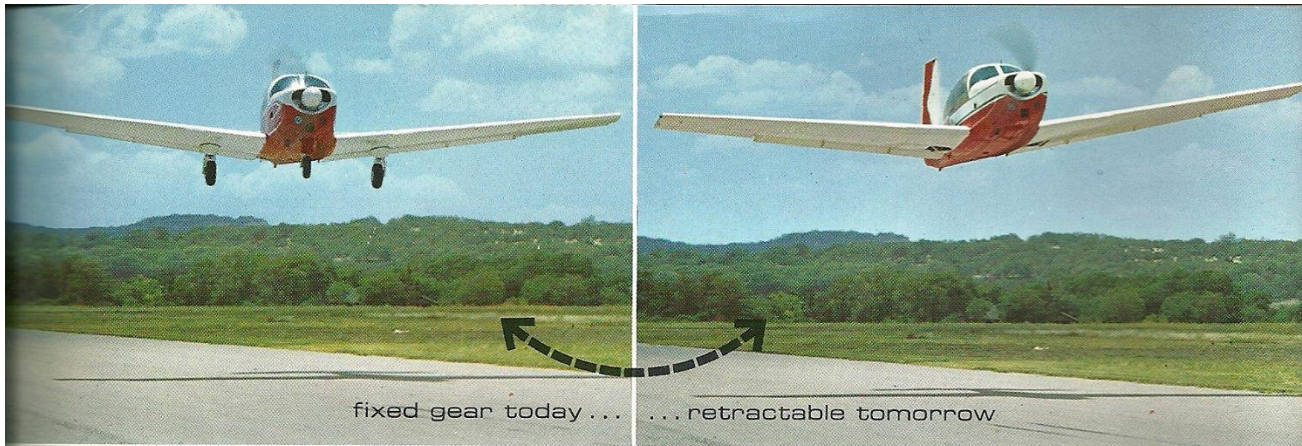
Read More [HERE](#)

6) Mandatory ICAO Flight Plan Filing on Hold

The FAA has postponed its plan to require, starting this fall, that pilots use the international flight plan format, also known as the International Civil Aviation Organization (ICAO) format, for all civil flight plans filed with flight service for flights within the National Airspace System and to Canada.

Testing inconsistencies among the FAA and international partners remain unresolved, and the agency, after numerous postponements, no longer has a target date for the switchover from the domestic flight plan form, said Rune Duke, AOPA director of airspace and air traffic.

While the FAA works on a fix, please use the ICAO flight plan on a voluntary basis, to be ready to use it when doing so ultimately becomes mandatory. The FAA will soon publish expanded guidance in the ***Aeronautical Information Manual*** on filing an ICAO flight plan, and has provided [draft guidance](#) online.



Mooney Master goes 'em all

CESSNA 172
CESSNA 175
MUSKETEER
TRI-PACER
CHEROKEE

one better

with the big extra-CONVERTIBILITY

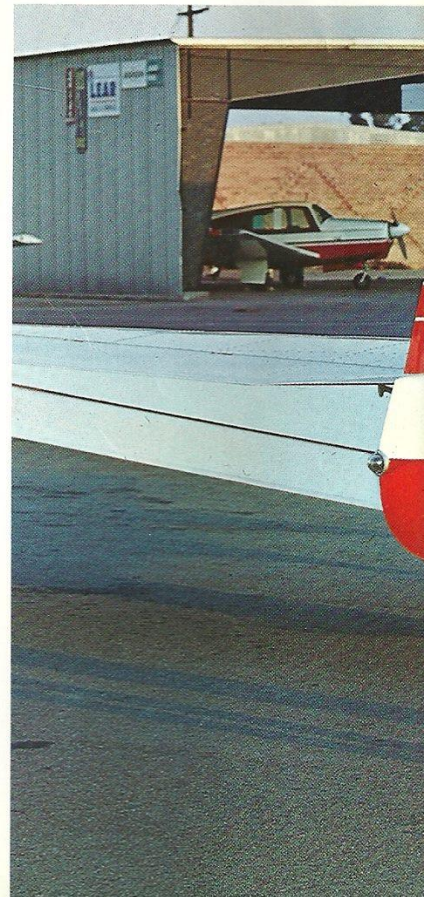
The Mooney Master is the only fixed gear plane on the market selling in the low-price category with the design, rugged construction and flight-safe engineering for big plane performance. The Master is an experienced, tested, and proven aircraft, with years of research and engineering development behind it. Super strength metals, famous pyramid and load-bearing construction techniques make the Master the most rugged plane in its field.

Good, solid stability: Here is a safe, easy to fly plane that lets a rank beginner fly like a seasoned pilot. The Master makes an ideal flight instruction plane with easy transition to retractable.

Look at the extra features: Wide stance landing gear, steerable nose wheel, modern low-wing design, variable hydraulic flaps, and a hefty 180 horsepower. Student or experienced pilot, you'll like the solid, safe, responsive feel of the Mooney Master. It's easy to handle on the ground or in the air. You'll like the safe, sure landing speed that lets you touchdown at a slow 57 mph.

Plus the big extra-convertibility: No other plane can offer the versatile feature of conversion to retractable gear when you're ready for high performance flying at tremendous savings. Mooney's quick, positive, easy-to-operate manual gear gives you all the money saving advantages of retractable gear. You get extra speed, extra range, extra performance for less operating dollars and you get 'em without the worry and expense of electrical or hydraulic gear. For the perfect answer to present and future needs, Mooney goes 'em all one better — fly the modern 'convertible' MOONEY MASTER — a dollar-saving, practical investment for years of flying pleasure. The proof is in performance — ask for a demonstration ride.

Group ownership: Your Mooney dealer is prepared to help you set up a Master Associates plan at amazingly low cost. He has complete information on articles of incorporation, membership forms, organizational plans, recommended charges and operational procedures. See him today!



Future Mooney Events

Events



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

October 14: Flagler ([KFIN](#)), High Jackers Restaurant

November 11: Vero Beach ([KVRB](#)), C.J. Cannons Restaurant

December 9: Punta Gorda ([KPGD](#)), Skyview Cafe

MAPA Safety Foundation
Mooney Pilot Proficiency Program

October 6-8: Des Moines, IA ([KDSM](#))

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

Other Notable Fly-Ins

[AOPA Regional Fly-Ins](#)

October 6-7: Groton, CT, **October 27-28:** Tampa



Dear Fastflyers, Gourmets and big fans of Savoir-vivre, The Fast Flyers (<http://thefastflyers.com/>)

are taking over the event management of our future flyouts and they offer the following very special program for your mind, your body, and your soul:

The Indian summer in the Elsass region offers some stunning views already on your approach to Colmar LFGA. Hopefully you will have your private photographer on board! After enjoying the pleasant AVGAS prices in LFGA you are invited to an ALB or welcome vine on the terrace of the IBIS hotel (<http://www.colmar.aeroport.fr/>) on the north apron while watching the other fellow pilots landing or just enjoy the view into the mountains around Castle of Löwenstein (reporting point). A light lunch with nice elssasien wines will be served thereafter.

During our transfer to Riquewihr, you have the chance to enjoy the beauty of light changing games, mirroring the Indian Summer, now seen from FL000, before we check in at the nice and good reviewed '[Hotel le Riquewihr](#)'. To get deeper into the origin of that famous wine region, we will enjoy a little guided hiking tour in the wineries and some infotainment or even infotastement.

Relax a little in the pool or at the bar, before we meet for the obligatory apéro and later the 3 course gourmet menu in 'de Brendelstüb'. Digestif and Cigar lovers are welcome to fade out at the bar.

Sunday starts for early birds with healing their stomachs with a 'before breakfast work out' in the wineries with a view, prepared and guided especially for this trip from our highly motivated Fitness Coach Mandy.

After breakfast there is still time to stroll around in the medieval village of Riquewihr and maybe chase some souvenirs.

High noon and our fastflyer formation breaks in:

- Formation 1: transfer back to LFGA
- Formation 2: transfer to Colmar City to enjoy a guided walking tour

Always wanted to know where sky ends? Follow the stars! Just a stardust away from Riquewihr, a very special hotel/restaurant is nestled right in a dream location: the only french restaurant which could defend its 3 Guide Michelin Stars for 50(!) years, is celebrating this extraordinary anniversary and we think at least some of us should be part of the party! So welcome to '[L'Auberge de l'ill](#)' and feel like good in France! (<http://www.auberge-de-l-ill.com/fr/>)

This exclusive weekend could only be organized for a limited amount of fastflyers so be sure to place your booking before 2017/09/11 to ops@thefastflyers.com. This includes:

ALB or wine, lunch, transfers, guided hiking in vineyards, apéro, 3 course gourmet menu for dinner, accommodation, tourist tax, breakfast, personal assistance 199.- € pP

We are looking forward to spending a fantastic weekend in a colorful region full of culinary pleasures - with you!



NavWorx ADS600-B

Share      Tab  Like

FOR IMMEDIATE RELEASE

Contact: Scott Edwards, 1-888-NavWorx (628-9679), sales@navworx.com

NavWorx ADS600-B 2.0 System Now Flying

ROWLETT, TEXAS, SEPTEMBER 5, 2017 – NavWorx, Inc. announced today the company is now shipping its ADS600-B 2.0 System for installations in experimental aircraft only. The first aircraft are flying this week. ADS600-B 2.0 is a 2nd generation version of the company's remote mounted Universal Access Transceiver (UAT). It provides 2020 compliance with ADS-B Out and all the advantages of ADS-B In.

NavWorx has been shipping its ADS600-B 2.0 System since last month (for experimental aircraft only) and the first aircraft are operational this week. Presently, these NavWorx systems are being installed in numerous aircraft, including: Vans RV, Challenger, Kitfox, Lancair, Zenair, RANS, Glasair, Pitts, Sonex, Rotorway, Searey, Breezy, Bearhawk, Cubs and the like.

The ADS600-B 2.0 System has a new internal WAAS GPS compliant to FAR 91.225 and FAR 91.227. It features both ADS-B Out & In with built-in Wi-Fi. The ADS600-B 2.0 System allows for reduced installation cost and installation time, and interfaces to any operational transponder and altitude encoder, alleviating the need for a panel-mounted control head. Features include:

- FAR 91.227 compliant internal WAAS GPS
- Uses any existing Mode C or Mode S transponder and coupled altitude encoder
- Built-in Wi-Fi streams Traffic and Weather to iPad and Android apps
- Low cost of installation

"This is a significant step in our progress with certification of the ADS600-B. The company has found a viable solution to the long-delayed actions with the FAA. Our customers have been extremely patient, and vocal, in their support. Meanwhile, the ADS600-B has proven to be a solid contender in the race to fulfill the goals of the NextGen Airspace project," stated Bill Moffitt, president of NavWorx. ADS-B and NextGen offer many benefits to pilots of GA aircraft in the U.S. NavWorx continues to be the affordable ADS-B solution provider.

For further information, contact NavWorx, Inc. at 3706 Big A Road, Rowlett, TX 75089; call 1-888-628-9679 or visit www.navworx.com.





Mooney Instructors

Around the Country



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



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



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



Boris Vasilev (CFI, CFII, MEI, AGI), Phoenix Area. 602-791-
 9637 freedomflightservice@gmail.com. Time in M20C through M20R
 models. Private commercial and instrument training, BFR's, IPC's, and
 FAA Wings.



Geoff Lee, San Martin, CA. 69050@comcast.net. CFII, 11,000+,
 Mooney Rocket owner. Teaching since 1969.



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



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



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



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



Mike Jesch, Fullerton, CA. (714) 588-9346 (e-mail is best), mcjesch@pacbell.net. Total: 20,000 Instruction: 1500, 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



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



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



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



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



Mike Elliott Tarpon Springs. (CFII) Master CFI. 317-371-4161, mike@aviating.com. Quality instrument & commercial instruction, transition training, ownership assistance, plane ferrying. Mooney: 2300; Instruction: 1000



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



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



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



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



Sam Lindsay, Wachula Muni and Airport Manatee (between Sarasota and Tampa). 941-209-2322. CFI/II/MEI. 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



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



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 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, ph (513) 484-0604.



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



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



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



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



Doug Bodine, Commercial Pilot/Flight Instructor, Cell 605 393-7112, mei.cfii@gmail.com I am a retired USAF pilot, now working as a commercial contract pilot, so various model experience from WWII Warbirds through heavies. I have been flying Mooneys for 12 yrs and have a 201. I have been instructing since 1994 and am at about 10,000hrs. I actively instruct in tail wheel and turbine as well. I have flown all the common Mooney modifications – missile, rocket, screaming eagle, trophy, etc. Even have time in the M22 Mustang. (See also, Texas). Total: 9800; Mooney, 1300; IP: 5600/21 years



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

Jeff Schnabel, (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



Shawn Cuff, [Hohenwald, TN](#) (0M3) ATP/CFI-II-MEI. Flying an M20K with Garmin 530W for local company. Relaxed and pleasant flight instruction, flight reviews and instrument competency checks. Contact: Shawn.M.Cuff@icloud.com or 931-230-5400. Thank you for reading and safe flying!



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



Doug Bodine, Commercial Pilot/Flight Instructor, Cell 605 393-7112, mei.cfii@gmail.com Retired USAF pilot, now working as a commercial contract pilot, so various model experience from WWII Warbirds through heavies. I have been flying Mooneys for 12 yrs and have a 201. I have been instructing since 1994 and am at about 10,000hrs. I actively instruct in tail wheel and turbine as well. I have flown all the common Mooney modifications – missile, rocket, screaming eagle, trophy, etc. Even have time in the M22 Mustang. (See also, North and South Dakota). Total: 9800; Mooney, 1300; IP: 5600/21 years



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



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



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



Jerry Johnson, Southwest Texas. mooney9281V@hotmail.com. 817-454-2426. Commercial, SEL/MEL CFII, Glider, Typed in C-500's. Member MAPA Safety Foundation. Owned a Mooney for over 30 years. Total: 11,000 +; Mooney: 6000.



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



William Wobbe, Leesburg. william.wobbe@gmail.com, (713) 249-7351. ATP, SES, SEL, MEL, MES, CFI, CFII, MEI, AGI, IGI, ADX. Time in M20B through M20TN models and very familiar with Garmin G-1000, GTN750/650, and G530/430 avionics. 1600+ dual given in Private through ATP training. MAPA PPP instructor and lots of experience in cross country all weather flying including TKS Known Icing Systems. Flight Service Station Specialist and familiar with iPad weather planning apps such as ForeFlight. I can answer your questions about the Washington, DC SFRA and ICAO Flight Plans.



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



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





1978 MOONEY N201TM, FIRM \$90,000 VREF \$95,000



Model M20J - 200HP FI Serial 24-0388

Lycoming IO-360-A3B6D

Same owner 33 years, MSC maintenance

TTAF 4400

TTSMOH, SPOH 1300 by Penn Yann

50 STOH Compression 78/80 all cylinders

Annual 3/17

AIRFRAME

No damage history. No corrosion. Always hangared.

Electric Standby vacuum system & pump

Bladders, no leaks

Donuts, brakes, tires, good

New Plane Power Alternator

Concorde Battery

3 David Clarkes

Graphic engine monitor with fuel flow

Portable Oxygen, certified 2016

4 life vests

New seat belts and shoulder harness pilot/copilot

Electric gear & trim

Rosen visors

Grey leather interior & refurbished plastic

INSTRUMENTS

Garmin 430 WAAS

KNS 80 with second LOC/GS

IFR certified 3/16

KFC HSI

KFC 200 Flight director, coupled to Garmin 4300 3-axis, altitude hold

KY 197 COMM #2, flipflop

O/H electric DG 2016

BFG Stormscope

Davtron 811B clock, flight timer, stopwatch

4-Place Intercom + Music player

Electric Digital tach

JPI EGT CHT Fuel Flow

Contact: Claude "Sandy" Thomas

(770) 612-8221

mooney201@gmail.com

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, cowlings, 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

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 Under "Mooneys for Sale", you can List your Mooney for FREE!

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

FOR SALE: PROJECT MOONEY 1964 M20E, N6974U, SN 334. ~3950 hours

This is a complete, undamaged, disassembled airframe. It was a complete flying airplane when the owner decided to disassemble to use the engine and prop for a homebuilt airplane. The wings and tail are still attached, but all of the control surfaces have been removed. It is 98% complete including all of the control surfaces, exhaust, cowling, most of the interior, auto pilot, and instruments. All logs, airworthiness, and registration are included. I have a core engine that I will sell separately, but no propeller. \$8000.

CORE ENGINE from a 1966 M20F. Lycoming IO360A1A. Total time, approximately 1800 hours and 500 hours SMOH in 1985. Original crank. No known prop strike or damage. Includes all accessories except the alternator. The original logs were lost including the AD history. A new log book was begun documenting the times based on the testimony of the previous owner. \$8000.

201 Style Windshield Kit: Southwest Texas Aviation kit, STC SA4332SW. Complete new kit in original box with all parts, instructions, and STC (transferable). \$1000

Jerry Miel, Green Valley, AZ at jmiel@uim.org or 520-370-7258

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

AIRCRAFT SERIAL# 24-0398

Lycoming IO-360-A3B6D

TIMES

AIRFRAME TOTAL: 5256

ENGINE TSMO: 878

Engine overhauled BY LYCOMING FACTORY INSTALLED
01/16/2004

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

HOSE ASSEMBLIES FUEL OIL REWORKED 01/09/2004

GANN AVIATION

New propeller 04/01/91 MC CAULEY

Power flow exhaust system 2015

DYNAMICALLY BALANCER 5/23/95

VACUUM PUMP REPLACE 07/15/2015

NEW SKYTEC HIGH TORQUE STARTER and upgraded start
relay

Electrical New zcftrronics 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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*Live
your
dream*



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