

# *The Mooney Flyer*

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

July 2023



## Editors

Phil Corman | Jim Price

## Contributors

Jerry Proctor | Tom Rouch | Richard Brown | Parvez Dara |

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The views expressed in each author’s article are their own.  
The Mooney Flyer’s goal is to educate, inform, and entertain Mooniacs.

# From the Editor

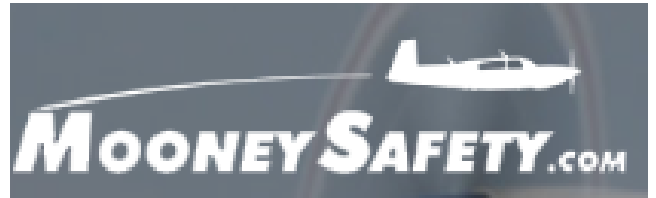
Phil Corman



FTE

## Partnerships

At The Mooney Flyer we love partnerships. The Mooney Safety Foundation is a phenomenal organization, and their Pilot Proficiency Program (PPP) is the best in the business. A few months ago, they decided to partner with us. We were thrilled as their charter fits nicely with ours. Since working together, they have had two highly successful PPPs at Henderson, NV and more recently at Lexington, KY.



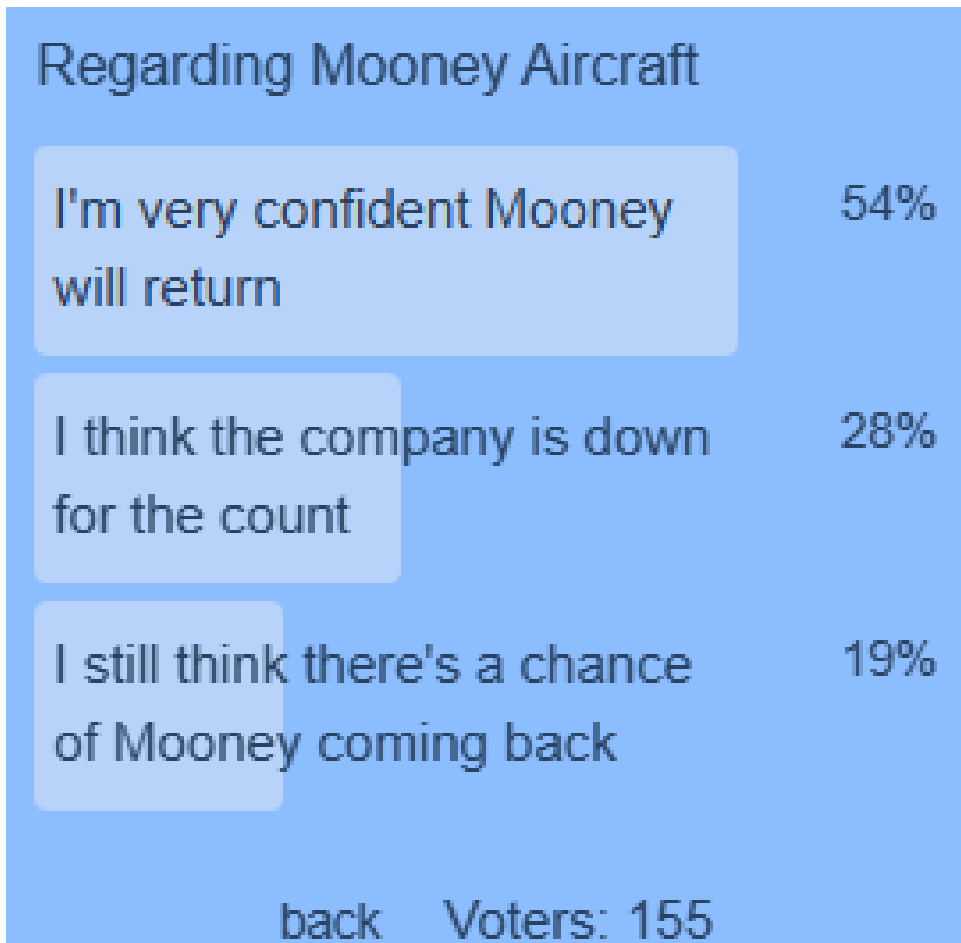
The PPP organizers asked the attendees how they found out about the PPP. They mail cards to Mooniacs, have a website, and more. But the overwhelming number of hands raised indicated they were made aware of the event via The Mooney Flyer.

This is confirmation to both organizations that partnering can be a win-win. Here's to many more well attended PPPs.



Jim Price and I were invited to speak at the MooneyMax event, (June 22nd through the 24<sup>th</sup>). We are thrilled to be involved in this quintessential Mooney event. Again, this partnership should prove to be another win-win. We certainly had a great time.





Next month's poll: "Regarding Hot Starts"

**[CLICK HERE](#)** to vote



**Mooney Instructors**

**CLICK HERE**

for the most comprehensive list of Mooney instructors in the United States

# Need a Mooney CFI?

## to find one

CLICK  
HERE



You can also go to <https://themooneyflyer.com/> and click on CFIs – (located in the top menu).

You can also click on the CFIs icon, found in the website's right column menu.



To list your name and contact information on our website, or to modify your current listing, send an email to [TheMooneyFlyer@gmail.com](mailto:TheMooneyFlyer@gmail.com)

Be sure to include your home base and state.





mail

*Letters to the*

**EDITOR**

**TheMooneyFlyer@gmail.com**

Destinations. Space Coast, FL

We flew down to Titusville for a few days over Christmas time. Flew into KTIK.

A BIG thumbs up for Space Coast Jet at KTIK. EXCELLENT service. No charge for parking if you buy fuel, and self-service is \$5.45 a gallon. We had them arrange a rental car for Saturday, which was cancelled due to weather, then rebooked on Monday morning (we arrived Sunday, Christmas Day). They were also very accommodating to get ramp access for a friend to pick us up. Overall, nice, friendly, helpful people.

It was a short trip due to some appointments that could not be moved. But we did the Space Center one day, which is a must do. But go early. There is a lot to do there.

We also drove over to the Orlando area for Gator Land, which was actually a lot of fun. You can even get a picture of you sitting on a gator.

My friend, who lives nearby, and I did some flying, so I now have logged some J-3 time.

And finally, we got up EARLY Wed morning and watched a Space X Falcon 9 launch. AMAZING. Very clear night, so watched it from engine ignition, through first stage burnout, to second stage ignition and a good bit of the second stage burn. And the SOUND. We were about 13 miles away, and it was still amazing.

If you have more time, there is a lot more to do in the area. And it is not that far from the Orlando area and all the theme parks.

**Terry C**

Greetings again from the Lexington PPP. Well, I got to go to the latest Mooney Safety event. Really beautiful and \$\$\$\$\$\$\$\$ rich place. Sort of a Duh as nothing there but gazillion dollar horses and more bourbon than you can shake a stick at.

Anyway, one pilot showed me the little timer he built so he can change tanks every 30 min. Rod Callison from Tucson showed me this picture. I was kinda proud.

He just pushes the button once and every 30 min the light flashes and poof, he changes tanks.

You guys at The Mooney Flyer have done thousands of good ideas and changed for the better folks flying. I at least got one!

**Jerry P**





# Taking Your Mooney for a Swim

We all hope that we never have to ditch our Mooneys. Many of us have an inordinate fear every time we leave Terra Firma and venture over the water. On my “long cross country” flight to get my private pilot certificate, I was flying to Nantucket Island. As soon as I left land on my first overwater flight, my engine started running rough. Swallowing my heart, I called Martha’s Vineyard tower, indicating that I had a rough running engine. I pulled the carburetor heat and, of course, it started to run rougher. Even though that’s confirmation of carb icing, my heart still missed a beat. Soon thereafter the engine smoothed out and I continued on to Nantucket. That was in 1978 and I still remember it.

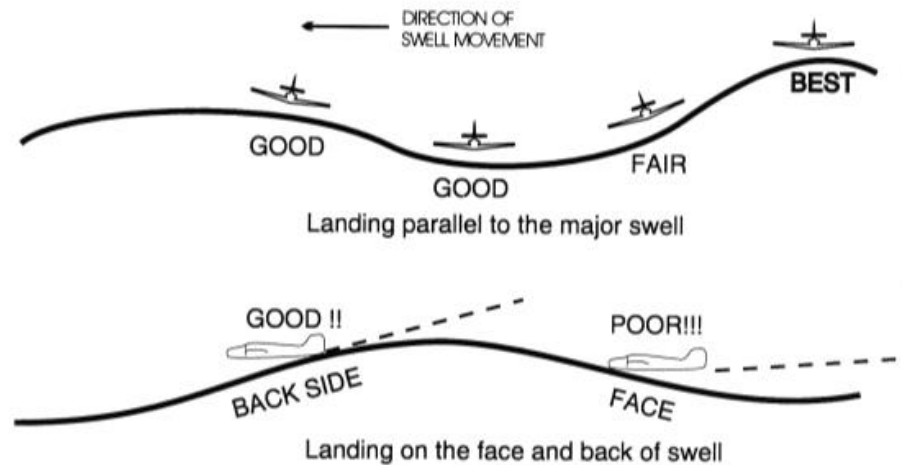
The overwhelming majority of ditches are survivable, and fatalities are extremely rare. However, drowning after ditching is a concern. Wearing life jackets is the best preventative step and cracking the door open before touching down is another excellent precaution. The type of water you ditch into matters a lot.

- Ditching in the open ocean with high waves is a challenge. Landing parallel to the roll of the waves is the only thing that can increase your chances of a smoother ditching.
- Ditching in cold water is also a challenge to survive. Carrying an inflatable lifeboat that gets you out of the cold water increases your chances of avoiding hypothermia and surviving.

Many of us think it’s safer to ditch in our “low wing” Mooneys than in high wing airplanes like a Cessna. Although high wing airplanes were involved in 49 percent of all the ditchings, they represent only 27 percent of the fatalities. On the other hand, low wing airplanes represent 41 percent of the total ditchings but accounted for 68 percent of the fatalities.

Unless you are injured, which would be less likely if you ditch properly, you should have enough time to egress from your Mooney. It’s not going to immediately sink to the bottom. Having said that, you should already have your life jacket on and secured. If you have time, grab that lifeboat.

There is too little data to prove that retractable aircraft are safer than fixed gear aircraft during ditching. For me, if I must ditch, I will retract the gear, hoping that I will skim over the water and slow down a little more gracefully. But I think landing parallel to big waves is a more key consideration. If the waves are not an issue, then landing into the wind and landing on the water as slow as you can, just like you were landing at O'Hare, is a much better goal.



Because ditching accident details are wanting, drawing incontrovertible conclusions from a review of accidents is tricky business. But one thing is certain: Landing an airplane in water under control is a highly survivable experience that appears to take very little skill, experience or preparation. Nine out of ten pilots who attempt it succeed, even when ditching offshore in the ocean.

Given this high rate of success, it makes sense to carry at least basic floatation in every airplane, not just those which venture over water or coastal areas. If you ever find yourself afloat in a river or even a pond - and many pilots have - a device as simple and cheap as a personal flotation device will greatly improve your already good odds of surviving.

The need for a raft is less compelling for aircraft operated in inland areas, but a must equipment for forays over the Great Lakes, to the Caribbean and along coastal and inshore areas. This is especially true in temperate or cold climates, where pilots and crew might exit a sinking airplane safely only to die of hypothermia awaiting rescue. Obviously, over-ocean ferry flights need far more specialized equipment and anyone contemplating such a flight should seek professional assistance.





# MooneyMax 2023

We attended MooneyMax 2023 and it was worth every effort. Don & Jan invited us to speak about "The Mooney Flyer Story." We focused on how we got started back in the spring of 2012, our mission, and how it has evolved. We had fun. One person in the audience thought that Jim and I looked like Penn and Teller. Well, you be the judge. We totally enjoyed our presentation and the reaction from the audience. The Mooney Flyer is loved and that energized us.

MooneyMax is a unique experience in that



100% of the content is dedicated to our Mooneys. Our emcee was Richard Simile, President of Thunderbird Aircraft Sales. He was fantastic, funny, insightful, and his presentations were immensely valuable.

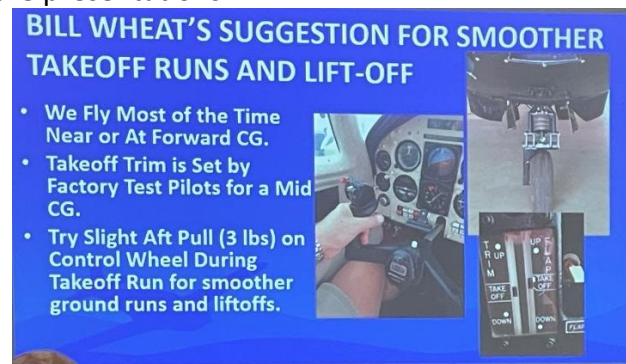
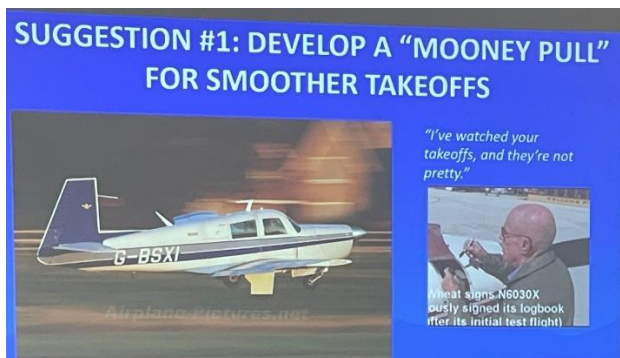
The speakers were all amazing. Bob Kromer, "Mr. Mooney," Carl Sharon from Houston Tank, Gary Reeves "Top 5 IFR Mistakes that Good Pilots make", Taylor Hall from GAMI, Kelly Keller from Garmin. The speaker lineup was fantastic. Bob Kromer gave a couple of excellent presentations: "Top 6 Suggestions that made me a Better Mooney Pilot" and "Mooney

Stalls & Spins".

Kelly from Garmin was particularly dangerous to my wallet because now I want a TXi in my Mooney.



In addition to the lineup of speakers and presentations, the food was exceptional. We had BBQ one night and prime rib the next. The best part of the three days was mingling with other Mooniacs. It was PRICELESS.

Here are a few slides to show you the quality of the presentations.



**SUGGESTION #2: DEVELOPING A "SAFETY PUSH" RESPONSE INSTEAD OF A "PANIC PULL" REACTION TO A LOSS OF ENGINE POWER**



- "If you lose an engine, get the nose down first. The temptation to pull back so you don't go down could be asking too much from your wing." — Bill Hurley
- A loss of engine power requires a timely initial reaction

**SUGGESTION #3: FORCED LANDING CONSIDERATIONS**

- Mooneys are Built Tough
- Tubular Steel Cabin Frame
- One Piece Wing Spar

"If You're Going to Have a Forced Landing, *Slow Down and if Possible, Let it Slide.* Give the Mooney Structure a Chance to Save Your Life."

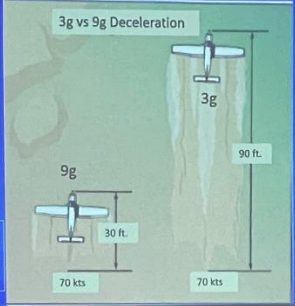



**The Mooney Structure a Chance. It will Take Care of You.**

**"Letting It Slide" During a Forced Landing Greatly Decreases Deceleration Forces**

- Touchdown Speed 70 kts
- 9g Deceleration – 30 ft
- 3g Deceleration – 90 ft
- 30 feet vs 90 feet Sliding Distance to Stop

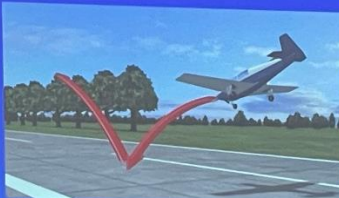

*"The longer the slide, the better"*



**SUGGESTION #6: AVOIDING THE TWO MOST COMMON MOONEY LANDING "GOTCHAS"**

- Excessive Approach Airspeeds
- Excessive Engine Idle Speeds
- Can Result in Pilot Induced Oscillations or Runway Overruns

*The M20 wing is designed to fly slowly as well as it at high speed."*

**ENGINE RPM GROUND CHECKS YOU CAN MAKE**

Engine Idle RPM and Mixture Settings  
Normally Aspirated (Non-Turbocharged) Models

Model	Engine Type	Idle Power RPM	Idle Power Mixture Rise RPM
Pre-J	O and IO-360	500-700	25-50
201	IO-360	500-700	25-50
205	IO-360	500-700	25-50
Ovation	IO-550-G	700-750	25-75

*Important for Achieving POH Landing Performance (Distance), Smooth Engine Operation, Clean Plugs*

**TOP 6 SUGGESTIONS THAT MADE ME A BETTER MOONEY PILOT**

- #1: "The Mooney Pull" for Smoother Takeoffs
- #2: "The Mooney Push" That Can Save Your Life
- #3: Forced Landing Considerations
- #4: A Technique for Safer Departures
- #5: Ice is Not Nice
- #6: Avoiding the Two Mooney Landing "Gotchas" – Excessive Airspeed and High Engine Idle Speed

Here's Frank & Misty Crawford from Mooney. Don & Jan Maxwell definitely know how to throw an amazingly, fun and valuable gathering. **Join us in 2024!!!!**



# ARCHIE LEAGUE – THE FIRST U.S. AIR TRAFFIC CONTROLLER



Archie William League was born in 1907 at Poplar Bluff, Butler County, Missouri. In the 1920s, League became a licensed pilot, and a licensed engine and aircraft mechanic.



During those roaring twenties, Barnstorming became popular. It was a form of entertainment in which stunt pilots performed tricks individually or in groups. These were called flying circuses, designed to impress people with the skill of pilots and the sturdiness of planes. Archie barnstormed in Missouri and Illinois with his "Flying Circus."

In 1929, Charles Lindbergh's home airfield, the St Louis airport, hired Archie as the first U.S. air traffic controller. This airfield is now known as Lambert-St. Louis International Airport.

Archie's job was to prevent aircraft collisions. His first "control tower" consisted of a wheelbarrow in which he carried a beach chair, his lunch, water, a notepad and a pair of signal flags to direct the aircraft.

To protect himself from the summer heat, Archie mounted a beach umbrella on the wheelbarrow.





To tell the pilot to "GO", Archie used a checkered flag. He used a red flag to tell the pilot to "HOLD" position.

In the winter, he kept warm by wearing a padded flying suit.

Cleveland's Municipal Airport was the first airport to have a radio-equipped airport control tower. In the next five years, about twenty cities followed Cleveland's lead. When a radio tower was installed in St. Louis in the early 1930s, Archie became the airport's first radio controller.

Archie earned a degree in aeronautical engineering from Washington University in St. Louis. He joined the Federal service in 1937 at the [Bureau of Air Commerce](#), the precursor to the Civil Aeronautics Authority (CAA), and the Federal Aviation Administration (FAA).

As an air traffic controller, League rose rapidly through the ranks.



Controller Bill Darby is shown with the latest equipment in this 1936 view of Newark tower.



Source, Danial League

League also served as a pilot in World War II and attained the rank of Colonel.

In 1956, Archie progressed to his first top management position, as Assistant Regional Administrator of the Central Region. In 1958, he served in headquarters at Washington D.C. as Chief of the Planning Division, (Planning and Development Office).

After a short assignment as Director, Bureau of National Capital Airports, he moved to Fort Worth, Texas as the Director of the Southwest Region.

In May 1965, he relocated to Washington D.C. as Director of Air Traffic Services, where he became head of the staff responsible for the safe and efficient operation of the nation's air traffic control system.

Archie eventually became FAA's Air Traffic Service director and retired as an Assistant Administrator for Appraisal in 1973.

During his 36-year career he helped develop the federal air traffic control system. The National Air Traffic Controllers Association ([NATCA](#)) named the [Archie League Medal of Safety Awards](#) after him.



Archie League died on October 1, 1986, at the age of 79 in Annandale, Virginia.

# Don't Give Me No Lines and Keep Your Hands to Yourself

By Jerry Proctor



I usually try to catch folk's attention with my titles. If successful, at least someone will read the title, but I'm never sure things progress any further from there. I kinda like this title, but really this article is just about hands. It is mentioned once so, I'm good to go!

We all remember our very first time taxiing for takeoff while sitting in the left seat – scared to death. I'm sure most of us considered the yoke as a steering wheel. Thus, if we came out of the ramp area and had to go left, we turned the 'steering wheel' left, which did no good at all. I have seen folks revert to that unsuccessful technique more than a few times.

So, where are your hands in the airplane? My last article was about not having Lazy Feet. In this article, I don't want you to have lazy hands. The Good Lord gave us two of both, and while the feet are stuck with the rudder pedals, your hands are free to roam. I am writing, assuming most pilots fly in the left seat, but if you want to hear about the right seat, just read this from a mirror.



We have ruled out trying to taxi by turning the yoke, but as you taxi out your left hand should be on the yoke, possibly compensating for some ground wind. This article won't go into what position to hold the yoke for wind. You do need the right hand on the throttle in order to control your taxi to a "brisk

walk.” I know in uncrowded taxiways, my brisk walk is . . . well, really brisk. You control your speed by not having too much power and taking it easy on the brakes. One of my favorite Civil Air Patrol (CAP) instructors asks, “Why do you have power on and brakes on at the same time?” That’s a good question. Ask your right hand why it wants so much power.

OK, during the runup, both hands have roles, but let me move on to the meat of this article. It is time for takeoff. Where are your hands during that surge of Mooney power? One hand is on the yoke and one is ALWAYS on the throttle. Did I emphasize enough the word “always”? Things can happen quickly on takeoff roll, and you may need to immediately reduce power. Having your rightie on the yoke means emergency throttle reduction time increases and that could be bad juju. You are now in climb out, time for the right hand to rest and or help on the yoke? Nope, that’s a bad idea. Throttle controls have a tendency to creep, and most likely creep back, which means less power, just when you want more. Glue your right hand to the throttle lever as much as possible during climb out.

At cruise, the right hand can go do other things, like program the GPS, reduce propeller RPM and even finally scratch your nose. As this article is getting long, it is now time to land. We all know this is when things get busy. Leftie is driving the ship and Rightie is reducing power, putting down flaps, trimming the tail and my Rightie does a touch before landing check – touching the items in my verbal before landing check. However, when all is set for the landing and flair, Rightie is back to his or her favorite home – the throttle control. One can never know if a hazard or unsafe condition might appear. Maybe you are coming in too hot or not hot enough. If you bounce, the throttle will need immediate attention. At that split second, the right hand does not need to be on the yoke. It needs to be ready on the throttle. Also, rather than trying to complete a landing, the necessity of a go-around has little time to wait for the hand to travel to the throttle from somewhere else. Keep Rightie in his/her favorite place!



So, where are your hands? I know where mine are. Fly safe.

# Seat Cushions, Why Did I Wait?

by Richard Brown

The panel upgrade that provided benefits to the passengers as much as the pilot, was the audio panel. The best aircraft upgrade that provided the same benefits to the right seat and the left, was when I replaced the seat cushions. Last month, I wrote about adding headrests. That received a big thumbs up, smile, and a nap for my wife on our flight to Phoenix for Father's Day. As promised, this month, it is all about the seat cushions.



When I was shopping for a Mooney, I was fortunate enough to have the seller fly to meet me so that I could see it. After walking around and looking it over, I climbed in and sat down. "These seats are comfortable," I thought. They were nice and soft, and I could see myself sitting in them for hours.

Fast forward six months after making the purchase. With transition training completed, we were stretching out the flights, and had made a few longer ones. The longest, at the time, was just under two hours from Southern California to Mesquite, NV (67L). After that, we went a little further to see family, flying from Southern California to Spanish Fork, UT (KSPK). The flight was just a little over three hours. After about two and a half hours in those "comfortable seats," I began to hurt right along my thighs. It felt like something was poking into them.

That pain was not something I could live with. The seats were sufficient for short flights, but I didn't get a Mooney for short flights. I pulled the seats out, brought them home, and took the seat backs off the bottoms so I could remove the seat covers. It was readily apparent what was causing the pain in my

legs.

There are two springs that "should be" flat side up and provide support right where your thighs are. Shown here are the springs in their correct orientation.

Where the ends were supposed to be fastened to the seat bottom, they had broken, and the springs were laying on their sides. Instead of providing cushion, the sides of the springs were digging up into my legs. If you look at the bottom of the cushion in this picture, you can see that they were sideways and cutting into the cushion.

I bought a block of [Confor foam](#) that comes with a firm (green), medium (blue), and soft (pink) layer. It is sold in a 3" x 16" x 18" block, which is just about the right size for a Mooney seat bottom cushion. Back in 2017 it was \$82, but sadly it is now \$134.75.





I added one additional layer of the firm (green) foam to the bottom which sits me up higher and gives a better sight picture.

I used [3M Super 77 Multipurpose Adhesive](#) to attach it to the seat bottom. It works well for that connection as well as for joining pieces of the foam together. More on that later. You can buy it from just about anywhere, including the aircraft maintenance isle of your local hardware store. 😊

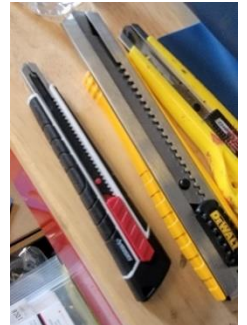
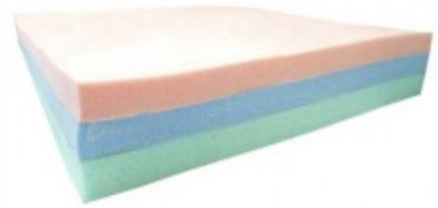
To shape it, I used some different sized snap off knives that easily sliced through the foam.

With the foam, you don't need the springs anymore, and they can be relegated to the boneyard. When I did the seat bottoms the first time, I just shaped the foam square to the size of the metal seat bottom and added the old foam bolsters for the sides. It looked okay but didn't really do much for support. I didn't do anything with the seat backs as they were comfortable enough, and how much pressure does your back put on the cushion anyway?

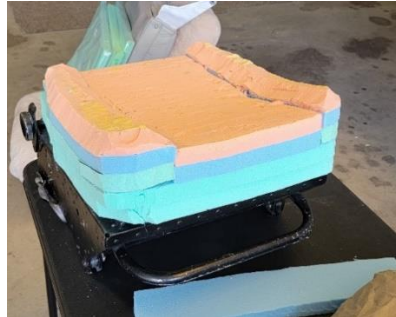
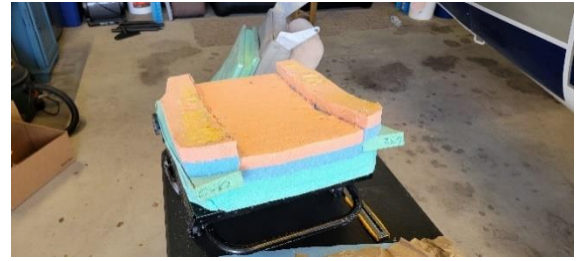
Fast forward five years and I was adding headrests. (See last month's article). Part of that process was to remove the cover on the seat back, which revealed ancient seat foam.

I debated whether I wanted to replace it. They were comfortable, I reasoned with myself, and did I really want to bite off a bigger project? I finally decided it fell into the "I might as well while I have it apart" category. I ordered more [Confor foam](#). I also decided to make a minor modification to the seat bottoms, "while I was at it..."

For the seat bottoms, I cut where the side bolsters are, down through the pink and blue so I could add another layer of green. Then I used the blades to round out the top pink bolsters.

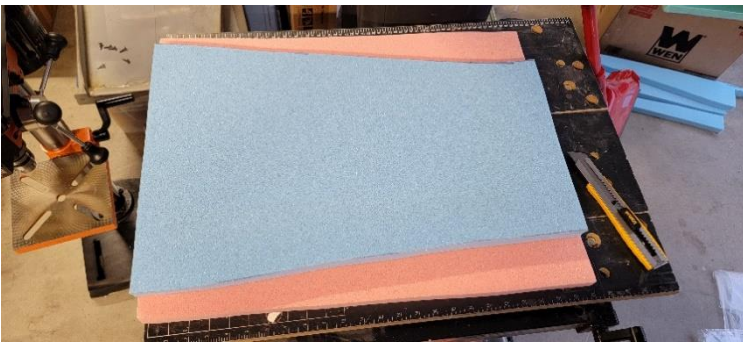


The pink compresses easily, but gives it a little softer feel, while the extra layer of green provides support along the sides of the seat. I used the 3M Adhesive to join it all together.



Next, it was on to the seat backs. Because of the height of the seat backs, I used sheets of the 1" x 18" x 24" foam. I didn't want it to push me too far forward on the seat, so I have one layer of blue with one layer of pink on top. I measured the width of the bolsters for the sides and there, I added a layer of green. I then trimmed the edges off the bolster to round it a little.

In this picture, the blue foam on top of the pink foam shows the shape of the seat back. To get the shape, I put the foam on the seat and traced along the side with a sharpie.



In this picture, you can see the center section (pink) and the width of the bolsters, (blue over green).



Finally, a layer of pink on top of the bolsters.

It extends up above the seat back in this picture.





I trimmed off the blue and green, leaving the soft, pliable pink to wrap over the top of the seat, the way the old cushions were wrapped over. In this picture, you can see the pink layer extending up above the seat prior to wrapping it over and securing it with the 3M Adhesive. The cut-out squares are for the headrest posts and while the sides look a little jagged, once under the seat cover, they are perfect.

Before I put the seat cover on, I called my wife to come sit down and tell me what she thought. Her response was, "Wow! We have been living beneath our means!"



## A few Closing Notes about the Project

Under current pricing, each seat bottom cushion has \$179 in foam, and each seat back has about \$192 in foam. I say "about" because you don't need a full sheet of the green for the side bolsters on the back and you might be able to get away with just one sheet and leftover scraps to put them together.

The foam is heavier than the old cushions. The Confor Foam is .53lbs/square foot. The seat cushions use 4 layers, which is a little over 4 lbs. of Confor Foam. The foam that was removed was about 2 lbs., plus the springs, so a gain of about 1 pound. The seat backs have about 2.8-3 lbs. of Confor Foam and the cushions that came out were about 2 lbs. An increase of about 3 lbs. per seat. That could be a rounding error depending on what you ate for lunch on that \$100 burger run, or whether you are dressed for a warm flight or a winter flight.

The foam is sensitive to temperature. When I sit down on a 100°+ degree day in Phoenix, it shapes easily to your body. On a cold winter day in Colorado (15°), when I sit down, it is like sitting on a block of wood until my bottom warms it up a little.

It makes those long flights exponentially more comfortable. It also makes the cabin "feel" a little bigger, because you are sitting up a little higher.

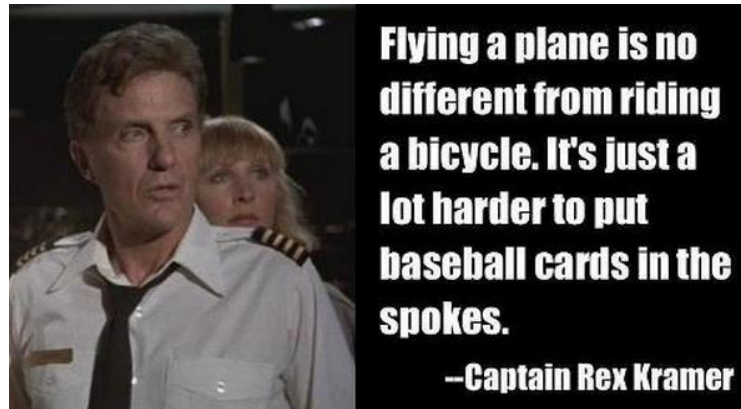
Last weekend at the airport, I met two guys who were considering a Mooney purchase and they wanted to sit in one. My friend, who also has a Mooney, was there, so they looked at his and sat in it. They also came over to my hangar to sit in mine. Their first comment was, "Is yours bigger inside? It seems wider."

On the topic of sitting higher, at 5' 10", I do not consider myself tall. However, I have hit my head a few times in some turbulence, even with my seat belt cinched down. Would I have hit my head sitting an inch or so lower on old cushions? Probably, but there's no way of knowing. I do cinch the seat belt down a little, as the flight progresses along, and the memory foam shapes to my backside.

Finally, the added foam on the seat back has me sitting a little more forward on the seat. I now have the seat positioned one more notch back on the rails. I have about 15 hours of flying with the new cushions and my only regret is that I didn't do it sooner.



As always, thank you for taking the time to read. If there are things you would like me to write about (or not write about), or if you just want to say hello, drop me an email at [richard@intotheskys.com](mailto:richard@intotheskys.com). If you're ever in Southern California and want to meet up let me know.





**Jim Price**  
Co-Editor

FAA Reauthorization Bills come around every four or five years. This particular **House** FAA Reauthorization bill needs to go through more political wrangling, but as it reads now, it is very GA friendly. It contains items that will help secure the future of GA. The House bill needs to go through the committee, then the House Floor in July. The Senate Commerce Committee is constructing their FAA Reauthorization Bill as well.



Their bill will go through the same process and be considered on the Senate Floor on July 15. Then, the House and Senate will need to come to reconcile their differences and come to an agreement. Finally, the bill will need to be signed by the President.



## HIGHLIGHTS

### Providing a Safe Transition to Unleaded Fuel through 2030

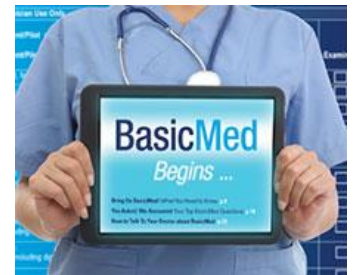


Some enlightened and progressive cities are so anti-100LL, that they removed it from their airports. Well, not so fast, Buttercup! This bill requires airports to continue to provide 100LL until 2030 or until a fleetwide 100UL replacement fuel is widely available for the GA piston engine fleet. The bill would direct the secretary of transportation to ensure the transition to unleaded fuel for the GA fleet is safe and smart.



### Expanding BasicMed Privileges

- Increases the number of allowable passengers from five to six.
- Increases the allowable number of seats in an aircraft from six to seven.
- Increases the maximum certificated takeoff weight of the aircraft from 6,000 pounds to 12,500 pounds.



- Language would also require the FAA to help facilitate the recognition of BasicMed in Canada and other countries.
- The bill would allow designated pilot examiners (DPEs) to administer a practical test or proficiency check while flying under BasicMed.



### Improving FAA Medical Processes

The bill would establish an aviation medical working group to work with the FAA in:

- Reviewing and improving medical processes and policies to ensure timely and efficient certification of pilots.
  - Addressing the special issuance process and the appropriateness of expanding the list of medical conditions an aviation medical examiner can issue.
  - Evaluating certain medications and treatments approved for pilots.
  - Addressing ADHD, ADD, and mental health processes and policies.
- Reviewing technologies that can help red-green color blindness and how they might be applied to pilots.



### Protecting and Improving GA Airports



This would increase GA Airport Improvement Program funding from \$670 million to \$1 billion per year.

- Over five years, it would allocate \$170 million to address the nationwide shortage of GA hangars, including hangars that are up to 5,000 square feet.
- It provides \$34 million yearly for transient ramp construction. These funds do not come from taxpayers, but are derived from the Aviation Trust Fund, wherein the revenues from those who use our nation’s public use air transportation system (via excise tax) are deposited.

### A National Center for the Advancement of Aerospace and Workforce Development



The bill would **establish** the National Center for the Advancement of Aerospace (NCAA). This national center would:

- Address aviation and aerospace STEM (science, technology, engineering and math) curriculum for students
- Facilitate aviation workforce development,
- Provide a critical forum for cross-disciplinary collaboration.

The bill also requires the FAA to partner with the NCAA to establish a high-quality, web-based resource center that provides streamlined public access to information on aviation career resources and related curricula for students and teachers, as well as leverage FAA education, research, and partnership programs.

### Flight Instruction and Testing



At EAA’s 2021 AirVenture, FAA Administrator Steve Dickson called LODA (FAA Letter of Deviation Authority) “a four-letter word.”



This proposed legislation would reverse the previously established LODA rule for experimental aircraft pilots. It would dictate that a flight instructor, registered owner, lessor, or lessee of a covered aircraft shall not be required to obtain a LODA to allow, conduct, or receive flight training in such aircraft.

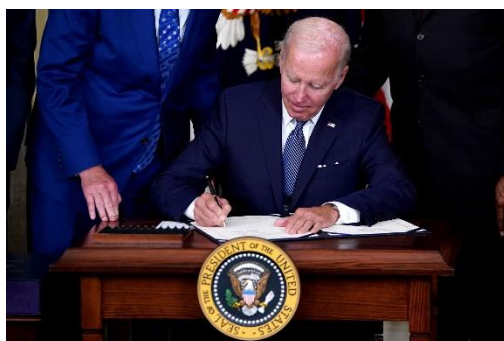
In addition, the bill would require the FAA to establish a program or office to provide national coordination and oversight of DPEs (Designated Pilot Examiners).

### Accelerating the Airman and Aircraft Registration Process



While the aircraft registry process is improving, the bill calls for the reduction in processing time to no later than ten business days after receipt of an application. It also dictates that an aircraft may be operated on or after the expiration date if the operator has aboard the aircraft documentation, validating a submitted renewal form not yet approved or denied and is compliant for the aircraft’s airworthiness certificate. In addition, an individual would be allowed to obtain a

temporary airman certificate from the administrator while waiting for a permanent one.



### The Final Outcome

This is just the House Committee version. There is a lot more political work and wrangling to be done. Hopefully, it will be a wonderful and amazing bill when it reaches the President’s Desk.

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# Distractions

By Parvez Dara



In the scheme of things, human lives are lived through a linear flow. Just as the night follows the day and each hour by another and each season arrives dutifully after another, so do our interactions within each lived day. Any disruptions to our planned hours lead to a perturbation to the flow of things and events.



Has this ever happened to you? You are busy on a phone call and while looking out of the window you see the wilting rose bush and you head out to water the plant. Once outside the conversation on the phone takes on a different tone and the warm sun, cool breeze and the sound of the birds force an easy distraction. You suddenly wonder, what was it that brought me outside in that urgency. So, you return to the inside and then you see that plant again. The sacred plan, to water the plant, only exists in that brief interlude of consciousness, bracketed by the bounds of chaos.

Let me preface that by saying, some of us live on the edges of that sanctum. They flow to the beat of quantum mechanics while living in the Newtonian world. In other words, the past present and future unfold in a linear fashion and not as

claimed to exist simultaneously in the Quantum world. Those few individuals have their own challenges and need a whole different expression in words for a different time. Their atoms embroiled in a brief shimmering fascination, disband to reveal the unfeeling chaotic disorder, as they do for all of us.

So, you are going for a flight for a hamburger about a 100-miles away. You have your flight all planned out to the tiniest of details. The weather is CAVU and your favorite passenger anxiously awaits you to complete the preflight assessment. You notice the slight dance from one foot to another with



increasing frequency. You need to hurry it up a bit, and there it is! The last vestige of a perfectly thought-out plan is poorly executed, all because of a minor distraction. You missed sumping the fuel or removing the nose wheel chocks. Perhaps you forgot to remove the pitot cover. The drama unfolds.

Ask any mathematician about the importance of the linearity in solving a problem and he or she will go into a long discussion about its need.



Similarly, the pilot must not be distracted during his or her preflight. Anxious CFIs and passengers are requested to keep their watch tapping to a minimum. I once placed my wallet inside the cowling of the pilot's aircraft while the careful pilot was performing the preflight task and he completely missed the wallet. Why? Because he was seeing what he wanted to see. Next time it could be a bird's nest or a cracked alternator belt or something much worse. It behooves us as pilots to observe and comprehend what we are looking at, rather than the pure mechanics of walking around the airplane, distracted and casting only a glance.

## That brings me to a Story about Chocks

I was flying back home on a 600-mile journey. It was raining and the ceilings were reasonable at around 700 feet. The aircraft was tied down, fully fueled and ready to go. I carefully performed the preflight, knowing full-well that I would be launching into weather. I untied the tie-downs, sumped the fuel, checked the oil and accomplished each of the preflight procedures twice. Finally, I started the



engine, which obeyed on the first turn. I happily went about checking ATIS, calling for clearance, loading the flight plan and getting ready to ask the ground control for taxi instructions. I advanced the throttle to check the brakes, and the aircraft did not move. I checked the brakes and nope, that wasn't it. I had to shut down before I realized that someone in the FBO had inserted chocks. I had completely missed those in my preflight while I was removing the tie-downs. Lesson learned!

I was flying with a non-pilot friend on a VFR day. While arriving at our destination, he was advised about the sterile cockpit. Yet, he decided to blurt out about the gorgeous view to his side of rolling hills, the early morning fog in the valleys and nature's changing colors. I looked briefly and admired the scene and went back to positioning for the downwind leg. He blurted out again about an aircraft that was 1,000 feet above us, flying towards us. I acknowledged as I pulled the throttle to slow down, and the gear warning horn interrupted my plans. The MP was at 15 inches, the IAS was 115 kts and lo and behold, the gear was still up. I extended the downwind, put the gear down called out the gear down. Then I proceeded to turn base and called out the "gear down" on all three legs of the traffic pattern. That minor distraction would have been an expensive event. So, learning from that I automatically "pilot isolate" when I am five miles from the destination . . . period!

It so happens, they say, that there are “pilots who have had a gear up landing and those that will.” It stimulates fear in me every time I am nearing a destination. A kind of Pavlov response.

Another problem is having a conversation in a cockpit while enroute. It can lead to distractions and missing an ATC call. But a traffic call may have significance. ADS-B may not have that information displayed all the time.


The important element always is to focus on the task at hand. Let us consider the gear issue on landing. Remember the age-old GUMPS check? There is a good reason for that.

Putting the gear handle down gives you six sensations worthy to keep in mind:

1. The sound of the gear in transit. A distinct sound of the motor in action.
2. The sound of the change in the wind force.
3. The increasing drag causing the IAS to decrease.
4. And without trim input, the decrease in altitude.
5. The green Gear Light on the dash.
6. The confirmation on the floor-board indication.

Absent any of these and you must reconsider your flow of actions. I call out Gear Down three times during the “Traffic Pattern” . . . Once on the Downwind, once on Base and once on Final. During a straight-in approach, I will insert an Approach Procedure so that at the Final Approach Fix, I can extend the gear to slow the aircraft and allow it to descend on a 3-degree slope towards the runway. I confirm it once again at short final when extending the final flaps.

In addition, recently out of this fear, I have installed in the aircraft, “The Landing Heights System.” This alerts me at 500 feet and on short final, to check the gear. I admit there is always the fear of fatigued senses from the constant wailing of the beeps and alarms and mechanical voices. However, should any one of those alarms pull us out of our reverie, they are well worth the installation.

 <b>1967 M20C Checklist</b>			
<b>PRE-START</b> Parking brake <u>OFF</u> Circuit breakers <u>IN</u> Avionics <u>OFF</u> Carb heat <u>OFF</u> Cowl flaps <u>OPEN</u> Mixture <u>RICH</u> Prop <u>MAX RPM</u> Master <u>ON</u> Verify gear <u>DOWN</u> Fuel pump <u>ON</u> Prime (cold: 3x) Fuel pump <u>OFF</u> Throttle <u>OPEN 1/4"</u> Prop - <u>CLEAR</u> Start Oil pressure <u>GREEN</u> Nav. lights <u>ON</u> Avionics <u>ON</u> Mixture <u>LEAN</u> <b>BEFORE TAXI</b> Belts/harness <u>ON</u> Flaps <u>UP</u> ATIS <u>OBTAIN</u> Altimeter <u>SET</u> Flight plan <u>LOAD</u> Clearance <u>OBTAIN</u> Next freq. <u>SET</u> <b>TAXI</b> Attitude ind. <u>TEST</u> Turn coord. <u>TEST</u> D.G./Compass <u>TEST</u> PC system <u>TEST</u>	<b>RUN-UP</b> Brakes <u>SET</u> Fulllest tank <u>SET</u> Flight controls <u>CHECK</u> 1800 RPM Prop <u>CYCLE 3 x</u> 1700 RPM Mags <u>CHECK</u> (125max 50diff) Carb heat <u>TEST</u> Vacuum <u>GREEN</u> Amps/Volts <u>GREEN</u> Warnings <u>CLEAR</u> Fuel pressure <u>GREEN</u> Oil pressure <u>GREEN</u> Engine <u>IDLE</u> <b>BEFORE TAKEOFF</b> Abort plan <u>READY</u> D.G. <u>SET</u> Heading bug <u>SET</u> A.I. <u>STABLE</u> Prop <u>MAX RPM</u> Carb heat <u>AS REQ'D</u> Pitot heat <u>AS REQ'D</u> Transponder <u>SET</u> Trim <u>TAKEOFF</u> Flaps <u>T/O (1.5 pumps)</u> Oil temp. > <u>100F</u> Cowl flaps <u>OPEN</u> Clearance <u>OBTAIN</u> Door/window <u>CLOSE</u> Landing light <u>ON</u> Strobes as <u>NEEDED</u> Fuel pump <u>ON</u> Mixture <u>RICH</u>	<b>TAKEOFF</b> Throttle <u>FULL</u> 2700 RPM Man. Press. <u>HIGH</u> Oil press. <u>GREEN</u> Liftoff 61 kias Gear <u>UP</u> Vy 91 kias Vx 70 kias Flaps <u>UP</u> Fuel pump <u>OFF</u> <b>CLIMB</b> 100 kias Throttle <u>FULL</u> Mixture <u>RICH</u> - Lean <u>abv 5000'</u> Cowl flaps <u>OPEN</u> <b>CRUISE</b> Cowl flaps - <u>CLOSED</u> MP as needed Prop as needed Mixture <u>LEAN</u> D.G. <u>SET</u> <b>DESCENT</b> MP as req'd Mixture <u>RICHEN</u> Carb heat - <u>AS REQ'D</u> D.G. <u>SET</u>	<b>PRE-LANDING</b> Belts/harness <u>ON</u> Fulllest tank <u>SET</u> Fuel pump <u>ON</u> Mixture <u>SET</u> Carb heat - <u>AS REQ'D</u> Prop <u>MAX RPM</u> Gear <u>DOWN</u> Landing Light <u>ON</u> Flaps - <u>AS REQ'D</u> <b>LANDING</b> Gear <u>DOWN</u> Speed 70 kias <b>AFTER LANDING</b> Flaps <u>UP</u> Carb heat <u>OFF</u> Strobes <u>OFF</u> Pitot heat <u>OFF</u> Landing light <u>OFF</u> Cowl flaps <u>OPEN</u> Trim <u>TAKEOFF</u> XPDR <u>1200</u> <b>GO-AROUND</b> Throttle <u>FULL</u> Pitch <u>UP</u> Gear <u>UP</u> Mixture <u>RICH</u> Flaps <u>15 MAX</u> Cowl Flaps <u>OPEN</u>

For detailed instructions see 1967 M20C Owner's Manual

One more thing: Pull Out the Checklist and move down it in a “Linear” fashion, one by one and then recheck again.

Reliance on Memory for a checklist has grave warnings. Thoughts are like memories that live in constellations within our consciousness, akin to a dandelion in full bloom, turned to a green orb by a sudden breeze, dispersing its seeds. The distraction of it all.



# How much fuel do I have?

by Terry Carraway

This can be a common question for many aircraft, as most cannot carry full fuel and a full cabin. So, it is common to have a lesser amount of fuel on board to meet the maximum gross weight limits.



Some aircraft, even some Mooneys, have “tabs.” That is a metal shelf or pointer that indicates a fuel quantity that is less than full, but a known amount. Some Mooney models have wing fuel gauges. Without “tabs” or wing gauges, we need a way to determine the amount of fuel in the tank. The common way to do that is to use some form of dipstick. For some aircraft, you can buy a commercial dipstick that is calibrated for your plane. However, in the Mooney world, there are too many variations in tanks and capacity so commercial dipsticks are not available. Therefore, you need to make your own, or buy a universal dipstick and then calibrate it. Even if you have “tabs,” are you sure the tabs are giving you the correct information?

With the various systems, calibration is the same. You need to start with a known amount of fuel, then add fuel in small increments. To calibrate the devices for my plane, I used increments of 2.5 gallons. This amount sounds strange, but once I explain, you will see why it was the easiest. I bought several 5-gallon Jeg’s jugs from Amazon.

[https://www.amazon.com/JEGS-5-Gallon-Contoured-Leak-Free-Unbreakable/dp/B08LMZXM3Q/ref=sr\\_1\\_6?crd=1PE2E7J484JTX&keywords=jegs+jugs&qid=1685825795&sprefix=jegs+jug%2Caps%2C274&sr=8-6](https://www.amazon.com/JEGS-5-Gallon-Contoured-Leak-Free-Unbreakable/dp/B08LMZXM3Q/ref=sr_1_6?crd=1PE2E7J484JTX&keywords=jegs+jugs&qid=1685825795&sprefix=jegs+jug%2Caps%2C274&sr=8-6) and one spout [https://www.amazon.com/JEGS-Standard-Utility-Hose-Made/dp/B08LMFTBD6/ref=sr\\_1\\_14?crd=1PE2E7J484JTX&keywords=jegs+jugs&qid=1685825825&sprefix=jegs+jug%2Caps%2C274&sr=8-14](https://www.amazon.com/JEGS-Standard-Utility-Hose-Made/dp/B08LMFTBD6/ref=sr_1_14?crd=1PE2E7J484JTX&keywords=jegs+jugs&qid=1685825825&sprefix=jegs+jug%2Caps%2C274&sr=8-14) .

To start with a known quantity, I flew on the right tank until the engine sputtered. This was my point of no usable fuel. You could also run it down as low as you are comfortable and call that your zero-fuel level.

Back in the hangar, I poured in 5-gallons of fuel from a jug. I knew that I would not be able to measure five gallons in the tank, because it would not show up when looking in the filler port. Then I poured half of one jug into the empty jug, giving me two jugs, each with 2.5 gallons of fuel. See why I used 2.5 gallons?



I continued to add fuel in 2.5-gallon increments. In my M20K 252 with Monroy tanks, I could not measure the level until I put in ten gallons. My wing sight gauge did not really give me a usable indication until I had fifteen gallons in the tank. At each point, I measured with my devices and wrote down the level.

One important thing: If you have Monroy tanks, you **MUST** give time for the fuel to equalize between the original tank and the extended tanks. The Monroy tanks are not separate aux tanks, but more of an extension of the tank. I waited 5 minutes after each fuel addition before I measured. Also, with Monroy tanks, once you can start measuring the fuel at the aux filler port, you should start capturing the levels at both filler caps.

### Now, what do you use to measure?

One low-cost way is to visit your local paint store and pick up a wooden paint stirring stick. Put it in the tank, pull it out and see the level. To calibrate, mark the level with a line and the amount. Some inks may run with fuel, so test first. A pencil may work better.

There are two commercial products you can purchase and use. One is the Universal Fuel Hawk. This is a clear plastic tube with markings.



<https://www.aircraftspruce.com/catalog/pspages/fuelhawkuniv11.php> There are two sizes: eleven inch and 16 inch. The eleven inch is fine for a Mooney. With this one, I recorded the level as best I could from the markings, and I also measured the level with a tape measure. The markings are NOT in inches, at least not on my 16-inch Fuel Hawk. To use, stick it into the filler port and then put your finger over the hole at the top. When you lift it out, the fuel stays in the tube so you can observe or measure. Be careful putting your thumb over the top. If you plop it down quickly, you may push fuel out of the tube, leading to a false reading. Using one of these on a Cessna 182, I have seen the level read as much as five gallons low.



The other device is a FuelStik. <http://fuelstik.com/product/fuelstik/> This one has a float that indicates the level. One nice thing about this one is, you can send the company your measurements and amounts, and they will send you a custom scale for your airplane. It took them a while to understand the Monroy tanks and how to set up the scale, but they managed.

I took all my measurements and put them into Excel and printed them out. The sheet goes with the dipsticks on the hat shelf. I found that I could put 55 gallons in the tank, versus the placarded amount of 52. When my wing sight gauges read 30 gallons, I have at least 37.5 gallons.

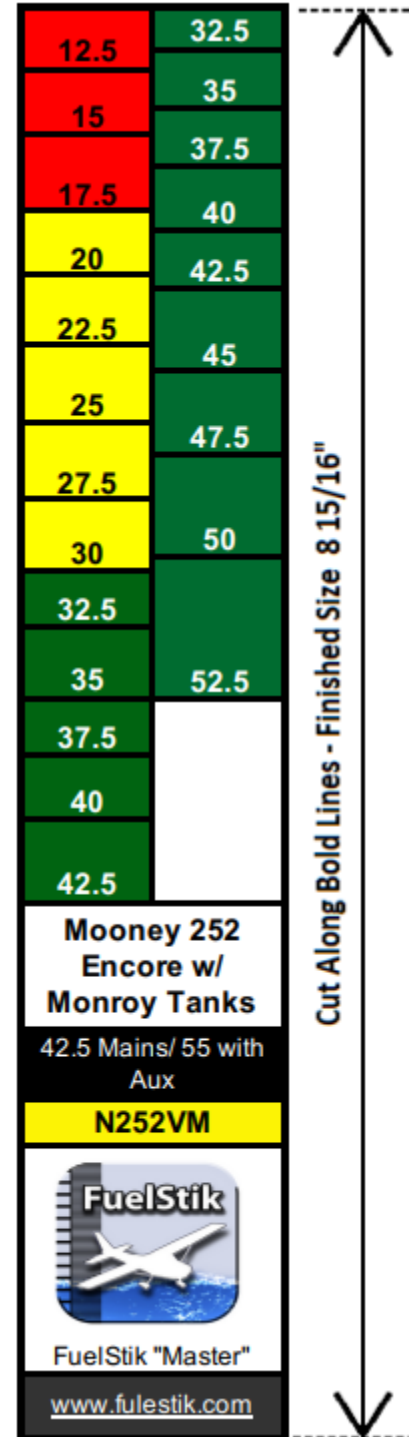
One thing is also important to note: Place the measuring device in the same place every time. Due to the dihedral in the wing, if you measure at the inboard and outboard edges of the fuel filler port, you will get different results. I used the inboard aft notch for the Fuel

Hawk, and the aft point for the FuelStik. My aircraft has flapper valves, so these two points were easiest to use and repeatable.

You can also use this method to calibrate your fuel gauges, but the on the ground deck angle and in-flight deck angle are not the same. To calibrate for in flight, you would need to jack and level the plane.

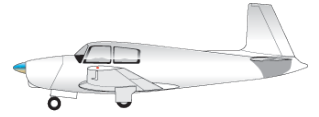
# Now you will know how much fuel you have.

Main Filler				Aux Filler			
Gallons	Fuel Hawk	Inches	FuelStik	Sight Gauge	Fuel Hawk	Inches	FuelStik
5.0	-						
7.5	-						
10.0	3/4	1.25					
12.5	1	1.60					
15.0	1 1/2	2.40	20	12.5			
17.5	1 7/8	3.00	35	15			
20.0	2 3/16	4.00	40	17			
22.5	2 1/2	4.30	60	20			
25.0	2 3/4	4.80	67	21	-		
27.5	3	5.00	77	22	1/2		
30.0	3 1/8	5.60	88	24	3/4	1.25	
32.5	3 1/2	6.00	98	26	1	1.60	5
35.0	3 3/4	6.26	109	29	1 1/8	1.75	10
37.5	4	6.50	118	30	1 3/8	2.25	20
40.0	4 1/4	7.00	127		1 5/8	2.50	31
42.5	4 1/2		140		2	3.10	43
45.0					2 1/4	3.60	55
47.5					2 5/8	4.20	69
50.0					3 1/8	5.00	85
52.5					3 1/2	5.50	109
55.0					Full		





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1. Your ground speed is 120 knots. How many miles per minute are you flying?
  - a. 3 miles per minute
  - b. 5 miles per minute
  - c. 2 miles per minute

Answer: c, 2 miles per minute. Also known as .2 mach. I can hear Chuck Yeager laughing.

$$120 / 60 = 2$$

**If you were flying at 180 knots ground speed, every minute you would advance 3 miles.**



2. You are still flying at a ground speed of 120 knots, flying toward a fix that's 20 NM away. You're at 10,000' and you need to cross the fix at 6,000'. How fast do you need to descend?
  - a. 500 FPM
  - b. 400 FPM
  - c. 200 FPM

Answer: b, 400 FPM.

**You need to descend 4,000'. You're flying 2 miles per minute (120 KTS), which means it will take 10 minutes to reach the fix.**

$$4,000' / 10 \text{ min} = 400 \text{ FPM.}$$

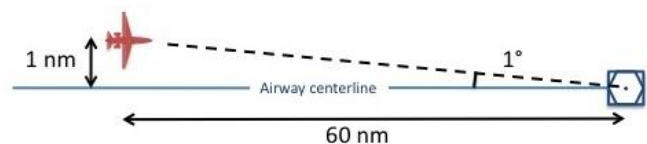
**If you were flying 180 knots ground speed, that's 3 miles per minute. To fly 20 miles would take about 7 minutes.**

$$4,000' / 7 \text{ minutes} = 571 \text{ FPM (about 600 FPM)}$$

3. You're 30 miles from a VOR. If you're 1 degree off course, how many miles off course are you?
  - a. 4 miles
  - b. ½ mile
  - c. 1 mile

Answer: b. ½ mile.

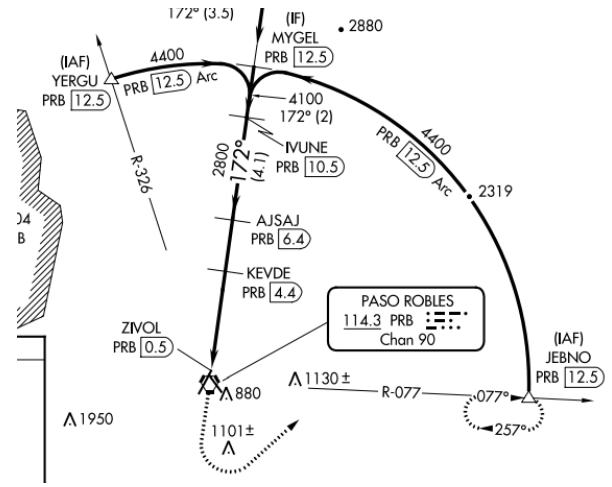
**If you are 60 miles from a VOR, 1 degree off course = 1 mile off course. This is the 1 in 60 rule. Since you are half that distance from the VOR (30 miles), your course deviation is half of that: 1/2 mile.**



4. You plan to fly a VOR approach at Paso Robles (PRB), starting at JEBNO. How many miles will you fly on the arc before intercepting the final approach course?
- 17
  - 20
  - 25

Answer: a, 17 miles.

The arc is 85 degrees from JEBNO to the final approach course. The arc is 12.5 miles from the Paso Robles VOR. If you are 60 miles from a VOR, that's 1 mile per degree. 30 miles is 2 miles per degree. 15 miles is 4, 12.5 is 4.8 (rounded up to 5 miles) and 10 is 6 miles per degree. Therefore,  $85 / 5 = 17$  miles.



5. If you descend at a 3-degree flight path angle for 2 miles, how many feet will you descend?
- 300 feet
  - 600 feet
  - 800 feet

Answer: b, 600 feet.

At a 1° descent angle, every mile you will descend 100 feet. 2° = 200 feet per mile. 3° = 300 feet per mile.



Since you're descending at 3 degrees for 2 miles, you'll descend 600 feet.

6. You're flying to an airport that's 17 NM away. Your ground speed is 120 KTS and you're at 7,500'. You would like to reach pattern altitude (1,500' MSL) 2 miles prior to reaching the airport. How fast do you need to descend?
- 1,000 FPM
  - 500 FPM
  - 800 FPM
  - 1,500 FPM

Answer: c, 800 FPM.

You need to descend 6,000'. You're 17 NM from the airport, and you want to be at pattern altitude 2 miles prior, which means you have 15 miles to make your descent to pattern altitude. You're traveling 2 miles per minute, which means you'll travel 15 miles in 7.5 minutes.

$6,000' / 7.5 \text{ minutes} = 800 \text{ FPM}$ .



# Ask the Top Gun

TG



## Tom Rouch

Founder of Top Gun Aviation, Stockton, California



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



**What is the life of shock disks? When should I replace them?**



There is no definite shock disc life span since there are infinite exposure variables such as weather, age, landings, etc. But there are definite conditions to determine the disk condition. First, the part number for the shock disc is the same for all models so the expected life on a TLS is much less than for a C Model – because of the weight difference. Next is hours of use and number of landings. Visually shock discs are made to compress and absorb the “shock” of the landing so you can put the plane on jacks and visually see if the discs still expand to keep the gear tight. When the discs are very old and hard, you can feel the looseness in the gear. With this condition, you can expect fuel leaks to develop since the landing shock is transmitted to the main spar. There are also some limits that can be measured. They are spelled out in the maintenance manuals. This came about with the TLS, because it is the heaviest. They gave a little leeway since all Mooneys use the same disc. The TLS is actually near limits when it is brand new. Because of the heavier weight, we found that shock disc replacement was more frequent. I want to add that it is important to keep good discs in the nose gear. We found that worn nose discs can be very hard on all parts of the nose gear, especially the steering parts.

## ***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](http://www.topgunaviation.net)



***Avionics Repair and Installation Services now available on site thru  
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**DON MAXWELL**  
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Centrally Located in *EAST TEXAS*  
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Gladewater, TX 75647

Have you  
HEARD?



## FAA REMOVES MORE AEROMEDICAL BARRIERS FOR MENTAL HEALTH CONCERNS



ROUTINE FOLLOW-UP  
NEUROPSYCHOLOGICAL  
EVALUATIONS NO LONGER  
REQUIRED; WELLBUTRIN XL  
APPROVED FOR PILOTS

Pilots who are taking an antidepressant will no longer have to undergo routine follow-up neuropsychological evaluations in order to continue flying, the FAA's Office of Aerospace

Medicine announced May 31. As part of its efforts to ease mental health barriers for pilots, the agency also approved the use of another antidepressant medication, Wellbutrin XL. [CLICK HERE](#) for more information.

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**ALLOWS YOU TO ENTER YOUR  
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Enter your Satellite Phone Number in the REMARKS section of your flight plan to help ATC reach you more quickly if a NORDO event occurs. To do this, sign into your account, go to **SETTINGS > A/C ICAO DATA**, and select an aircraft. From the bottom right of the aircraft information page, under **ACARS & SATCOM COMMUNICATION EQUIPMENT**, there is a box labeled **SATELLITE PHONE NUMBER**. Enter your number and click **SAVE CHANGES** to store the information.

# FLIGHT BAG FIRST AID KIT



Price: \$9.95.

Aviation Supplies & Academics has introduced a new first aid kit.

Compact and lightweight, the kit is an “ideal size” for a flight bag, according to ASA officials.

The nylon zip pouch contains a variety of first aid essentials, including:





- Disinfectant pads
- Alcohol pads
- PBT bandage (stretch length 2 in x 180 in)
- Adhesive bandage (2.84 in x 0.75 in)
- Sterile gauze pads (2 in x 2 in)
- Scissors
- Non-woven fabric adhesive tape (0.5 in x 157.5 in)
- Triangular bandage (37.8 in x 37.8 in x 53.5 in)
- Tweezers
- Tourniquet (1 in x 18 in)



# Mooney

Events

## AROUND THE WORLD

	<p>Contact Dave at <a href="mailto:daveanruth@aol.com">daveanruth@aol.com</a> or (352) 343-3196, before coming to the restaurant, to have an accurate count. Events begin at 11:30  <b>July 8:</b> Williston (<a href="#">X60</a>)  <b>August 12:</b> Fort Pierce (<a href="#">FPR</a>)</p>
	<p><b>September 8-9:</b> Westfield, MA (KBAF) <a href="#">CLICK HERE</a> for details  <b>October 13-14:</b> Tupelo, MS (KTUP)                  Sign Up at <a href="https://www.mooneysafety.com/ppp-registration/">https://www.mooneysafety.com/ppp-registration/</a></p>
	<p>Learn more at <a href="https://www.mooneysummit.com/">https://www.mooneysummit.com/</a></p>
	<p>Learn more at <a href="https://www.empoa.eu/index.php/en/">https://www.empoa.eu/index.php/en/</a></p>
<p><b>Other Mooney Events</b></p>	<p><b>August 11-13: Wings to Walla Walla</b> is back for 2023. We were hampered by the weather gods last year, so we're trying for summer. Hotel rooms at the Whitman are already available at 866-826-9422 or 855-516-1083 under Wings to Walla Walla. <a href="#">CLICK HERE</a> to sign up!</p> <p>This year the main organizer is Cascade Flying Club (I'm a member), so we'll be sharing the ramp with Cessnas and others.</p>

# Mooney Safety Foundation

**Comes to Westfield, MA**

**8-10 September**

**By Jerry Proctor**



September is an absolutely great time to be in Massachusetts! The summer has cooled, kids are in school and Mooneys are anxious to fly to Westfield, MA to see their Mooney pals. Come one, come all to Westfield.

Westfield is a beautiful part of Massachusetts. One can take a two-hour flight and see four, I say again four states – Massachusetts, Vermont, New Hampshire, and Connecticut. How cool is that! A number of you have received your Mooney Safety Foundation training there and I am sure the experiences were rewarding.

First, a little background. For the European settlers, this part of the country dates to the mid-1600s. Westfield was at first a rich agriculture location and then it transitioned into precise manufacturing. Who would have thought Westfield was the hub of the buggy whip!



It has transitioned into a vibrant hub for education and culture. Close by is Springfield, where the game of Basketball was invented. It is also the home of the Basketball Hall of Fame. For inside activity, Springfield’s MGM Casino is very close by.



Start your planning now for the events in early September. The programs of instruction have been updated with the same high energy level. Make your reservations at the

Hampton Inn, Westfield, (413) 564-6900. For the \$169 discounted rate, the code is MAP. Don’t delay as the special rate will not be available after 8 Aug. The airport is the Westfield-Barnes Regional ([KBAF](#)). The FBO is [Atlantic](#), and their phone number is (413) 485-0078.



For those who have not been to a Pilot Proficiency Program (PPP), plan to arrive on Thursday. We will start classroom instruction early Friday morning and Friday lunch is included. Some might be able to have an evening flight. You will experience some interesting and well laid out classroom instruction including, Aero-med, systems, night flight, owner maintenance, accident prevention, instrument flight, filing, and a whole lot more.



Much of Saturday is spent flying. Each highly experienced Mooney instructor gets only two students, and you will receive approximately four hours of great Mooney training. Most can expect to accomplish a Flight Review and an Instrument Proficiency Check. Additionally, the PPP is approved for FAA Wings credits. There is an evening banquet on Saturday night. There, we gather for comradery as we swap airplane stories. The banquet is not included, but it is always well attended. Spouses and companions are encouraged to come, so they too can enjoy the sights and sounds of this special event.



If you need a Medical for your certificate, Aeromedical Examiner Dr. Joe Keenan has an office in Westfield terminal. To schedule an appointment, Email: [jokeenanmd@gmail.com](mailto:jokeenanmd@gmail.com). Phone: 413-531-5200.



Come one, come all to the next Mooney SF PPP. Get with Ms. Lela Hughes and make your reservation soonest. Her number is (210) 289 6939, or [lelahughes49@gmail.com](mailto:lelahughes49@gmail.com), or go to [mooneysafety.com](http://mooneysafety.com).





## PlaneSync

We were introduced to this Garmin product at the MooneyMax 2023 Conference and we are pretty excited about it.

You can:

- SeamlesslyConnect with your Mooney
- Automate Data Base Updates
- Remotely Check the Status of Your Mooney
- Access Flight and Engine Data

The GDL 60 device makes all of this happen.

A photograph of the Garmin GDL 60 Datalink device, a grey rectangular unit with a textured top surface. The front panel features a multi-pin connector on the left and four BNC connectors on the right, labeled 'WIDE', 'WIDE', 'BUS', and 'WIDE'. The word 'GARMIN' is embossed on the front. To the left of the device, text reads: 'GDL 60 DATALINK WITH PLANESYNC TECHNOLOGY' and 'Providing LTE and Wi-Fi connectivity capabilities, the GDL 60 datalink can add PlaneSync technology to your aircraft.'

**GDL 60 DATALINK WITH PLANESYNC TECHNOLOGY**

Providing LTE and Wi-Fi connectivity capabilities, the GDL 60 datalink can add PlaneSync technology to your aircraft.

The system wakes up by itself, checks over an LTE connection if there is a database update for your panel. If there is an update, it downloads the databases automatically and then loads your databases before your next flight. You will also be able to upload all sorts of engine data using related apps such as Garmin Pilot.

This essentially eliminates the need to download databases to an SD card or to Garmin Pilot, and then load your data with a FlightStream 510.

[CLICK HERE](#) for more information from Garmin



**Parts for Sale**

This Cowling was removed from a M20E and replaced with a M20J (201) cowling. The cowling is located at Fullerton Airport (KFUL) and is in excellent condition. Offers accepted.

Contact: Bernard Lee – [leebern@msn.com](mailto:leebern@msn.com) (562-865-2547)

P/N 310309-501

P/N 310309-502

These fairings are new and priced @ \$280.00 each or \$525.00 for both. Priced elsewhere @ \$362.69 each.

Contact: Bernard Lee – [leebern@msn.com](mailto:leebern@msn.com) (562-865-2547)

Bushing P/N 914007-003 - 2- Bushings in the original package @ \$35.00 each. Priced elsewhere @ \$45.00 each.

Bushing P/N 914007-005

1-Bushing in the original package @ \$59.00

1-Bushing loose @ \$50.00

Priced elsewhere @ \$69.00 each

Contact: Bernard Lee – [leebern@msn.com](mailto:leebern@msn.com) (562-865-2547)

Access Covers P/N 3000-901 (2-available) - 1-without nuts attached.

Make offer. Contact: Bernard Lee – [leebern@msn.com](mailto:leebern@msn.com) (562-865-2547)



**Item for Sale**

*Call Tom 303-332-9822*

**New Hartzell Propeller Hub HC-C2Y (K, R)-1 Serial CH41782B**

This hub will comply with AD2006-18-15 and superseded by AD2009-22-03

This AD affects many IO-360 aircraft.

Current Hartzell price is \$4,275.

Price \$3,500 **REDUCED**

**FOR SALE**

1999 Mooney Eagle M20S

Location: PWK (NE T's)

Contact: David Carroll @ 847-204-4894 / [dcarroll@udevices.com](mailto:dcarroll@udevices.com)

**\$210,000**



Total Time: 1755.3

Engine Time: 1177.8 SFN

Prop Time: 719.5

**Detailed Description:**

1999 Mooney M20S Eagle, 1755TT, Continental Platinum IO-550 G7, 720 SFRM, Pristine Aircraft, Always Hangered, All Logbooks & AD Current, Garmin Avionics, Last Annual October 2022

**Avionics/Equipment:**

PMA 7000 Audio Panel

Garmin GTN650W

Garmin 430W

Garmin GI106B Nav Indicator

Garmin GTX345 XPNDR, ADS -B In/Out

Sandel SN3500 HSI

BF Goodrich WX-1000 Stormscope with Traffic Advisory System

S-Tec System 30 A/P

Insight Engine Monitor

Shadin Fuel Flow Gauge

Precise Flight Speed Brakes

P-2 Gear Alert System

E-04 ACK 406 ELT

**Engines/Mods/Prop:**

Engine Upgraded - Continental Platinum IO550-G7

Polished Spinner

**Interior / Exterior:**

Interior 9 / Exterior 9

Dual USB Power Ports

Tug Available

Ask about purchasing  
the aircraft in its  
current LLC.



**1965 Mooney M20C, N5533Q s/n 2955, TTAF 6212, Engine 1680 SMOH, Prop 1680 TSN, 10/1/22 Annual**  
 All cylinders  $\geq$  mid 70's. Fine Wire Plugs. Great IFR panel: Garmin GTN650 Nav/Com 1,  
 GTX327/GDL-88 UAT ADS-B In/Out, FS210 links to Foreflight. Garmin G5,  
 King AI & slaved HSI, King KX155 Nav/Com 2 with Glideslope and DVOR, KN64 DME.  
 EI MVP-50 engine analyzer (11+ primary instruments), one SureFly eMag, one Slick (<125 hrs. both).  
 Manual Johnson Bar gear, Manual/Hydraulic flaps, PC & Brittain 1-axis AP and more!  
 Original paint but she'll get you there @ 141 kt on 10 gph going GPS direct.  
 Useful load 981 lbs, 669 lbs with full (52 gal) fuel. 30+ STCs, email for more info.  
 Partners bought 2 other Mooneys, we don't need 3 sadly 😞  
**\$76k Larry@LarryShapnek.com 505-366-4586 Sandia Park, New Mexico**





**For Sale, shares(s) of my 1984 Mooney M20K 262 N57785**

11/2022

Ditch the Airlines !

Looking for one, two or three partners to share this slick, modified 231.

Based at Sandia Airpark (1N1) in Edgewood, New Mexico now,  
I could consider a move to other nearby fields for the right reasons.

~\$170k invested, a partnership or LLC would allow an easy path to the best maintenance and upgrades -  
enabling fast, private transport all around North America.

s/n 25-0845, TTAF ~4384, Continental TSIO 360-MB4B ~85 since IRAN rebuild, Heated Prop ~85 since new,  
King KFC150 Flight Director/HSI/AP, Avidyne IFD540, KX-165 w/GS, Avidyne AXP340 ADS-B, Built-in O<sub>2</sub>, +++

Larry Shapnek 505-366-4586 [Larry@LarryShapnek.com](mailto:Larry@LarryShapnek.com)







# Rusty Pilot or Old Pro



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PROFICIENCY  
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