

The Mooney Flyer

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

February 2018



Features

Editors
Phil Corman
Jim Price
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So You Want to Sell Your Mooney	A Solution for the Ameri-King ELT AD
When selling your Mooney, here are some things you should be aware of to get the best price.	Are you impacted by this Airworthiness Directive? Jim Price has a solution for you.
Fly Like a Professional	Overdue
You already know you are good, but you'll pick up some excellent tips from a seasoned Air Force and Airline Pilot on how to Fly Like a Pro.	You have received a Void Time at a non-tower for departure, but fail a good run-up. What do you need to do?

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We have been busy at The Mooney Flyer this month. We have added a few new tools and revised much of the rest.

Co-Editor Jim Price added an amazing STATUS SHEET that will help all Mooney Owners remain on top of the status of their aircraft. [CLICK HERE](#) to check it out. We have also included a User Manual on how to use this Interactive Status Sheet for maximal value. Please let us know if these types of tools are useful and valuable to you.

Next on the new Tools list is the addition to our exclusive Mooney Valuation Tool. For the past several years, we have included

DRIVING TO THE AIRPORT



TO GO FLYING
www.gennine.com

You are going to go through the spreadsheet and enter applicable Tach/Hobbs times and dates in the C and D columns. J13 is also a date you enter manually

A	B	C	D	E	F	G	H	I	J
7	ENGINE	Tach/Hobbs	Date	Action Time	Due @ hrs	Due Date	Hrs Rem	Days Rem	
8	Overhauled	2303	1/19/2004	TBO 1800 Hrs	4103	N/A	685.5	N/A	
9	Top Overhaul	3294	11/22/2016		N/A	N/A			
10	Turbo Overhaul	3244	6/13/2016	1,000 hrs	4244	N/A	826.5	N/A	
11	Oil Change	3401.7	11/30/2017	25 - 50 hrs / 4 Mo	3426.7	3/30/2018	9.2	92	
12	Oil Filter	3401.7	11/30/2017	25 - 50 hrs / 4 Mo	3426.7	3/30/2018	9.2	92	
13	Air Filter - Eng	3401.17	11/30/2017	100 hrs or annual (x25)	New in '03	11/30/2018	Replace>	11/30/2028	
14	Spark Plugs	2694	9/30/2008	Per Manufacturer					
15	Fuel Filter	3401.17	11/30/2017	Annually	N/A	11/30/2018		337	
16	Mag-Left Inspect	3401.7	11/30/2017	500 hrs / 4 yrs	3901.7	11/30/2021	484.2	N/A	
17	L Impulse Coupling AD	3401.7	11/30/2017	500 hr Bendix, AD 96-12-07	3901.7	N/A	484.2	N/A	
18	Mag-Right Inspect	3401.7	11/30/2017	500 hrs / 4 yrs	3901.7	11/30/2021	484.2	N/A	
19	R Impulse Coupling AD	3401.7	11/30/2017	500 hr Bendix, AD 96-12-07	3901.7	NA	484.2	N/A	
20	Fuel Injectors	3401.7	11/30/2017	300 hrs / 2 yrs	3701.7	11/30/2019	284.2	N/A	

Lines 11 and 12: Oil change and filter. In cells **11G** and **12 G**, the interval has been set up for 25 hours between oil changes. If you want to use a different interval, click on cell **11G** and enter =C11+the desired interval number. For instance, if you want a 50 hour oil change interval, enter =C11+50. Apply

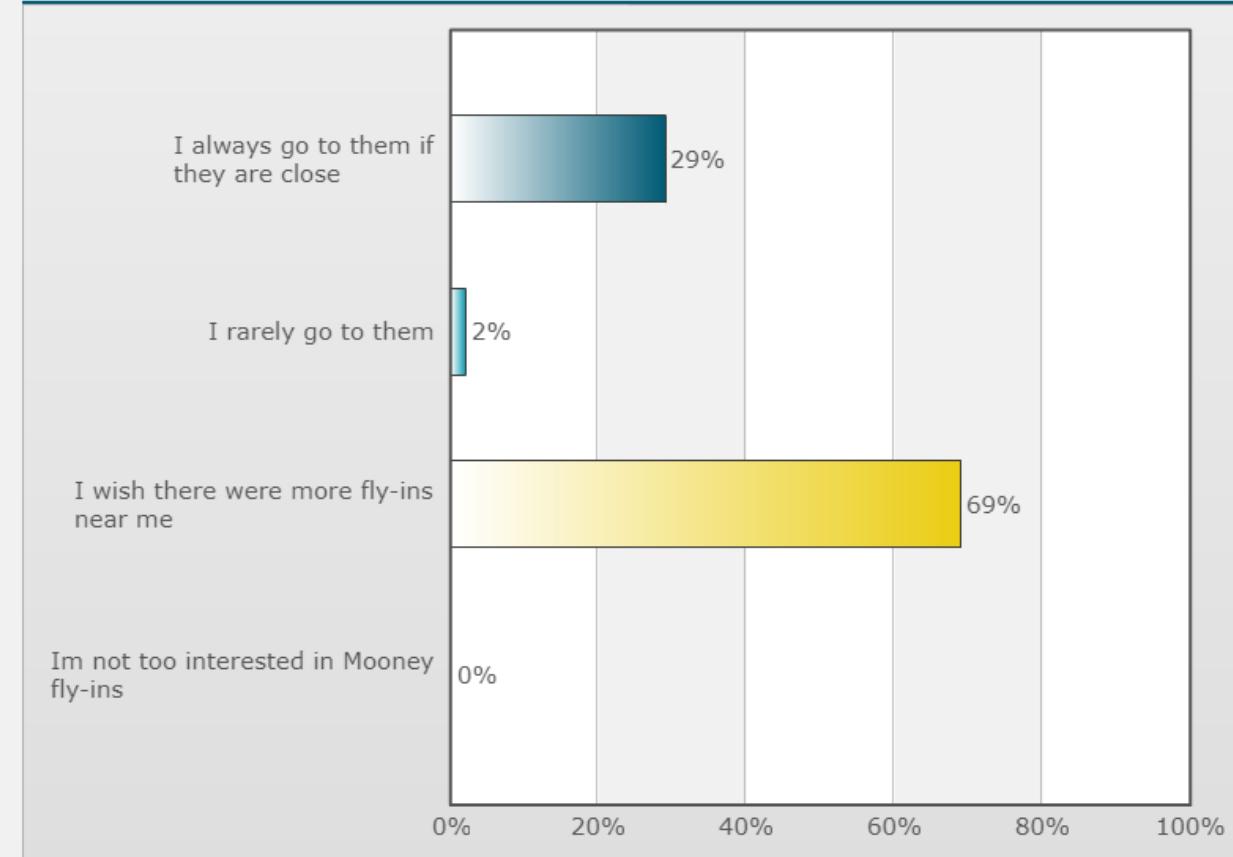
valuation software for M20B through M20J. With this issue, we are adding the venerable M20K. We have revised the Valuation Engines for M20B through M20J as well, to include new items such as ADS-B and more silicon-based avionics. [CLICK HERE](#) to go to the Valuation Engines.

Please let us know if you would like us to add Ovations & Bravos to our Valuation Tools.

Regarding Mooney Fly-Ins

Poll created by [Phil Corman](#) on 12/03/2017

Poll Results



Next month's poll:"For Cross-Country Flights, I choose to fly at:" [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](#) [M20K](#)

[CLICK HERE](#) for the most comprehensive list of Mooney Instructors in the US.



Mooney Interactive Status Sheet - I really like your status spread sheet. So easy to customize to any aircraft. One line you might like to add for the ELT, if it is a 406, is that it has to be re-registered every 2 years. Also, would like permission to share it with my EAA chapter to help folks get their maintenance and licensing organized. **Editor Note:** We have added the ELT... great suggestion, Kelly.

Kelly M

My Grandad was a WWII veteran.
In just one day during the Battle
of Britain, he destroyed 8 German
aircraft killing 32 Nazi aviators.

Easily the worst mechanic the
Luftwaffe ever had.



PROP SUPER CENTER



We won't be undersold!

Mooney Props



Airplane Eligibility

M20A-J
M20C, D, E, F, G
M20J
M20K
M20R
M20R, S, TN
M20R, S, TN

Prop Style

2 bladed Scimitar
3 bladed
3 bladed
3 bladed
3 bladed Scimitar
3 bladed Scimitar
3 bladed Composite

STC

SA0241CH-D
SA4529NM
SA4529NM
SA1505GL
SA02004CH
SA03024CH
SA02482CH



McCAULEY

BLACKMAC

Airplane Eligibility

M20A-G
M20C, D, G
M20E, F
M20J
M20K
M20R
M20R
M20S

Prop Style

3 bladed Scimitar
2 bladed
3 bladed
2 bladed

Part

PL60152
PL60154
PL60149
PL60136
PL60199
M20R241-01
M20R418-01
M20S239-01



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A MOSt Excellent Forecast

MOS stands for **Model Output Statistics** and is a forecast derived from the output of weather prediction models developed and run by NOAA's research meteorologists. It determines the statistical relationship between that which is to be predicted and variables forecast by a numerical model at a particular time projection. The use of **MOS** has actually been around since the 1970s, but has only recently been introduced for **aviation** use.

ForeFlight began to include the MOS imagery in December, 2014.

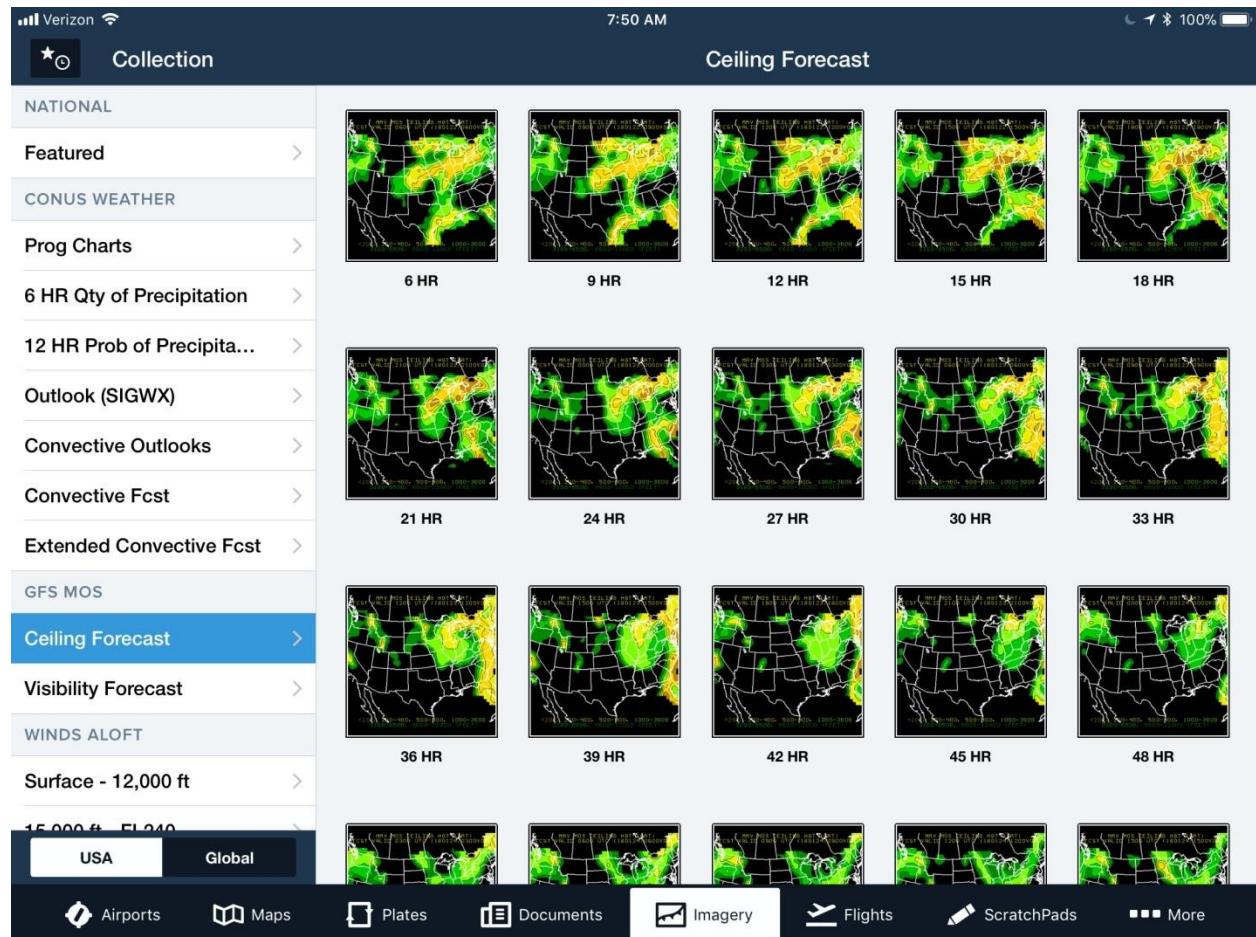
When planning a flight, the FAA does not recognize MOS as a valid forecast. For instance, when you are determining if you will need an alternate airport, you must use the **TAF** (Terminal Area Forecast).



ForeFlight

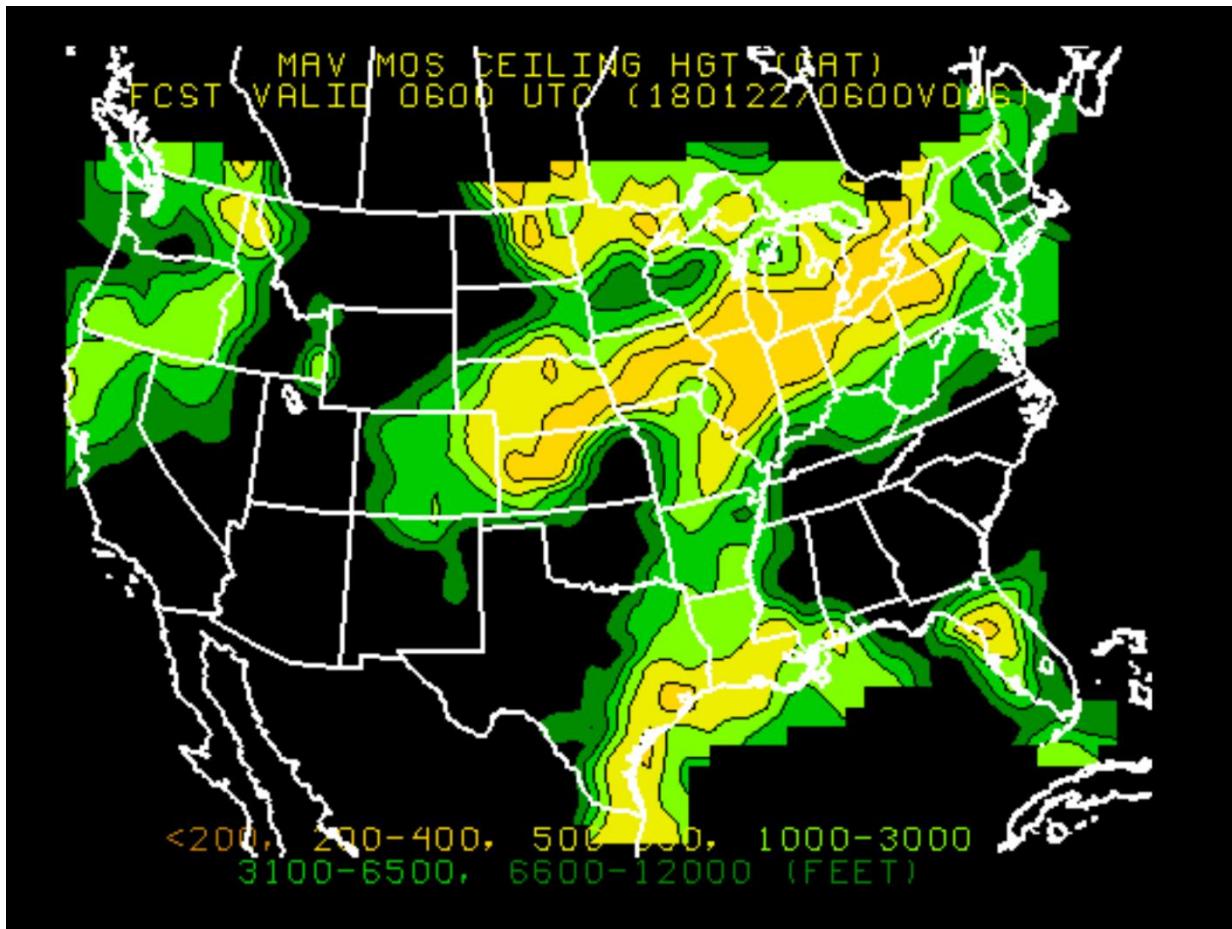
ForeFlight contains MOS imagery in their "Imagery" section, listed under "**GFS MOS**" (Global Forecast System).

MOS ceiling imagery is depicted from 6 hours, and then every 3 hours through 84 hours.



MOS imagery is also available for Visibility.

Below is a ForeFlight MOS Ceiling image.



At the bottom of the image is the legend. The lighter the green, the higher the ceiling predicted. The browns and yellows indicated ceilings that would not be appropriate for a VFR flight. Dark green areas indicate possible marginal VFR.

If you don't have an iOS device, never want one, or don't have the money, no problem! There are other ways to plan your flight in advance.

FREE and Valid Weather Briefings

You can use Fltplan.com. It's free and it has a good selection of weather imagery, but lacks the MOS imagery. If you are logged into Fltplan.com and receive its weather briefing, the FAA will consider your briefing valid, as if you had logged into flight service's website 100wxbrief.com or if you had called flight service for a weather briefing. The same is true if you receive a weather briefing using ForeFlight. In fact, ForeFlight gets your weather briefing from Flight Service.

FREE NOAA MOS Images

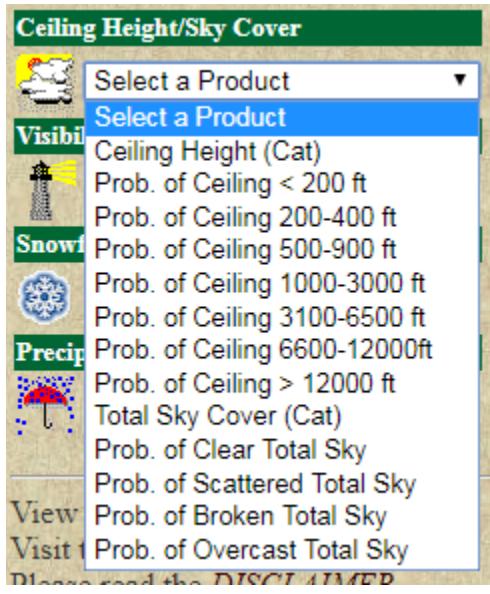
You can also see the MOS images at NOAA's website. Just use the following URL:
<http://www.nws.noaa.gov/mdl/forecast/graphics/MAV/>

The screenshot shows a web-based interface for NOAA MOS Graphics. At the top, it says "GFS (MAV) MOS Graphics". Below that is a list of categories with dropdown menus:

- Temperature
- Precipitation
- Thunderstorms/Severe Weather
- Wind
- Ceiling Height/Sky Cover
- Visibility
- Snowfall/Precipitation Type
- Precipitation Characteristics

Each category has a small icon and a "Select a Product" dropdown menu.

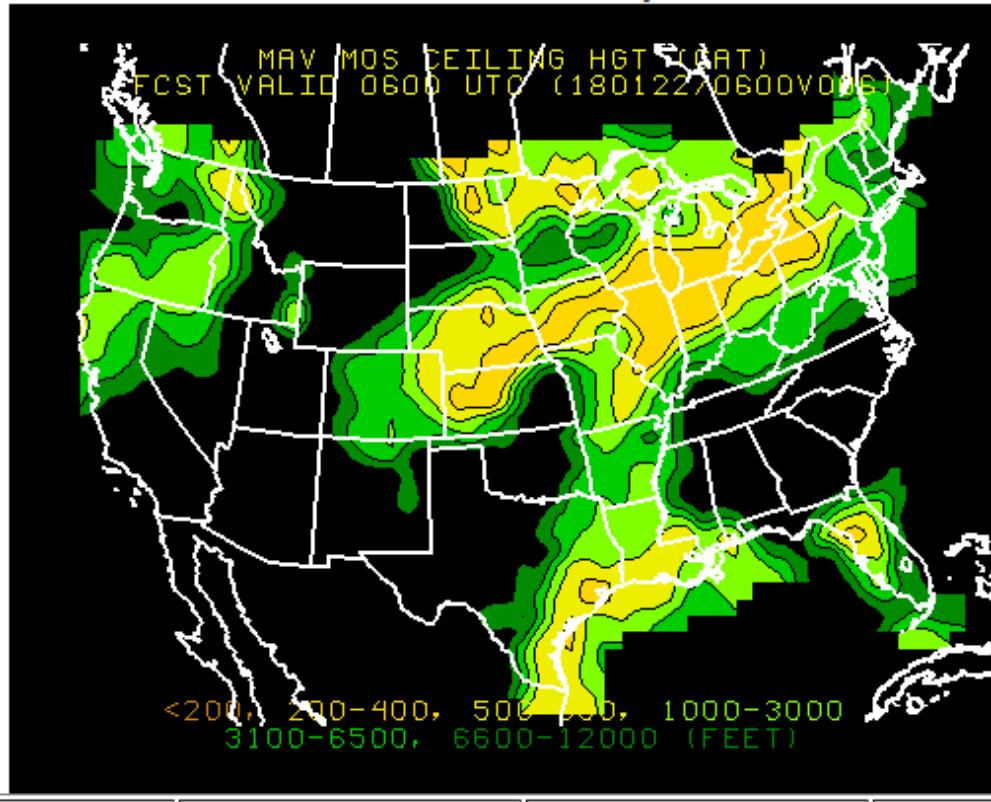
The “Ceiling Height/Sky Cover” option has a drop down menu.



I've selected the first drop down menu option, “Ceiling Height (Cat)”, shown below. Times are in Zulu.

“Ceiling Height (Cat)” is the same imagery that is displayed on ForeFlight.

MAV MOS CEILING HEIGHT (FT)
Valid 0600 UTC Monday



Monday	Tuesday	Wednesday	Thursday
06 09 12 15 18 21	00 03 06 09 12 15 18 21	00 03 06 09 12 15 18 21	00 03 06 09 12

CEILING HEIGHT: Ceiling height forecast (in feet) valid at the specified time. Unshaded areas represent ceiling heights greater than the largest threshold.

As you can see in the drop down menu, NOAA provides many Probability (Prob) images that are not found at ForeFlight.

The next time you have a trip planned, as you approach 84 hours prior to your takeoff time, you can watch your route and its forecasted ceiling. You'll have a good idea if you'll have a nice flight, or if there's a chance that you'll need to find alternate transportation. It's just another great tool in your pocket to help you fly safely and have a **MOST** excellent adventure.



Across America

By Mike Echo

Sunday, Oct 1, 2017, Victor and I began our adventure across America. We planned to leave early from Caldwell, NJ (CDW), then fly direct to Indianapolis (TYQ). That's 3:40, 548 Nautical Miles (NM) west. Our second leg the same day would be to Omaha, NE (OMA). Should we not feel like continuing west that day, we'll go to Champaign, IL, some 93 NM north, to visit my friend Yoram and wife Carole and stay the night.

Here is the rest of the journey west:

Oct 2, OMA to Denver, CO (DEN) and DEN to Yellowstone (COD) – will take a day for hiking.

Oct. 4, COD to Salt Lake City, UT (SLC) and continuing to Reno, NV (RNO).

Oct. 5, RNO to Sacramento, CA (MCC) and from there to Santa Monica, CA (SNO).

We'll be taking lots of pictures, especially in Yellowstone, over the Rockies and over the Sierra Mountains, and post them here. After three days in L.A, we'll start our way East.



So, I have not posted anything since we left New Jersey on Sunday. Flying for 5 to 7 hours a day is simply exhausting.

First, we discovered that the weather (WX) past Indianapolis through the Rockies was predicted to be bad for at least a week. Although my friends Yoram and Carole invited us to stay with them, they would have had to suffer our presence for at least a week – so I changed the route and plotted a trip going to Louisville, KY (LOU) – 581 NM, 3 hrs 16 minutes, Tulsa, OK (TUL) – 512 NM, 3:10, Santa Fe, NM (SAF) to Flagstaff, AZ (FLG) (Sedona and Grand Canyon) – 512 NM, 3:26 – and this is where we are today and tomorrow. Then we shall continue to Las Vegas, NV (HND)–159 NM, 1:06, stay for a day or two and continue to Santa Monica, CA –240 NM, 1:31. Concluding some 2,004 miles east to west. We left NJ (CDW) on Sunday at 08:30 AM to LOU. All the way uneventful over the eastern USA flatland. From LOU we continued to Tulsa, OK (TUL), arriving TUL sometime after 4:00 PM local time. We flew both of our first legs in one day at 10,000 ft.



From TUL, we continued to SAF at 14,000 ft. It's a beautiful city in an amazing setting. At the airport, I met Larry, the owner of Jet Warbirds, with whom I flew his MiG-15, T-33, L-29, L-39, and Fouga, some 14 years ago.

We rented a car and went to the famous Ojo Caliente Mineral Springs and Spa, some 50 miles south of Santa Fe.

The flight from TUL to SAF was at 12,000 Ft in headwinds, ranging from 37 to 47 knots. At some spots over high terrain, turbulence was quite severe. At the last pass over high terrain, we lost almost 3,000 Ft in less than a few seconds, as the downdrafts were overwhelming. Being a Sierra Mountain glider pilot, I knew to enter at 45-degree angle, so we didn't have to confront the terrain. Landing was uneventful, with a high head wind.

OJO CALIENTE



This is a spa, which is still owned by the local Native Americans has 7 pools of different minerals to soak in, after which they wrap you in wool blankets for 30 min. Another experience. We then drove back to Santa Fe and booked a room at the La Fonda Hotel.



The La Fonda hotel is a traditional local hotel. Pleasant, but I wouldn't rate it too high. Santa Fe, however, is as beautiful as ever.

The following morning, we took off at around 09:00 heading "direct" to Flagstaff, AZ (FLG), elevation 7,100 feet. The wind at takeoff was over 20 knots; typical for the mountains. The headwind picked up as we climbed to 12,000 Ft and stayed all the way at a velocity of approximately 35 knots. It took us some thirty minutes to climb a mere 5,000 ft. However, this time we confronted much wind sheer. The wind shear was particularly disturbing on final approach and the landing. We were constantly fighting changes in altitude, plus stall warnings throughout the approach and landing. It was a scary experience for a flatland pilot; standard for the locals.

We rented a car and drove to Sedona, AZ, located amid scenic, stunning views. It's a beautiful city with many top-notch restaurants.



In the evening, we dined at Cucina Rustica, an outstanding steak house recommended by the owners of our 12 room rustic B & B. At the restaurant, we met Lisa Dahl, the owner of the restaurant, plus three others in town. Lisa invited us to join her at her Italian restaurant, Dahl & Deluca. It's another superb restaurant.



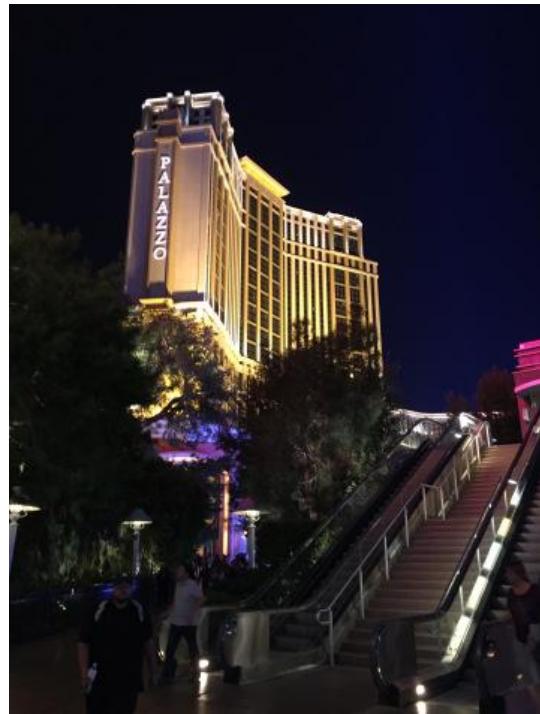
In the morning we drove to the Grand Canyon, some 70 miles north of Sedona.



Today, we're going to fly our 5th leg west and 5th day enroute. We'll be flying from FLG to Las Vegas, Henderson airport (HND). We are cleared to 15,000 Ft to clear the surrounding mountains. The short 254 mile flight, 1:15 to HND, is over stunning views with the Grand Canyon and the towering mountains around, and then the Hoover Dam in the valley. I'm beginning to get used to the high shifting winds which are a daily routine to the local pilots in this part of the country.



Las Vegas is a vibrant as ever; nice for one day. Yet, still very unique and worth visiting. We arrived early on Thursday, staying at the beautiful Wynn Hotel.



We departed Las Vegas on Friday. The departure did not turn out ideal. We taxied to runway 21, awaiting an ATC release. It was a wait of over 30 minutes in 80 plus degrees of heat, with a yet unknown departure time due to heavy traffic to Los Angeles. The wait resulted in engine overheat, which forced us back to the ramp. We cooled the engine for another half hour while the tower controller suggested we should depart via Visual Flight Rules (VFR) and then pick up our Instrument (IFR) flight plan in the air. Regardless, restarting the engine was not successful and being concerned that we would drain the batteries, this prompted us to order a booster (outside generator) to help start the engine without using battery. We started the engine successfully, but one of the batteries was completely drained.

At 11:30 we took off VFR. The flight to Santa Monica (SMO) Los Angeles, took approximately 1:15. We flew at 12,500 Ft, passing the Sierra Mountains with just a little altitude to spare. Regardless, arriving at the Los Angeles, Class B airspace, I understood why our IFR release was delayed. Although New York air space is like a mad house, L.A.'s was terribly congested and challenging. We found SMO and landed uneventfully. The next surprise came after landing. You see, the city of Santa Monica, with the support of the State of California and local residents, is closing the airport against the wishes of General Aviation members and the FAA. Because of this, aviation services are not abundant; they fear the risk of closure. We were instructed to park the plane at quite a distance and had to haul our luggage all that way to the airport exit.

Los Angeles was fun too. Although I don't appreciate its "charm," we managed to enjoy great food in some of the city's top restaurants. The first night we ate at a superb Japanese

restaurant. I can clearly attest that this was the best Japanese food experience I ever had. After the meal, we went for a drink (and cigar) at a bar. There we met Gammal, the grandson of Abdul Nasser, the Egyptian leader during the Six Day War. Nice guy!



MICHAEL AND
VICTOR
SURVIVED EACH
OTHER, IN CLOSE
QUARTERS,
THROUGHOUT
THE JOURNEY
FROM COAST TO
COAST!!!



Victor turned out to be
a great partner in this
adventure.

On Monday, October 9th (after restoring the dead battery and our own energy), I thought we should start the journey back to the east coast. Together, we agreed on the following itinerary:

Monday: Santa Monica (SMO) to Sacramento, CA (MCC) to Reno, NV (RNO), followed by stops in Salt Lake City, UT, Cody, WY (Yellowstone Park), Denver, CO, Omaha, NE, Indianapolis, IN and finally Caldwell, New Jersey. However, Victor had planned to see his family, who were returning from a vacation on Monday. Rather than making the trip back with me, he returned to the east coast commercially. Victor is not a pilot, so his absence would not impact flying, yet he would miss some fun. I had no desire to go to some of the destinations alone, so I changed the returning itinerary. For now, the battery fault turned out to be a non issue.

Monday: L. A. to Salt Lake City. Tuesday: SLC TO Denver and DEN to Des Moines, IA, Wednesday: DMS to Champaign, IL to visit my friends Yoram and Carole. Thursday: CMI to NJ.

Today (Monday), I went the 540 miles to SLC alone. The wind was sometimes on the nose (32-37 ks) and sometimes a tailwind (9 to 20 kts). Amazing views of Las Vegas, Grand Canyon, Hoover Dam, towering mountains up to 12,000 Ft and The Great Salt Lake. Traffic to the airport was quite busy, landing within minutes of one another airplane. Salt Lake City is quite beautiful, set at the foot of some awesome mountain.



DELT A

Before leaving for the next leg, the plane required maintenance and parts needed to be replaced or repaired. The responsible mechanic would not be available for another week, and then he would need to order parts from Texas and take some days to do the job. That would also bring the next annual inspection pretty close. I didn't fancy staying in SLC for two weeks (or more) to continue the trip back home. I got a ticket on Delta and returned home. When ready, I shall go back and bring the plane home. Disappointing, to say the least. But I can't complain. Thus far I've had a blast.



I booked a hotel and took the flight to Newark the following day.

Victor and I had completed the trip going west across America. The adventure was amazing.

The plane was now ready for me to pick up in Salt Lake City and I had finished everything that needed to be done back in the New Jersey office.

Lorraine, a friend of my good friend and partner Hanan, offered to join me as copilot on the trip from Salt Lake City to Boca Raton, Florida. We're scheduled to leave SLC on December 18, 2017.

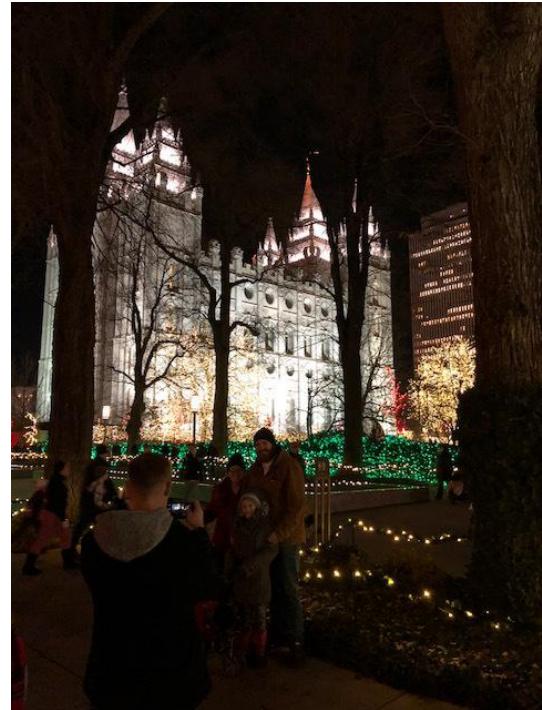
Weather permitting, the route is planned as follows:

Salt Lake City to Denver, CO (DEN), 339 NM, DEN to Oklahoma City (OKC), 439 NM, OKC to Memphis (MEM), 375 NM, MEM to Tallahassee, FL (TLH) 419 NM, TLH to Boca Raton, FL (BCT), 347 NM. All together 1,919 NM in approx. 11.1 flight hours (no wind).

We arrived in Salt Lake City to pick up the plane on Sunday December 18th, 2017. To our amazement, we were told that the annual inspection ordered will not be ready until Wednesday. We decided to tour Salt Lake City and its surroundings in the ensuing days. We found it to be well worthwhile, so, we visited the Mormon Temple in Salt Lake City

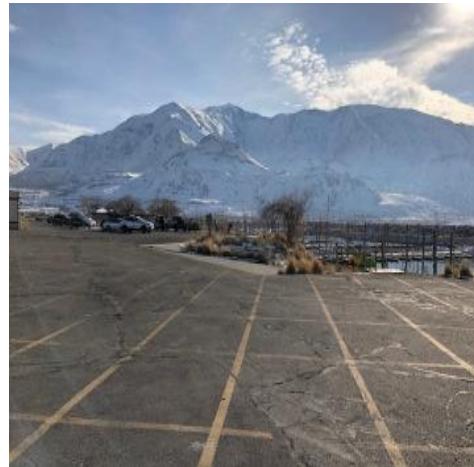
Temple Square encompasses several buildings surrounding the temple itself, (into which only worthy Mormons are allowed). The square is in the middle of town and is very impressive in its beauty and grandeur. Mormon volunteers from around the world attend it faithfully. The temple was built in the 19th century from local granite, mined from the Little Cottonwood Canyon; all manually. It took 40 years to complete and was dedicated in 1892.

In the following days, we visited Great Salt Lake State Park, including the Great Salt Lake and Bingham Canyon Copper mine, and the Hill Air Force Base Museum.



SALT LAKE

The Great Salt Lake contains about 26% salt, second only to the Dead Sea with 33%. Yet, there is life in the form of tiny Brine Shrimp. Millions of birds visit the lake each year to enjoy the abundant feast.



Bingham Copper Mine

The Bingham Copper mine is considered the world's most productive copper mine. It has produced over 17 million tons of refined (99%) Copper, some 700 tons of pure Gold, and some 6,000 tons of Silver, plus many other minerals.

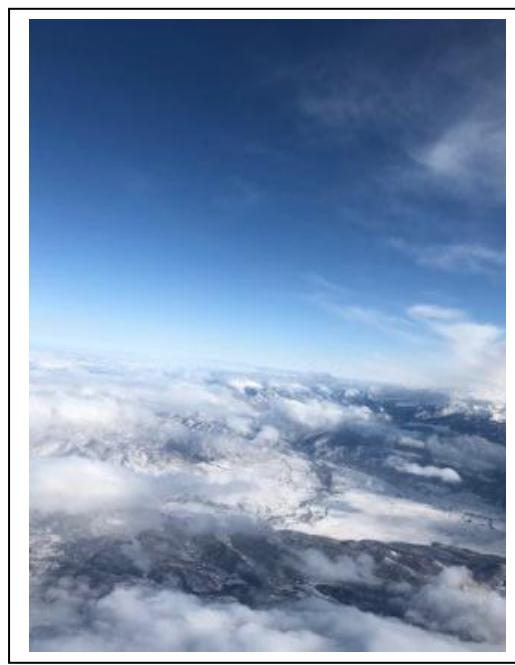
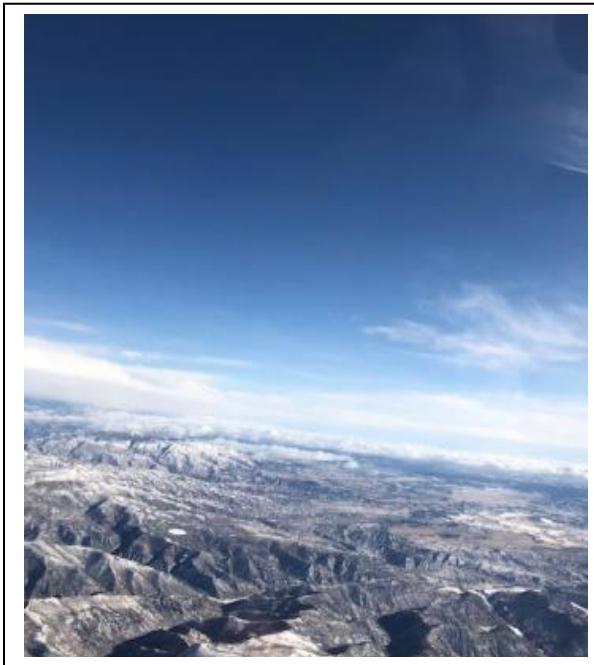
THE HILL AFB MUSEUM



The Hill AFB museum is one of many USAF museum venues, and it is dedicated primarily to local aviators and USAF veterans. All in all, it's an interesting museum, exhibiting dozens of aircraft, from WWII to (almost) present days. On exhibit are: a replica of the Wright Brother's first plane, B-52, B-29, C-130, B-25, F-84, MiG-17, MiG-21, F-105, F-4, F-5, F-15, F-16 and countless more.

On Wednesday, we visited my plane in preparation for the following day's test-flight, plus the 470 mile flight to Santa Fe, replacing the planned flight to Denver due to bad weather at DEN. On Thursday, I made the short test flight, which revealed nothing unusual.

We took off at 10:00 AM. The plane was heavy with all the bags and the 105 gallons of fuel we carried on board. Consequently, takeoff at SLC (4,300-Ft elevation) at our maximum takeoff weight, provided a shallow and slow ascent until we picked up speed.



As expected, the wind at 15,000 Ft was brutal. We confronted 70 knot crosswinds, mountain waves and severe icing. I had to fly the plane manually most of the time due to continuous and rapid wind shear, removal of ice (I do have TKS certified for known icing and I used two gallons of the stuff. Turbulence was at times quite severe, but otherwise tolerable. The view over the mountains was breathtaking. Due to cross and headwinds, it took some three and $\frac{3}{4}$ hrs, as opposed to the 2:54 we had planned. We had an amazingly low fuel flow of some 13 GPH. A problem emerged during the flight. Apparently, the repair shop in SLC either didn't, or erred, in balancing and synchronizing the two ailerons, and I had to use hard rudder deflection to the left to keep the plane going straight. Nevertheless, we landed safely at SAF (elevation 6,400) where we prepared for our flight to Oklahoma City (OKC) the next day. At the moment, the weather does not look promising beyond OKC, but we shall see what tomorrow's forecasts will reveal.

The forecast for the leg to Memphis and then Tallahassee was bad, so we plotted a new route, going to Baton Rouge, LA (BTR), some 454 miles, approx. 3 hrs. Southeast and continuing to Tallahassee (TLH) FL, another 360 miles further east. The weather to BTR was solid IFR (Instrument Flight Rules) all the way, with much icing, thick clouds and strong cross and tail winds. On final approach my windshield was covered with opaque ice; not fun. I used the side window (and SV) to see and aim at the runway. After landing safely, we refueled and took off towards TLH. Here again, we confronted solid IFR and bad weather. With no special issues we landed in TLH in the afternoon. TLH welcomed us with a warm 70 degree (F) temp, after freezing weather (of \pm 22 degrees) in the prior three cities.

On Sunday, December 24, at approx. 10:00, we took off into a low ceiling, which improved rapidly and warmed as we went south. We arrived in Boca around noon time.

The entire trip was about 5,149 NM (approx. 9,345 KM) in 31.5 flight hours. To sum it up, this was a trip of a lifetime. America is beautiful, with breathtaking views, venues and places of immense interest and friendly people everywhere. It is also, enormous.

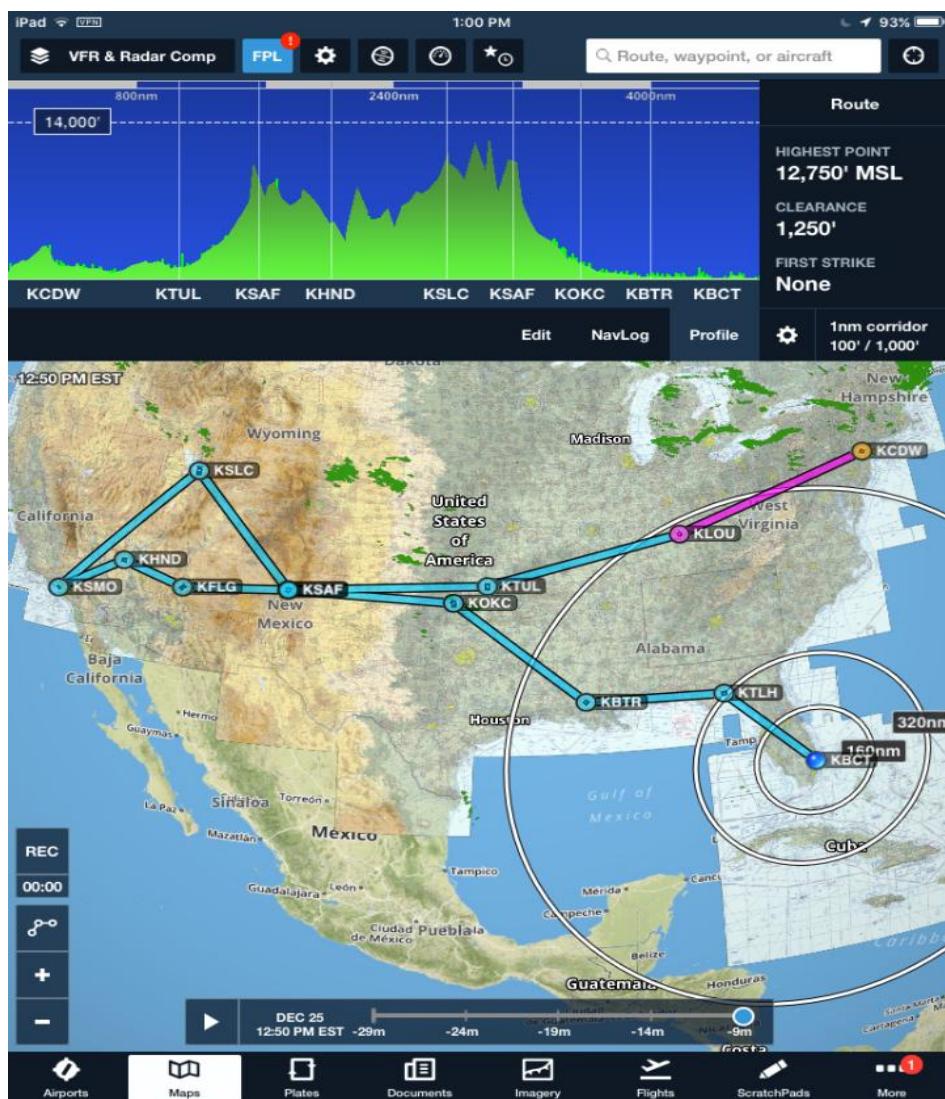
Here is a map with the routes of the entire trip plus the elevation encountered:

WESTBOUND

Caldwell, NJ (CDW), Louisville, KY (LOU), Tulsa, OK (TUL) Santa Fe, NM (SAF), Flagstaff, AZ (FLG), Las Vegas, NV (HND), Santa Monica, CA (SMO).

EASTBOUND

Santa Monica, CA (SMO), Salt Lake City, UT (SLC), Santa Fe, NM (SAF), Oklahoma City, OK (OKC), Baton Rouge, LA (BTR), Tallahassee, FL (TLH), Boca Raton, FL (BCT).





So You Want to Sell Your Mooney

So it's time to sell your Mooney. Perhaps you are going to upgrade to a newer/faster Mooney ... or you are hanging up your wings for now. No matter what the reason, this article will help you increase the value of your Mooney. Some of what follows will make "rational" sense to you, while for other pilots, some points will seem frivolous. Caveat to you if you don't take these points seriously.

Most of us feel that if our Mooney has been maintained properly, probably at a Mooney Service Center, that we will get top dollar when we sell it. Others think that if you fly the plane regularly, it will increase the value since your engine will be in better shape. Some of this is true, but not all of it.

External Appearance

You may be surprised, or not, that emotionally, buyers make a strong "first impression" decision while walking up to an airplane that's for sale. We call it "Ramp Appeal". Some buyers will actually become positively biased in their decision making, albeit subconsciously, based on this attribute. Yes, it's more emotional than rational, but that's the way it is.

The quality of the exterior is paramount. A huge plus is a recent, and tasteful, paint job.

If favorably impressed with the exterior, a buyer may inadvertently start explaining away other important considerations as something they can accept or work with. A Mooney with no exterior appeal is going to cost \$15-20K to address, so it has a financial impact as well.

Maintenance Records

Clearly a Mooney that has been well maintained will get more in resale value than one that has not. Servicing at a Mooney Service Center will mean more to current Mooney Owners, in general, than first time Mooney owners, who aren't as familiar with the personalities of Mooneys and the extra care that a MSC can provide. The specific MSC can also make a difference. A Mooney serviced by Top Gun Aviation, LASAR, or Don Maxwell, carries more value, since these MSCs have more than 100 years combined experience and tremendous reputations.

Clearly, if the Log Books (Airframe, Engine and Propellor) are missing or have gaps, the value of your Mooney drops as much as 15-20%. The Mooney Flyer strongly recommends scanning your logbooks into PDF form, and placing them "in the cloud".

Total Time

Buyers almost always value lower Total Time over higher total time. Mooneys are mostly metal, which fatigues over time. Also, metal oxidizes and Mooneys have issues with that which involves a Service Bulletin SB M20-208. Lower total time may be good for the airframe, unless it has been sitting in the weather or humid ocean air. Almost as important as total time is whether the Mooney has spent most of its life hangared or on a ramp exposed to the elements. Smart buyers will weigh this heavily when valuing your Mooney.

Engine Time SMOH (Since Major Overhaul)

Buyers value a long time before the next engine overhaul. But the dilemma here is, that a regularly flown Mooney engine will generally be in better shape than an infrequently flown Mooney. Infrequent use can lead to corrosion, spalling on your camshaft, and other bad things inside your engine. So an infrequently flown and “lower time” engine is not necessarily better, unless it is flown regularly.

Savvy buyers will also be wary of an overhauled engine with less than 100 hours, since most failures occur during the first 100 hours after overhaul. If overhauled, a savvy buyer will determine the quality of the overhaul and the reputation of the engine shop. Many times, a Factory ReMan will carry more value to a potential buyer.

The Panel

You seldom will get back in value that which you paid for your avionics upgrades. The old adage is that the cheapest avionics you can buy are those that are in the plane you are about to buy. That means that you will get less in value for your sale than you paid for them. Having said that, a modern panel that is laid out well, will fetch top dollar if it meets the needs of the buyer.

Ten years ago, if you didn't have a GNS 430/530, you would take a hit on your valuation. Now, a panel mounted GPS is required by most Mooney buyers. A GTN 650/750 is the best value for your money in a resale.

With 2020 approaching, you will take a hit in value if you do not have ADS-B OUT. That's because most Mooney owners want to operate in Class C, Class B and above 10,000'. To do so in the US after Jan 1, 2020, you'll need ADS-B OUT. That's almost a required component to sell your Mooney today. Adding ADS-B IN with Weather and Traffic information will raise your value even more. It eliminates the need for a subscription to Sirius XM Wx and an expensive TCAS system.

An Engine Monitor also carries value in a sale, although slightly less than some of the above upgrades. An engine monitor that can replace your Mooney gauges is a strong plus in resale value, since it provides all the information in a single tidy instrument, and de-clutters your panel.

Steps to Sell Your Mooney

- 1) **Take an Inventory** of the TTAF, SMOH/SFRM, Propeller. Evaluate the condition of the Exterior & Interior. Make a list of Avionics, and Mods.
- 2) **How you will sell it?** – Direct, Broker, [ASO](#), [Trade-A-Plane](#), [Barnstormer](#), [MooneySpace](#), [The Mooney Flyer](#)? Some of these are FREE and others charge a fee. If selling directly, be ready for a high level of casual “tire kickers”.
- 3) **Detail your Mooney.** A shiny Mooney will increase the likelihood of a sale and increase its value. Ditto for the interior. Vacuum the interior, dust, and touch up scratches on the panel; remove finger smudges, etc. Clean dirt and soil from seats/seat backs. Remove clutter from the cargo bay and hat rack. Make it look new.
- 4) **What To Emphasize** – Speed? Maintenance History? Reason for Selling?
- 5) **Photos** – You will significantly reduce the chance of a sale if you don't include a plethora of pictures including exterior, interior and panel.

- 6) **Log Books** – Make sure that they are up-to-date. Having PDFs for Airframe, Engine and Propeller is a huge selling point, since serious buyers can review them before traveling to see your Mooney. [CLICK HERE](#) for an example.
- 7) **Location** – Once you and the buyer become “serious”, where does the buyer see your Mooney. We think the answer must be at your home airport. The alternative is costly to you and, normally, if they are serious, they’ll come to you. If the buyer wants a flight, put them in the right seat and go for a spin. They are welcome to fly your Mooney at altitude, but you should do the takeoffs/landings.
- 8) **Purchase Contract** – We recommend a straightforward contract that includes the following significant clauses.
 - a. It’s wise to review your Mooney’s current list of “squawks”. The buyer will find out soon enough and it’s better to hear about them from you.
 - b. Agreed upon Selling Price
 - c. Agreed upon Down Payment and under what circumstances it is refundable. We recommend that it be refundable if there is an unsatisfactory Pre-Buy Inspection.
 - d. Pre-Purchase Inspection criteria – Will you allow the buyer to fly your Mooney to another airport? That is risky. Best to have it done at your airport. Secondly, you should limit what they can/cannot perform. For instance, you don’t want a cylinder pulled or any other “invasive” inspection. Pulling spark plugs, removing inspection plates, and performing Borescopes, etc., is all acceptable.
 - e. Price is not negotiable after a Pre-Purchase Inspection, except for any Airworthiness Issues. You should determine if you will remedy these, or “credit a dollar amount” to the buyer. All other issues are not negotiable.
- 9) **Pre-Purchase Inspection (PPI)** - Remember that a PPI is not required for some buyers. Do not bring it up. Some buyers will review the log books and make a buy/no buy decision. Another decision some buyers will make is to pay for an annual. It’s up to you. We think the best decision is to start with a PPI and if a sale is made, the buyer can continue with an annual after the sale.
- 10) **Escrow or Not Escrow** – This is purely your decision. But if you are paid in anything but cash, consider holding the plane until the check clears. It’s better for all. The best method is a good old wire transfer.

Most big transactions such as selling an airplane end up being on a person-to-person basis. Be helpful on the phone, but don’t ‘drone on’. Answer questions until you begin to determine if the prospective buyer is serious. Then, move onto the next step, sending logbooks. Next, they should come to visit your Mooney. When they arrive, establish a good rapport. That means a great deal to buyers. This sale may be tough for you, but remember, it may be full of anxiety for the buyer because they are making a huge purchase; emotions are rampant. Good rapport helps both buyer and seller.

Honesty is paramount. The Mooniac community is relatively small and very tight. It’s quite likely that you will remain in contact with the buyer of your Mooney. Remember, you know much more about your Mooney than the buyer, so they are depending on your honesty.

A Solution for the Ameri-King ELT AD

In September, the FAA announced that they were about to issue an AD for Ameri-King ELTs. This AD became effective on Oct. 24 and it affects an estimated 14,500 ELTs installed in a wide variety of aircraft, including Mooneys. It requires repetitive inspections of [Ameri-King Corp.](#) Model AK-450- and AK-451-series emergency locator transmitters (ELTs) in response to multiple reports of ELT failures and a report of "noncompliance to quality standards and manufacturer processes."

The ELTS must be inspected within 12 months after the effective date with corrective actions taken as specified in the AD that was published in the Federal Register Sept. 19.

If you need to replace your AD affected Ameri-King ELT, Orolia has introduced a new [Kannad ELT solution](#).

The new Kannad Ameri-Fit pack includes the INTEGRA AF emergency locator transmitter (ELT) for fixed-wing aircraft, a universal mounting bracket, RC103 remote control panel, and adapter cable and coupler specifically designed for this application.

The new pack is available through Kannad's distribution network, including Aircraft Spruce, Edmo Distributors, and Mid Continent.



Christian Belleux, Aviation Product Line Director at Orolia said, "We've produced more than 65,000 ELTs through the years — the choice of 30 OEMS (Original Equipment Manufacturers). The INTEGRA, with its 10-year warranty, is one of our most popular models and now we've made it even easier to install as a replacement for the affected Ameri-King models."

The INTEGRA ELT, unlike traditional ELTs that rely on the aircraft GPS and broadcast antenna, can use its own internal GPS and back-up antenna to ensure communication with the COSPAS-SARSAT satellite network in the event of an accident, providing key positioning data for better location accuracy and a higher chance of rescue, according to company officials. The unit weighs less than

one kilogram, uses both 121.5 and 406MHz frequencies, and features a six-year battery.

Top Gun Aviation



Specializing in Mooney and Cirrus

(209) 983-8082

For Service and Maintenance, ask for Mark or Tom

FAX: (209) 983-8084

6100 S. Lindbergh St., Stockton, CA 95206

or visit our website at www.topgunaviation.net



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

FAR/AIM 2018

- Up-to-Date Federal Aviation Regulations
- Complete Aeronautical Information Manual
- Rules and Procedures for General Aviation and Sport Pilots

From Titles 14 and 49 of the
Code of Federal Regulations

Part 61
Tells you how
to get your
pilot
certificates

Part 91
Tells you how
to lose your
pilot
certificates

Federal Aviation Administration

Flying Like a Professional



Airline pilots have rules that they live by to keep themselves safe. They are governed by manuals that are full of procedures and they need to know all of them. They also have a lot of oversight and help from agents, dispatchers and a maintenance department. There's a lot you can learn from pilots who have flown professionally for years, so let's look at what you can do to step up your game a bit.

It's all about the passengers

"Son, if you'll fly like you have a bunch of raw eggs in those passenger seats, you'll never go wrong". That's the advice I was given long ago when I started my airline career. Gone were the days of the military 2 G 60 degree turn. Now, I had to concentrate on smooth climbs, turns, and descents. Certainly, you'll need to occasionally execute a steep turn, but that should be the exception and not the rule. Your passengers are accustomed to straight and level flight, and anything else can make them nervous.

Remember that making the trip is your call

Delaying or cancelling a trip is a tough decision. But, as PIC, it's your responsibility to make sure your passengers are safe. Make sure that your passengers know well before the flight that you don't have an all weather Mooney with an ice shield. Have an alternate plan should you need to call it off the morning of the flight.

Knowing the FARs will keep you out of trouble

There are over 700 FARs that we deal with every day that we fly. While we learned these regulations when we were student pilots, many have been amended since our first solo flight. If we know the ins-and-outs of the FARs, we can avoid mistakes and a potential FAR violation. There's one exception that bothers me a great deal. The FARs allow pilots flying under Part 91, to take off in zero zero weather conditions. But in this case, following the FARs doesn't make you smart. Note, that if you are assigned a Standard Instrument Departure (SID), you're now bound by the Takeoff minimums prescribed by the SID.

This Christmas eve, [a pilot and his four passengers were killed taking off in dense fog enroute to a holiday in Key West.](#)



Know your Mooney's systems

Actually, the best pilots know their aircraft's systems. When I was an examiner in the T-38, and later as a systems instructor in the A-320, the pilots who performed the best, were those who exhibited an exceptional knowledge of the systems. The airlines decided long ago that we can't memorize every step-by-step procedure, so they developed Quick Reaction Handbooks, where we could find the solution to our problem in a matter of seconds.

Knowing your systems can help you make better decisions as to whether a flight is safe. If you can't remember what you should do if you have an overvoltage, or any other situation, then it's time to review your handbook.

Fly with precision

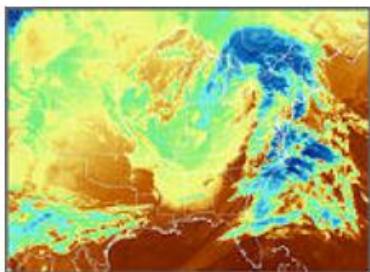
When it comes to heading, airspeed and altitude,



don't accept anything less than perfect. If you can hold 10,550 feet, you can surely hold 10,500 feet. Although you may not be instrument rated, you can still work on your instrument cross check as you try to fly your final approach within one knot of the designated approach speed.

Learn more about weather

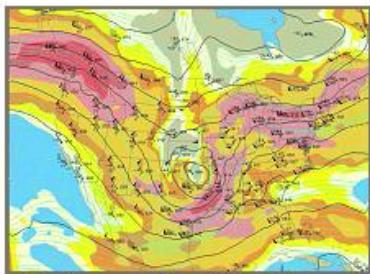
Looking at the weather in your local area for a 50 NM cross country is easy. Commercial pilots expand their knowledge and know how to read weather reports and forecasts along a much longer route of flight. There are all sorts of courses, including those at PilotWorkshops.com, to help you understand aviation weather.



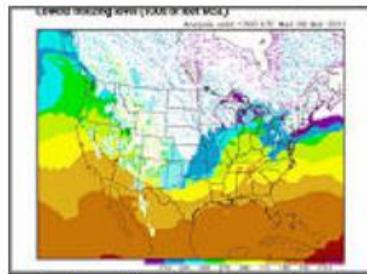
[Beyond the Weather Brief](#)



[TAFs-Reading Between the Lines](#)



[Understanding Turbulence](#)



[Online Tools and Analysis](#)

Exercise great radio discipline



You don't need to be a professional pilot to transmit and listen like one. You only need to listen to the ATC frequencies to get the picture. If you're not doing well on the radio and it appears that the controllers are a bit frustrated with you, perhaps even humored by your lingo, then it might be

time to improve. PilotWorkshops.com has a VFR course just for you. If you find yourself all over the place calling for taxi, when just a few concise words will do, please get help!

Stay Proficient

Put your CFI on speed dial and fly with him or her at least four times a year. Follow the [FAA Safety Wings program](#) and you'll be a better pilot than if you did the minimum of one Flight Review every two years. If you have an instrument ticket, have at least two Instrument Proficiency Checks per



year; maybe three. Whenever possible, attend a MAPA Safety Foundation weekend Pilot Proficiency course. It's cheap assurance that you'll feel proficient and safe.

A photograph showing the aftermath of a small aircraft accident. The wreckage is scattered across a grassy field. In the background, several emergency vehicles, including police cars and an ambulance, are parked along a road. Several people, likely investigators and emergency responders, are standing near the wreckage and the vehicles. The text overlay on the image reads: "Proficiency is the only thing that will make the difference between an emergency landing and an aircraft accident".

**Proficiency is the only thing that
will make the difference between
an emergency landing and an
aircraft accident**

Overdue



You're at a non-towered airport and the weather is 700 overcast and 1 mile visibility. You have received a clearance through Flight Service, with a release time and a void time. You're just about ready to go. You have only the engine runup to do and then you'll be off. This is where you find that the Left Mag is dead. Whoops, you're not going anywhere until that's fixed and now your cell phone has just died, too. You taxi back to the ramp, tie it down, but forget to find a landline so you can let ATC know what's going on. What happens after your void time passes?

- A** ATC will resume IFR traffic to the area.
- B** ATC will assume that you have decided not to depart and will remove your flight plan from the system.
- C** ATC is required to obtain pilot concurrence to resume traffic when 30 minutes have elapsed since the release time.

The answer is C.

ATC will consider you overdue. They will try to contact you by relaying through other aircraft, calling the airport and possibly sending someone to look for the aircraft, etc.

If ATC can't establish contact, they will issue an Alert Notice (ALNOT) and:

- 1) **RESTRICT OR SUSPEND.** The facility responsible must restrict or suspend IFR traffic for 30 minutes.
- 2) **CONCURRENCE PERIOD.** After the 30 minutes of traffic suspension has expired, normal air traffic control can resume, but only if the IFR pilots in the area concur. This period of concurrence must last for 30 minutes.



MOONEY INTERNATIONAL
CORPORATION

SERVICE BULLETIN

Click **DL** to Download the Service Bulletin from Mooney.com [Support](#)

M22	M20	M20A	M20B	M20C	M20D
M20-314A <i>2012</i> , 29 Feb DL	M20-318 <i>2014</i> , June 2 DL	M20-318 <i>2014</i> , June 2 DL	M20-318 <i>2014</i> , June 2 DL	M20-318 <i>2014</i> , June 2 DL	M20-318 <i>2014</i> , June 2 DL
M20-313A <i>2012</i> , 29 Feb DL	M20-314A <i>2012</i> , 29 Feb DL				
M20E	M20F	M20G	M20J	M20K	M20L
M20-318 <i>2014</i> , June 2 DL	M20-318 <i>2014</i> , June 2 DL	M20-318 <i>2014</i> , June 2 DL	M20-325 <i>2016</i> , Dec 14 DL	M20-325 <i>2016</i> , Dec 14 DL	M20-325 <i>2016</i> , Dec 14 DL
M20-314A <i>2012</i> , 29 Feb DL	M20-314A <i>2012</i> , 29 Feb DL	M20-314A <i>2012</i> , 29 Feb DL	M20-318 <i>2014</i> , June 2 DL	M20-318 <i>2014</i> , June 2 DL	M20-318 <i>2014</i> , June 2 DL
M20-313A <i>2012</i> , 29 Feb DL	M20-313A <i>2012</i> , 29 Feb DL	M20-313A <i>2012</i> , 29 Feb DL	M20-314A <i>2012</i> , 29 Feb DL	M20-314A <i>2012</i> , 29 Feb DL	M20-314A <i>2012</i> , 29 Feb DL
M20M	M20R	M20S	M20TN		
M20-324A <i>2017</i> , May 26 DL	M20-324A <i>2017</i> , May 26 DL	M20-321 <i>2016</i> , Nov 1 DL	M20-324A <i>2017</i> , May 26 DL		
M20-325 <i>2016</i> , Dec 14 DL	M20-327 <i>2017</i> , Mar 22 DL	M20-322 <i>2015</i> , June 23 DL	M20-327 <i>2017</i> , Mar 22 DL		
M20-321 <i>2016</i> , Nov 1 DL	M20-326 <i>2017</i> , Mar 6 DL		M20-326 <i>2017</i> , Mar 6 DL		
			M20-323 <i>2016</i> , Mar 4 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 **707 263-0462** 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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Your Fuel Tank Repair Specialist

Your tanks – better than new
More than 15 years experience
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7 Year WARRANTY

Spatial Interior for your vintage Mooney

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

For details, visit:

www.jaegeraviation.com



Jaeger Aviation

Email: bruce@jaegeraviation.com
320-444-3042





Send your questions for Tom to TheMooneyFlyer@gmail.com

Question: I have just purchased my first Mooney. I am struggling to locate the best mechanic I can for my Mooney. My basic question is: What specific knowledge makes a Mooney Service Center more valuable than a good basic mechanic? Can you elaborate on some specific Mooney expertise?

Answer: The question of why a Mooney Service Center has more value than a good mechanic anywhere, has been a subject of discussion/dispute for many years. I think if you look at my own shop that sees over 100 Mooney's a year, you would have to agree that with the extended experience, we have seen most problems and can usually do repairs quicker with our experience. Example: The factory standard time to replace shock discs on one gear is three hours, we do that job in 1.5 hours. Obviously, most owners aren't near a Service Center so what do you do?

Wherever you are located, see if there is another Mooney there and contact the owner and find out what he does. Visit whatever shop is there and talk to the Service Manager/owner to find out if they have Mooney experience.

Maybe the best choice is to let the local shop do routine work and go to a Service Center for the Annual. Establish some kind of rapport with a Service Center close to you for help when you need it. We work with many shops providing specific information if they run into a Mooney specific problem. This usually just involves the airframe since engines are pretty generic. We have some customers who only come in every few years since they don't fly a lot, but do want a Mooney "eye" to look at their plane every few years. Probably the main Mooney specific item is the landing gear system; very unique to the Mooney. Next would be flight controls, since most planes use a cable system while the Mooney uses push rods. Another distinct difference is the trimable tail, which requires some periodic maintenance. There are also some specific tools required for your Mooney, but your local guy should be able to rent them when needed.

Currently we are having a very difficult time finding A & P mechanics and that is the case throughout the country. Shops are closing everywhere, mainly due to lack of mechanics. I mention this because if you find a good basic mechanic, he will be able to do most of the work you need for your Mooney. However, make sure he has maintenance manuals for your plane. If not, you should invest in those manuals. Being retired Air Force, I might mention the USAF is currently short 4,000 aircraft mechanics and the airlines are farming out more work to overseas locations because of the same problem. We check on schools for possible hires and find that their classes are not full, so the shortage will continue.



5 Beautiful Ladies

HYH

Have You Heard?



New Altimeter app -- \$20

Now available in the Apple App Store for \$19.99, the [Precision Altimeter app](#) from Radiant Technology, provides a set of pressure-based backup instruments for any pilot, including Altimeter and Vertical Speed (VSI).

Every iPhone from the 6 up has pressure capability built in, which you can take advantage with this app, company officials said.



It's also fun to play with in a car or while hiking. It works inside buildings and elevators, and Apple's pressure sensor smoothly resolves to single foot increments.

An external BlueTooth sensor is optional, and opens up more capabilities like true temperature/humidity-based Density Altitude. The SensorTag from Texas Instruments sells for \$29.

A video is now on [YouTube](#) that gives a complete demonstration of the capabilities and features of the Precision Altimeter.

Icom A25N Portable Transceiver



Icom introduced the new A25N portable transceiver to replace its flagship A22. It has a variety of modern features, including Bluetooth connectivity for interfacing with a tablet app, a GPS receiver and more transmit power. [In this video](#), Aviation Consumer Editor Larry Anglisano offers a look at the radio on the Aviation Consumer test bench before heading to the airport to go flying.



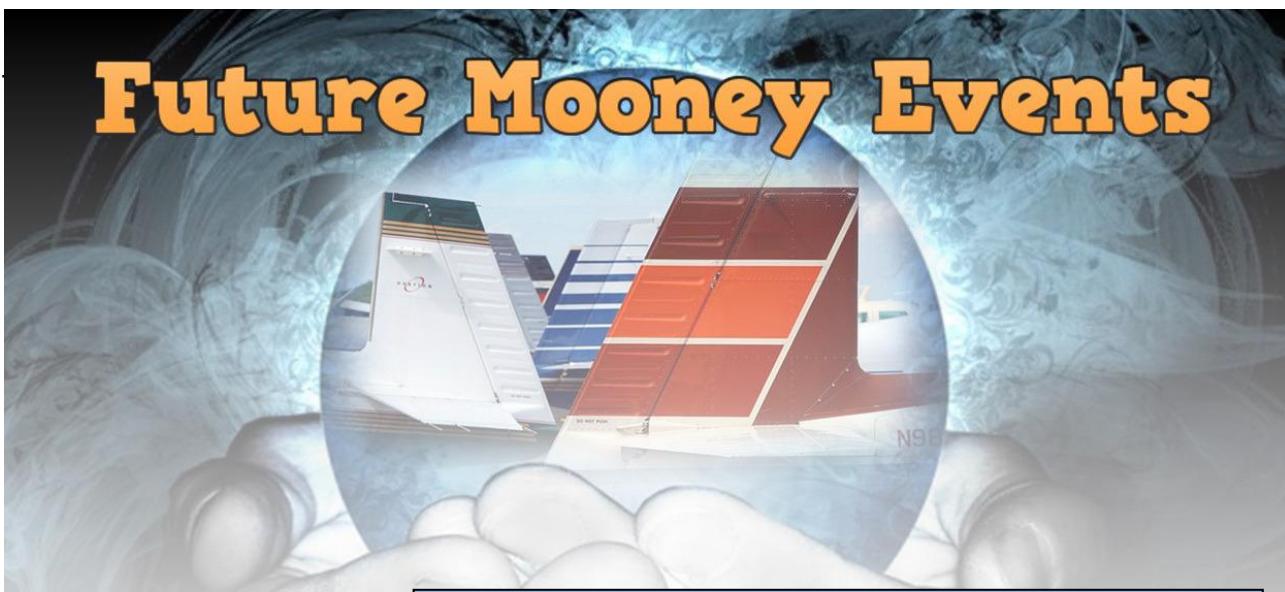
Aircraft Breakdown Assistance

Savvy's Breakdown Assistance program is now available to qualifying policyholders of Global Aerospace at no additional cost. The program provides Global policyholders with 24/7 access to a dedicated toll-free assistance hotline and experienced Savvy A&P/IA technicians. Savvy technicians will troubleshoot mechanical problems and help owners determine whether an aircraft is safe to fly home. If repairs are needed, they will help find a local, trustworthy maintenance provider and work with them to get pilots safely - and quickly - back in the air.

MOONEY aircraft are eligible, as long as they are currently insured through Global Aerospace, Inc. with a policy effective on or after January 1, 2018. [ENROLL](#)



Future Mooney Events



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

February 10: Bartow ([Kbow](#))

March 10: Fort Pierce ([KFPR](#))

April 14: New Smyrna Beach ([KEVB](#)) at Lost Lagoon



MAPA Safety Foundation

MooneyPilotProficiencyProgram

- Feb 8-11, Palm Coast, FL ([KFIN](#))
- April 12-15, Henderson, NV ([KHND](#))
- June TBD - Fort Worth TX
- Sep 6-9, Manchester, NH ([KMHT](#))
- Oct 4-7, Owensboro, KY ([KOWB](#))



Mooney Caravan

February 1-4: Yuma, Arizona ([KNYL](#))

Gunfighter Formation Clinic. This is the premiere and longest running Mooney Caravan Formation Clinic. Situated in the scenic desert southwest, the winter climate attracts formation pilots from all areas of the continent. Now is the time to plan your formation education and training for the 2018 season. [CLICK HERE](#) for details.

March 23-25: San Marcos, TX

5th Annual Mooney Caravan Formation Flying Clinic
[CLICK HERE](#) for details.



The 5th Annual Mooney Caravan Formation Flying Clinic

is back at KHYI (San Marcos, TX), Friday, March 23rd, to Sunday, March 25th, 2018.
Weather Back up Date (if required): April 6th to 8th, 2018.

FBO: Redbird Skyport at KHYI: (512) 878-6670

Contact: Bucko Strehlow, 210-887-0144

bucko.strehlow@gmail.com

Purpose: Train pilots to safely perform formation flying using classroom briefings and actual aircraft in actual conditions. The clinics provide a professional learning format, with pre and post flight briefings, along with skilled observer pilots helping to conduct the clinic and riding in the training aircraft.

The Mooney Caravan organization is dedicated to facilitating a safe and enjoyable formation mass arrival flight into AirVenture Oshkosh each year, as well as developing opportunities (such as these clinics) throughout the year to get together and fly our fantastic airplanes. Our participants share a strong sense of camaraderie and the friendship's born via our common interests in aviation and Mooney aircraft, spanning the continent and the entire year between Oshkosh Caravan flights. The enjoyment and enthusiasm which we all experience at AirVenture doesn't wear off; we keep it going throughout the year!

Why you should do it (Check all that may apply):

1. Because IT WILL BE A LOT OF FUN !!!
2. To learn new skills and make yourself a better pilot.
3. To be able to fly into Oshkosh in an organized group (with the Mooney Caravan), and with more safely than using the FISK arrival. (Note: this is totally optional. A lot of you may not even be going to KOSH this year, but this will hopefully plant the seed and you can join us in the future.)
4. Red Star is a signatory to FAST, where you can earn your Wingman and Lead Cards. We are tentatively planning to have a FAST Check Pilot available, for qualified candidates.

Sign Up Deadline: Friday, March 9, 2018, which is two (2) weeks before the actual clinic. This is to allow us to get enough Observer/ Safety Pilots for the course. These pilots may be coming from California, Arizona, Oklahoma, Kansas, and Texas, and we need time to organize how many are required. Also, please note that attendance may be limited, so it is best to SIGN UP EARLY. Also, if Safety pilots are limited, some preference may be given to pilots planning to fly in this year's Caravan.

Cost: \$ 110.00. **Sign up at:** <https://goo.gl/forms/rB8BqN2Y7inrjyA43>. Bring cash or check to the clinic.

Currently, reservations are due by February 26, 2018.

For more information and to sign up, [CLICK HERE](#)

The Mooney Flyer

The Official Online Magazine
of the Mooney Community

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For the latest Mooney and Aviation News





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 707 263-0462 or cell 707 272-8638. E-mail PaulLoewen98@gmail.com

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

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

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

AIRCRAFT SERIAL# 24-0398

Lycoming IO-360-A3B6D

TIMES

AIRFRAME TOTAL: 5256

ENGINE TSMO: 878

Engine overhauled BY LYCOMING FACTORY INSTALLED
01/16/2004

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

HOSE ASSEMBLIES FUEL OIL REWORKED 01/09/2004

GANN AVIATION

New propeller 04/01/91 MC CAULEY

Power flow exhaust system 2015

DYNAMICALLY BALANCER 5/23/95

VACUUM PUMP REPLACE 07/15/2015

NEW SKYTEC HIGH TORQUE STARTER and upgraded start
relay

Electrical New zcftronics voltage regulator

INSTALLED M-20 AIR/ OIL SEPARATOR

NEW ENGINE TACK CABLE AND OVERHAULED TACH 2007

AIRFRAME

Alternate air door kit

Complete brake overhaul

PILOTS MASTER BRAKES CYLINDERS REPLACED 03/2008

ALL NEW TIRES AND TUBES

RIGHT and left FUEL TANK completely resealed 2015

12V CONCORDE RECOMBINANT GAS BATTERY

INSTRUMENTS

Altimeter, static, integrated system, transponder IFR

ANNUAL 09/01/2015

CORROSION TREATMENT each annual

RADIO

INSTALLED GARMIN GPS 430

INSTALLED GPS ANTENNA GA-56GPS

INSTALLED GARMIN 340 AUDIO PANEL

FOUR PLACE AUDIO I/C

ASPEN 1000 PRO

AVIDYNE TAS-600 traffic

STAND BY VACUUM GYRO

STORM SCOPE WX1000 PLUS

ENGINE EDM 700 4C A6 WITH FUEL FLOW

KFC 200 AUTOPILOT with altitude hold AND CONNECT TO
ASPEN

1 COLLINS VHF 251ACOMM

1 COLLINS VIR351 WITH TO /FROM AIRTEX 345 406

February 2016

COLLINS TRANSPONDER TDR-950 UP DATED 03/2011

DAVTRON MODEL 811BDIGITAL CLOCK

NEW ENGINE TACK CABLE AND OVERHAULED TACH

GENERAL INFORMATION

ELECTRIC LANDING GEAR

ELECTRIC TRIM

ELECTRIC FLAPS

Control wheel steering

Navigation annunciation

System annunciator

ROSEN SUN VISORS

Mooney shoulder harness installed

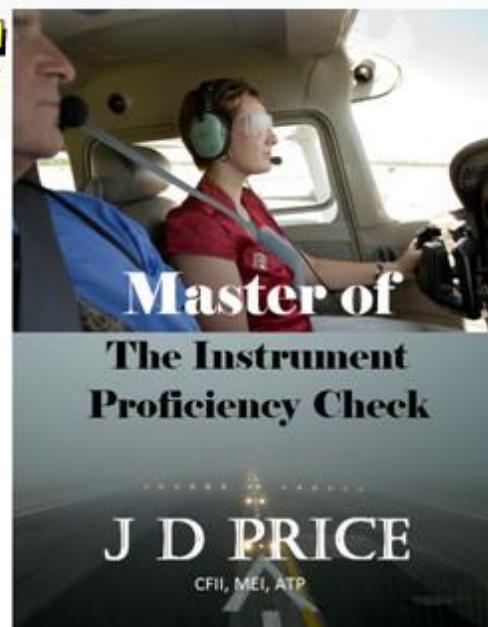
Wing tip strobes

External power receptacle

Copilots brakes



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