

The Mooney Flyer

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

May 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

Jerry Proctor

Many of you have come to know of Jerry Proctor by reading his entertaining and informative articles. Others know Jerry through his years of involvement in the Mooney Safety Foundation, and a recent new partnership with us at The Mooney Flyer.

Well, I have sad news that I would like to share. Jerry's wife and co-pilot Jana has flown into the sunset. Jerry knew this was coming but was surprised that it happened so quickly and so soon. Those of you who have lost your partner can understand the grief.

At The Mooney Flyer, we have come to know and love Jerry and our hearts are with him at this time. Here's some Mooniac love to you Jerry!

MooneyMax, June 22-25

MooneyMax, the premier Mooney Event each year, will have a new participant this year – The Mooney Flyer. We were invited to participate and speak at this year's MooneyMax and we are thrilled to do so. Don & Jan Maxwell do incredible things for all Mooniacs around the world. I swear that Don forgets more in five minutes about things "Mooney" than most other folks know. And Jan is definitely the powerhouse of the group.

MooneyMAX Aviation

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May 2023

Phil Corman,
Co-Editor

Jim Price,
Co-Editor

See you all in Texas in June. Signup now and learn more **at** <https://www.mooneymax.com/> We would love to meet you there.

MooneyMAX 2023

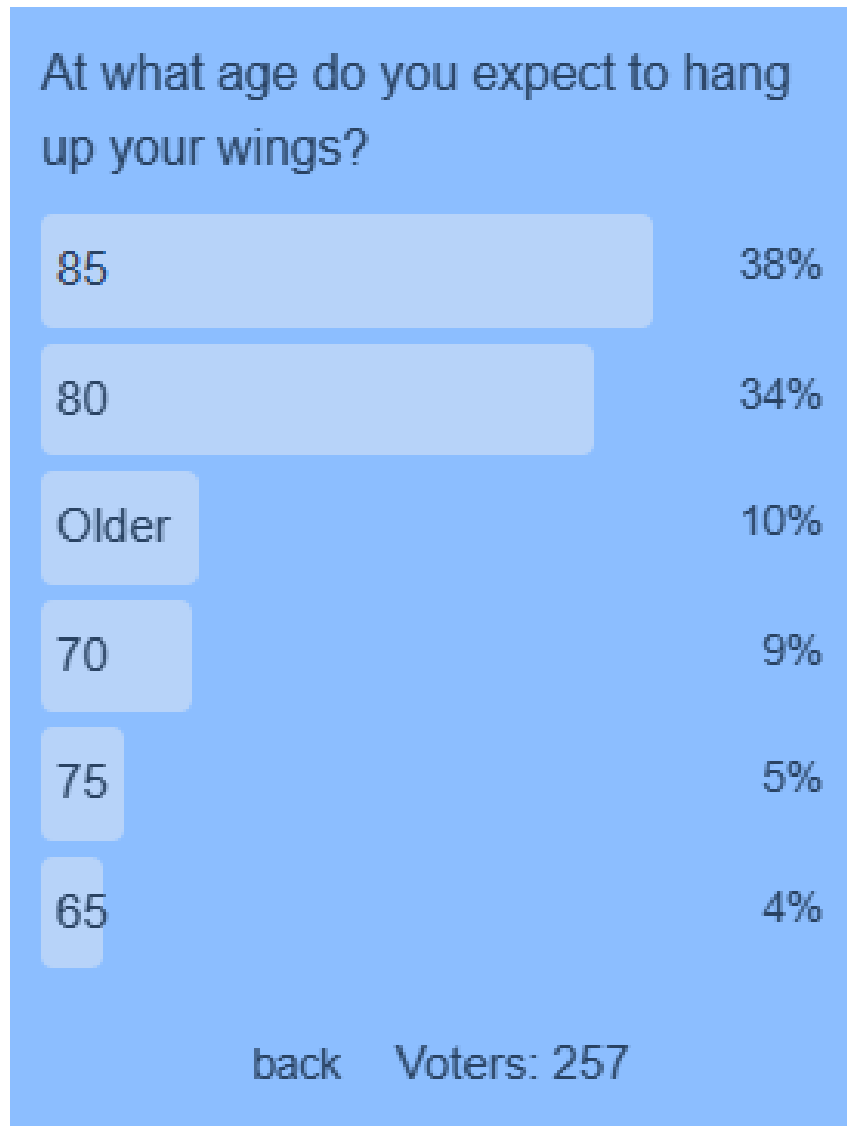
June 22 - 25
Longview, TX
KGGG

Hilton Garden Inn North

MooneyMAX Annual Mooney Conference

3 days of continuous Mooney education and technical support
MAXimum performance, MAXimum safety, and MAXimum speed!

Registration



Next month's poll: "I love my Mooney mostly because?"

[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

Be sure to include your home base and state.





mail

*Letters to the***EDITOR****TheMooneyFlyer@gmail.com**

On page 44 of the April issue of THE MOONEY FLYER, there is an uncredited post regarding new FinCEN reporting requirements for LLCs (and other entities) that at first glance appears both onerous and confusing.

Following a quick inquiry to our CPA, we were told it does not apply to our LLC for various reasons, which leads me to doubt whether it would apply to most aircraft partnerships formed as LLC's that are not "for profit" or engaged in illegal money laundering.

But ... I am not an attorney, nor did I sleep at a Holiday Inn last night ... so it might be helpful to the broader Mooney community if someone with better insight to this FinCEN reporting requirement could write a follow-up article in next month's FLYER.

Regards,

Bob E

Hi. I am probably putting an offer in for a standard Eagle. Is the Screaming Eagle STC still available? Who sells it these days?

Thanks, Jim VH

Former brand C and brand B pilot trying to be a brand Mooney pilot.

Editor Note: *We believe that Mooney holds the STC for this.*





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Registration

In-person Conference,
Live Streaming,
Recorded



Speakers' Page & Schedule

GARMIN

Richard Simile
Thunderbird Aircraft Sales LLC
"Aeronautical Decision Making Related to NASA Mission Rules"

HARTZELL PROPELLER
PIQUA, OHIO USA

GMAX

Houston Tank Specialists, LLC

FLYERS TEAM
Luisa Romero

FEDERAL AVIATION ADMINISTRATION
PMA CERTIFIED

Ensure your Mooney's value in today's market stays secure.



Ownership Responsibility

Several years ago, Phil and I

had a friend who has long since passed, who owned a Mooney M20J. To save money on his annual inspection, he would remove all the inspection plates and place the aircraft on jacks. His friend, who was an Inspector

(IA), would then come to the hangar. He would look at

things for an hour or so, then sign off the Annual Inspection. This "Annual Inspection" would cost my friend a mere \$1,000. Later, things that should have been tested, overhauled, or replaced would break/fail. As he was flying to the East Coast, the alternator quit. Undaunted, the pilot continued and had it repaired at his intended destination. Our friend was content with this sloppy maintenance.

I mentioned this story to my friend, Frank Setzler, owner of Chandler Aviation, the Mooney Service Center in Chandler, Arizona. This sparked a conversation and this article. **Below are Frank's comments and thoughts:**

Obviously, we all need to be conscientious and diligent whether we are flying or servicing. There are reckless pilots, and there are reckless mechanics. There are good mechanics all around us and many of them do not work in a service center.

Frank said he always commends the owner / operator when he and his staff dive into a 40 + year old airplane and everything is correct and working as it did when it left the factory. These are the owners that are seeking out experienced mechanics and are replacing mechanical parts before they are worn out or broken. These are often the owners that are keeping track of the recommended service intervals of the installed accessories or added equipment to make sure that recommended maintenance, *ICA's (Instructions for Continued Airworthiness) or overhauls are conducted on or about the recommended hours or years, whichever is applicable. These service periods are not necessarily mandated by the FAA but are items that when serviced regularly, will continue to perform well.

We all want to get what we pay for. You, the owner / operator, must do your diligence to verify your service team is qualified with the applicable knowledge, tech data, and proper tools. You need to ensure that they are mentally prepared, have taken the proper safety precautions, have applicable experience, and have researched the **TCD's (Type Certificate Data Sheets) and FAR's to ensure compliance. After the service, the owner should follow up and do a shake down flight during the day in VFR conditions to ensure everything is true and correct before he or she ventures miles from the service center.



Frank Setzler, owner of Chandler Aviation

When you are involved in maintenance, you demonstrate great understanding, and ensure that you are providing the best maintenance to “keep ‘em flying.” Additionally, owners need to look at the discarded parts to understand why they were rejected.

Directives

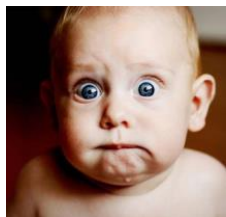
Unlike an FAA Airworthiness Directive (AD), which is a mandatory commandment, a Special Airworthiness Information Bulletin (SAIB) is not mandatory. It is issued by the manufacturer as supplemental information they consider mandatory for airworthiness concerns. It is somewhat like a factory service bulletin. FAA regs require all A&Ps to use appropriate tech data and correct / calibrated tools. With that said, the SAIB is really mandatory.



Slothful Landing Gear Adjustments

Some owners think the Johnson bar is bulletproof. If correctly rigged, it works easily. Every three or four years, it is common to make minor adjustments in the gear system to keep everything within the allowable tolerances. Maybe the mechanic should change out a bushing or link to keep everything at 100%. I have seen firsthand damage caused by extremely hard landings. I have seen the consequences of a brake locking up until it blew one tire. I have seen what happens when a Mooney lands without a nose wheel installed because of fallen pesky cotter pins! I have seen the aftermath of a Bravo stalling in from about 30 feet, totaling the plane. Fortunately, the people survived, and the gear held. When the landing gear is properly rigged, following the appropriate maintenance manual, the gear is locked down. It will not collapse or fail without breaking something first.

Jim Price Memory: A few years ago, a pilot had purchased a Mooney M20E, and he needed ten hours with an instructor before flying solo. Once the ten hours were complete, the insurance company would be satisfied. As he and I flew his “new” M20E, we noticed that the mechanism that held the Johnson Bar to the floor had become worn. I told him that it could fail, and he could find himself on an expensive slide down the runway. The new owner did not sluff it off. Instead, he immediately found a new mechanism and we continued our flights.



Frank recalled the day a Mooney owner brought his M20F to the shop because the green Gear Indicator light was not illuminating when the landing gear was down. Frank jacked up the aircraft and found that there was very little tension holding the gear down. In fact, the gear tension was a sloppy 50-inch pounds instead of the required 200-inch pounds. He was literally a hard turn or a bounced landing from an expensive prop strike and gear collapse. And yes, the gear was recently worked on by a non-MSF facility.

Because of poor maintenance and owners who are searching for the inexpensive / incomplete Annual Inspection, we all get to pay in the form of increased Insurance Premiums.



Frank said that once upon a time, in Kerrville, Texas, Mooney would provide a week of MANDATORY factory training for MSC certified facilities. That training included a full day of landing gear training. Factory training is a thing of the past and many of the mechanics who attended the Mooney Factory training have moved on to larger shops or to the airlines. In fact, at Chander Aviation, Frank is the only mechanic remaining who has received the once mandatory Mooney Factory training. Frank now is the trainer of his staff, ensuring that each mechanic understands the information learned long ago.

Mooney ownership and maintenance are expensive, and it is your responsibility to ensure that your aircraft receives the finest care possible. Your safety and the safety of your passengers and the people on the ground lies in your hands.

***ICA** – Instructions for Continued Airworthiness. These are for equipment added to the plane that was not on it when it left the factory. If it wasn't factory installed, then there is no data in the airframe manual pertaining to the upkeep of whatever was added. This is why we have special ICA's for stuff like: Speed brakes, added anti ice systems, Garmin auto pilots, Tornado Alley turbos, etc.

****TCD** – Type Certificate Data Sheets. This is the FAA's minimum expectations of the plane. In here, we determine what is the minimum equipment necessary, or what is the minimum performance allowed, or what items are supposed to be installed and always working.



Beware Thunderstorms



Phil Corman

Co-Editor

Winter is over and spring is sprouting. With spring comes gusty winds and the onset of thunderstorms. We all know to be wary of thunderstorms and to give them a wide berth because they bring danger in several different forms:

- Lightning
- Vertical Convections
- Severe Precipitation
- Hail

All these things bring Mooneys down. Several years ago, Linda and I were flying from Durango, Colorado (DRO) to our home airport in Paso Robles, California (PRB). We were delayed in Durango for several hours. It was Memorial Day weekend, and the atmosphere was unsettled. Then we had an issue with our alternator and a dead battery. Anyway, we didn't get off until that afternoon, which we all know, in the west, is bumpy time.

We departed without much weather but by the time we got to Monument Valley, there were thunderstorm cells everywhere. However, the storms provided a means of evading them as they were scattered all around the valley with pathways in between. We were utilizing flight following and 2-3 times, Center asked us if we could see the weather. He was showing many cells along our route. We indicated that we had good visibility between cells and were going to "slalom" between them. He kept in touch and gave us suggestions on where to deviate to avoid the cells we could not yet see.

Thunderstorm avoidance is paramount to any airplane, but especially ours. Mooneys do very well in turbulence compared to other GA planes. I attribute this to our heavier wing loading, but I am not sure that's the real reason.

First Rule of Thunderstorm Avoidance

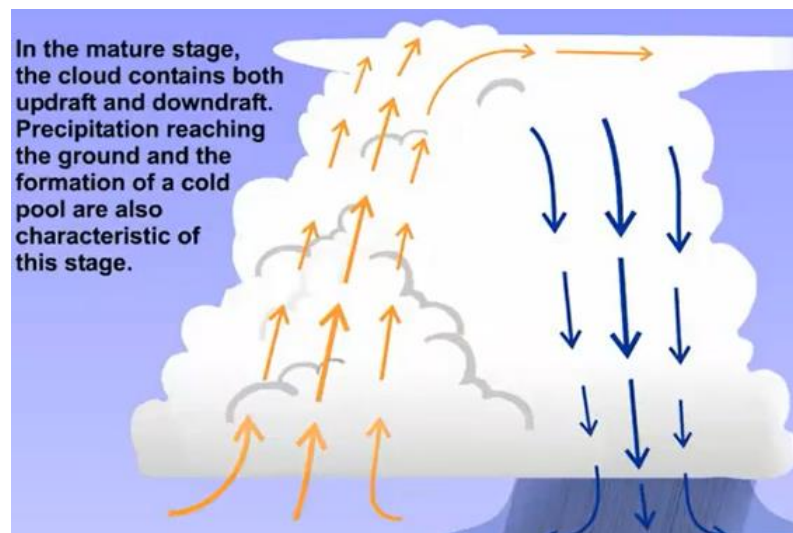
You don't need to know the rest of the rules if you comply with this one: **Remain 15-20 miles away from a cell.** You do this visually and/or with the NEXRAD Weather on your iPad or panel device. You have options on which side of the cell to pass. ***Without a second thought, pick the upwind side.*** That's because the wind is less affected by convection caused by the storm on the upwind side.

Second Rule of Thunderstorm Avoidance

Precipitation falls on the downwind side of the cell and is clearly visible by observing the anvil cloud. Remember that it is not only rain you may encounter, but nasty hail. You can check the direction via your devices. By flying on the upwind side, you will avoid most, if not all, of the precipitation that generally falls on the downwind side. Visibility also tends to be better on the upwind side.



Third Rule of Thunderstorm Avoidance



Try to avoid the downwind side of the storm, but if you must transit on that side, consider increasing your clearance. Updrafts and downdrafts are horrendous, especially on the downwind side of a thunderstorm. Updrafts and downdrafts can each reach 1,500'-2,000' vertically; sometimes more. Imagine flying near the cell. Soon you will first hit the downdrafts at the above-mentioned vertical speeds. Already, that encounter is eye opening, but soon you will hit the updraft of equal but opposite velocity.

2,000' down, followed by 2,000' up is enough to bend your Mooney and it does. If not, it could easily reach levels of "Severe" or "Extreme" turbulence.

Have fun but treat thunderstorms with the extreme caution that they deserve. Live to fly another day!

Be Involved with your Aircraft's Maintenance

When you know the hours or months that items need to be inspected or changed, your aviation understanding increases dramatically. You not only own your aircraft, but your understanding of it and its complex needs increases so much more.



ITEM	ACTION
Annual Inspection	Every 12 months
ENGINE	
Turbo Overhaul	Every 1,000 hours. Manufacturer recommends doing this at engine overhaul or engine TBO. Rarely do they work at 100% efficiency beyond 1,000 hours.
Oil & filter Change	Non-Turbo charged: Every 50 hours – Turbo charged: Every 33 hours Or every 4 – 6 months
Engine air filter	100 hours or at annual. The pleated air filters are usually good for about 400 hours. Performance K&N style are good for many years, however, *ICA recommends cleaning and service every 100 hr.
Spark plugs	Per manufacturer. Massive Electrode Plugs are good for ~400 hrs. Fine Wire Plugs - at least 1,500 hrs.
Fuel filter	Annually
Magneto Inspection	Every 500 hrs. or 4 years. Turbo pressurized mags work harder, so they have less life.
Mag Impulse Coupling AD	500 hrs., Bendix, AD 96-12-07
Fuel Injectors	300 hrs. / 2 yrs. If the EGT spread is tight at cruise, and there are no fuel stains, maybe 500 hrs. and 5 years.

PROP	
Prop Overhauled	Typically, 2,000 hrs. or 6 – 7 yrs. Some MSCs recommend that every 10 years, you should have a prop shop disassemble the prop replace parts as necessary and then re-seal. If what they see inside justifies an overhaul, then have it overhauled.
LANDING GEAR	
Landing Gear Motor OH	3-4,000 hrs.
Nose Shock Discs	Long Body: 5-7 yrs., A-K: 12-15 yrs., or when they fail inspection
Main Shock Discs	Long Body: 5-7 yrs., A-K: 12-15 yrs., or when they fail inspection
No Back Clutch Spring	1,000 hrs.
Innertubes	They are on borrowed time after 6 years.
Brakes	Bleed every Annual to avoid sludge build-up in the caliper; fluid becomes thick due to the excessive heat of braking.
INSTRUMENTS	
Static System	Every 2 Yrs.
Transponder	Every 2 Yrs.
MISC	
Avionics Batteries	Backup Batteries: See applicable *ICA, generally inspect every 12 months and replacements are due every 3-5 years.
Speed Brakes	Service every 12 months
TKS Filter	2-4 years max
Am-Safe seat belts	Check Battery and Squib replacement regularly. See *ICA. Mandatory 12 months system test with “black box”.
OXYGEN	
Hydrostatic Test and Replacement/Life Limits	Oxygen bottles marked DOT 3AA & 3AL, every 5 years (No life limit) Oxygen bottles marked DOT 3HT, every 3 years (24-year life limit) Composite Oxygen bottles Manufactured before 7/1/2006, every 3 years (15-year life limit) Composite Oxygen bottles Manufactured after 6/30/2006, every 5 years (15-year life limit)

PORTABLE FIRE EXTINGUISHER	
Testing Interval	Visual inspection every 6 years. Manufacturer regulates the Life Limits or Stamped with DOT Designation. Visual check every 12 months (*ICA).
ELT	
Inspected	Inspect AND functional test every 12 months. For a 406 MHz ELT, this requires special test equipment or a subscription service. (See *ICA).
Battery	Based on battery's expiration date
Remote ELT Battery	Lithium: 8yrs. Alkaline: 4yr
Re-Register 406	Every 2 years
Vacuum Pump	
Vac Pump	If used for IFR, replace at 500 hours or at Engine Overhaul. If only operated day VFR, then on condition.
Filters	100 - 500 hours (on condition)
ELECTRICAL	
Alternator	500 hours
Alternator Coupling (engine driven alternators)	1,000 hours. The hub should be checked at 500 hrs.
Battery, AGM	5 years or condition
Battery, Wet	3 – 3 years or condition
RECURRING PILOT MAINTENANCE	
Check Tire Pressure	30 days
Lube Fuel Cap O Rings	60 days (Tri-Flow Oil)
Lube Flights Controls	120 days
*Instructions for Continued Airworthiness (ICA)	

FAA Registration Certificate – Expires after 7 years

https://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/reregistration

Effective January 23, 2023, if your registration certificate expires **after** this date, the [registration certificate](#) will automatically be extended an additional 4 years.

A new certificate with the new expiration date will be sent to you.

Aircraft with an expired registration, airworthiness certification is considered ineffective. Without registration, the aircraft is not authorized for flight. Once registration is restored, the airworthiness certificate not having been surrendered, revoked, or terminated would become effective again provided the aircraft is otherwise compliant with maintenance, inspections, and any other requirements for an effective airworthiness. If you have further questions, please contact an airworthiness inspector through your nearest [Flight Standards District Office](#).

An Aircraft Status Sheet (Excel)



In the “Cool Tools” section of TheMooneyFlyer.com, you can download an excel **AIRCRAFT STATUS SHEET** to help you track your aircraft’s components. You can find the AIRCRAFT STATUS SHEET template and instructions for using it, by clicking on this link: <https://themooneyflyer.com/tools.html> .

When you enter the applicable dates and or Hobbs times in the spreadsheet, it will calculate the date or hour that the next action is due.

Your aircraft mechanic will love your resolute and amazing care as you become increasingly involved in the maintenance of your Mooney.



Does Anyone Really Know, What Time It Is?

By Jerry Proctor



Chicago's song from the 1970s, "Does Anybody Really Know What Time it is?", is the opening thought for my May article. What time is it? Good question. Time is a terribly complex topic that is both broad and simple.

First, let's talk about time devices! Before civilization, time may not have been known to be a thing.

However, time has mattered from the beginning of human evolution. The ancients developed time devices. History says the first evidence of a sundial goes back to at least 1500 BC in Egypt. Even before that, things called shadow clocks were made from stone. The Bible has reference to a sundial in Isaiah (Chapter 38 v 8). There is even evidence of giant sundial obelisks in North Africa, dated around 3500BC. I think that establishes that humankind wanted to keep track of time.



The sundial in close-up.



Blaise Pascal

The problem with a sundial is, it doesn't work well on your wrist and or person. So, a mere 3000 years later, the first portable timepiece was invented in Nuremberg, German by Peter Henlein in 1504. I am told it wasn't very accurate. I don't know for sure because I couldn't afford one back then. However, the first documented person to wear a watch on the wrist was the French mathematician and philosopher, Blaise Pascal. He simply used a string to attach his pocket watch to his wrist.

The ability to measure time has come a long way. I am not going to go into Einstein and his theories about space travel and time slowing, although I love to think about it. Yes, it is now TIME I get back to something dealing with an airplane called a Mooney.

What time is it in your plane? Could it be TIME to SWITCH GAS TANKS?! Why, oh why, do we still read stories about an airplane going from point A to point B, and it unexpectedly becomes a glider. As it contacts earth, either in a recognizable form or all balled up, there are times when gas tank A has fuel and gas tank B has nothing! Why is it that we keep seeing this type of accident report?

How does your plane remind you to check and switch gas tanks? If you are relying on the grey matter between the ears, consider how long ago it has been since you lost your keys? – The same keys that you always put in the exact same place. The brain can forget to tell your hand and eye to check/switch

fuel tanks. I have Ms. Garmin in my plane, and she knows I am mostly an idiot. Thus, she tells me when to switch tanks. I swear, sometimes I see her flash the word 'dummy' on the screen! Ok, it works, and I don't mind being insulted by Ms. Garmin. She is the smart one, I am not. That is why we get along so well.



What do you have that is reliably able to remind you it is time to switch fuel tanks? Maybe your avionics are a little older and they don't talk to you like you are a 3rd grader. So, is there another device that you have prominently mounted that is your bright cue to switch tanks?

I think I am about to make my point. Unlike the time for hyper fast space travelers, time for us earthlings is constant. What, pray tell, do you have that reminds you that it has been 30 minutes since you went from one tank to the other. If you don't have this device, please GET something!



Please, let us all not read again, gas one side, no gas in the other.

Be safe and always flying on the fullest tank.

Jerry

Do You Want a New N-Number?

by Richard Brown

All tail numbers are not created equal. I can't be the only pilot that, while shopping for planes, ran the tail number through my mind. I even recited it out loud to see how easily it rolled off the tongue.

One of the Cherokees I flew during my PPL training and the one I took the check ride in was 5800U. It was a great trainer, but the "zero-zero-uniform" just didn't roll off the tongue. Seven syllables are far too many to say over and over and over. Sadly, a couple years after my check ride, 00Uniform suffered a mishap on touchdown. The student either added left brake or rudder, putting the plane into a skid. The CFI was unable to recover from this and it exited the runway and flipped. Fortunately, there were no injuries.

As I was plane shopping, I found that 78878 rolls off the tongue very nicely. Putting "878" at the end of a transmission when it is pronounced "ate-seven-ate" is easy. Well, it is easy for me, but I found rather quickly that the number combination really messed with ATC. There are just too many sevens and eights with nothing to break them up. Any combination of sevens and eights that you can think of I have heard ATC repeat back to me. I have received calls from ATC that took 3+ attempts before they got it right, even when pausing. i.e., "seven-eight (*pause*) eight-seven-eight," or after a second failed attempt "seven double eight seven eight."

As my wife and I considered painting the plane, I also started thinking of changing the tail number. So, what is the process to change your N-Number?

- Choose and reserve or get assigned a new number.
- Submit a request to have the new number assigned to your plane.
- Have the new number painted on the plane.
- Return the paperwork to the FAA.
- Contact your local FSDO to receive a new airworthiness certificate.

You have the option of reserving a specific N-Number or just having one assigned. I'm not quite sure why anyone would want to roll the dice on a random number, but the option is there. You can go to the FAA's site [here to search a range of numbers](#). The page allows you to put in the trailing characters along with a starting and ending range to see what is available.

Another option for searching is on the actual page [here where you reserve the N-Number](#). You can input up to five full numbers or search for the last two characters of a number. If they are not available, it tells you. Then, you can go back and try again. There is a link on the page which gives the rules for what is a valid N-Number. The cost to reserve a number is \$10 and the reservation is good for a year. After that, you can renew the reservation each year (before it expires) for an additional year for another \$10 on the [FAA's site here](#).

I went through a bunch of different ideas, testing them out to see how easy they were to repeat, before finally settling on 1015E. I wanted something that I thought would look good, was easy to say, and had some meaning behind it. After kicking around different numbers, with different meanings to me, and striking out on what was and wasn't available, I finally found it. 1015 was available with a few different



letters to choose from at the end. October 15th was the day of my first date with my wife, and by happenstance, seven years later was the day of my PPL check ride. Of the few letters available, "E" (Echo) was the one that sounded the best to me.

The reservation process is all online, quick, and easy. The second step, (which I somehow missed in my planning), moves at the speed of government bureaucracy, like "molasses in January."

Once you are ready to assign the new number to your plane, you must send a letter. Yes, a snail-mail letter (it can't be completed online), to the FAA with your request. In the letter it must include:

- Name of manufacturer
- Model designation
- Serial number
- Current U.S. registration number

You must sign the letter in ink and include your typed or printed name. Attach a \$10 check to the letter. If you want to reserve your old N-Number, you need to tell them and also include an additional \$10. The address to send it to is:

FAA Aircraft Registration Branch
PO Box 25504
Oklahoma City, OK 73125-0504

You can email them with questions through [their website here](#) and they will typically respond within 2-3 days.

The letter can be very simple. It just needs to include the required information. The letter I sent was:

FAA – Aircraft Registration Branch
PO Box 25504
Oklahoma City, OK 73125-0504

Subject: Assignment of Special Registration Number (Nxxxxx)

I have the Special Registration Number Nxxxxx reserved and would like to assign it to my aircraft.

- Manufacturer – Mooney
- Model – M20D
- Serial Number – xxx
- Current Registration – Nxxxxx
- Registered Owner – xxxxxxxxxxx

Please transfer Nxxxxx to my aircraft and forward Form 8050-64 to the following address as soon as possible.

Richard and Kathryn Brown
xxxx xxxxxxx
xxxxxx, CA xxxxx

Please call me with any questions at xxx-xxx-xxxx.



Once you send the letter, you wait, and wait, and wait. Pre-Covid, my friend went through the process, and it took about eight weeks. I sent mine in August 2022 and it was finally processed six months later at the end of February 2023. Two weeks after that, I received the Form 8050-64 in the mail.

If you are curious if they have processed the request, (it takes 1-2 weeks after it has been processed to receive the form in the mail), you can search your old number in the [FAA Registry here](#). There is a line labeled "Pending Number Change", which will be blank until they process the change. Once it is processed the new number will be listed, along with the date it was processed on the line below. Keep in mind that when they authorize the change, it is only good for one year.

In another example of the maddening world of federal bureaucracy, a week after I saw it approved, I sent an email to inquire how long it takes for the form to be mailed out. One week after I sent the email the form arrived in the mail. Two days after the form arrived in the mail, I received an email stating that it normally takes about a week, but "just in case," they conveniently attached a PDF of the form that I could print out.

Technically you cannot place the number on the plane until you have Form 8050-64 authorizing the change. Some paint shops will paint the new number on the plane and then place the old number over it in vinyl. They will remove the vinyl number when you return with Form 8050-64. Check with your paint shop ahead of time.

After you have the new number placed on the plane, you have five days to complete Form 8050-64 (which you received), sign in ink, and mail it back to the address on the form. You will keep an additional copy of the form in your plane as temporary authority to operate under the new number until the replacement Certificate of Registration is received.

If you have a 406 ELT it must be updated as well. You can update your beacon registration through a link on the [FAA Site here](#). Your transponder will also need to be updated to reflect the new tail number. Both of those will need a logbook entry.



The last step, and the one bright spot in the whole process, is to get a new airworthiness certificate. The FAA's site and the instructions on the form tell you to take the form into your local FSDO to receive a new airworthiness certificate. However, this step has been modernized, and this gives me hope that the request for assignment will someday be updated.

My wife called the FSDO in Long Beach to get an appointment to come in and was pleasantly surprised to learn that they process it through an online request. She gave the Inspector my cell number so he could give me instructions. A very pleasant Inspector named John called, explained what was needed, and that he would email me the instructions along with the forms I needed to fill out and the link where I could submit the request and upload my forms.

I had a few questions as I was filling everything out and John was very quick to answer my questions via email. He also told me if needed, I was welcome to call with any questions. During the process, you must request a specific FSDO to handle your request. John told me to select the Long Beach FSDO, "because we are the best!"

I completed everything and emailed him saying it was complete. He told me that it would be assigned to someone in the office, and I would receive the replacement airworthiness certificate via email. Despite

how helpful John had been, expectations were not high for a quick turnaround. I didn't want to get my hopes up, given the earlier six-month waiting for the authorization experience.

Imagine my surprise when less than two hours later, I received an email with my new airworthiness certificate! I emailed him thanking him again, and that I was impressed he had backed up the "we are the best" with the performance to match. His cheerful response was, "Ha! And I gave another inspector a class on it! These take 15 minutes if everything is legit."

The whole process along with links is outlined [here](#) on the FAA's site for reference. It is not difficult, but given the delays in processing, it requires some planning.



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@intothesky.com. If you're ever in Southern California and want to meet up let me know.

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Etiquette and Efficiency for the Casual Pilot

By Jerry W. Johnson, Mooney Safety Foundation



My thoughts after 40 years of instructing ...

Be ready to taxi as soon as you crank up. Start to move off the ramp. Taxi to the edge of the movement area to set up Nav and com frequencies.



This will free up the line boy who is marshaling you out and cut the noise down on the ramp.

Turn the rotating beacon on as soon as the Master Switch is on. This will show that someone is in the aircraft. Do not turn on the strobes until taking the runway.

Taxi with low power to keep off the brakes. No one wants hot brakes when ready for takeoff. Hot brakes extend the acceleration – stop distance.

Don't crowd the hold short line. The tower may not have a good visual on how far back you are.

During runup, keep the time at high power short. The blade picks up small rocks that will etch your prop. The prop can be cycled at a lower power.



Magneto selection should be two clicks over first and one click over last. This will allow only one click away from both being on for takeoff.

Call for clearance to take off from the run-up area. Don't move forward just a few feet by adding power and using the brakes again. This is important on heavy aircraft. Some local procedures may apply.

A good procedure is to taxi out on one tank and do the run up on the other tank. This will ensure that both tanks are feeding properly.



The takeoff roll should have enough back pressure to create a lift when flying speed is reached. On a Single engine aircraft rotation, speed is just a guide. The wing will fly when enough lift is generated. VMC + 5 is used on twins for rotation to assure enough rudder control is available if an engine fails.

After takeoff, when a safe altitude is reached, reduce power to reduce noise, especially if houses are below. In some cases, you can reduce prop RPM first.

Use minimal power in the pattern to slow down. It is hard to shock cool the engine at such a low altitude.

During landing, wait to increase prop RPM until after the power is low enough that the governor will not take the prop to redline. The prop only needs to be in high RPM for a go-around.

With a Mooney aircraft, before the flair, the power should be fully reduced to establish a constant descent rate to control the flair.

Land on the mains and do not release back pressure until the speed reduces enough to let the nose wheel down.

Be mindful of your prop blast. If you turn into a parking spot, have enough forward speed to complete the turn without adding power and blasting what is behind you.

Lycoming engines should be shut down at 1,000 RPM and close the throttle as it quits.

PS, if you disagree with these ideas don't call me.

73's (Best Regards)



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Hello Mooney Flyer Gang,

My name is Richard Simile, I am the President of **Thunderbird Aircraft Sales**. We specialize in the Sale and Brokerage of late Model Mooney Aircraft. If you are considering the purchase of a newer Mooney, or thinking about selling your current Mooney, we hope you will consider using **Thunderbird Aircraft Sales**.

Our objective is to always provide a very pleasant transactional experience for both the Seller, and the Buyer. We have two offices. One in Auburn, AL and one in Chandler AZ. Please give us a call or email. We look forward to the possibility of serving you. Thank you.

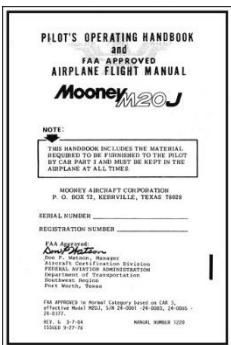
602-884-2111

richard@thunderbirdaircraft.com

www.thunderbirdaircraft.com



Every year it is the same, Sun N Fun happens, the flowers, plants, and trees start blooming, and it is the time of year Pilots start coming out of hibernation. Aircraft buyers also start appearing in greater numbers, which is good in my world.



But during this time of year, you should also consider a kind of "Safety Stand Down" as your flying picks up considerably. This is why I highly recommend "Brushing Off the Cobwebs" with the simple task of picking up your Beautiful Mooney POH and reading it cover to cover. It really does not take that long. If you do not have time for a cover to cover read, then just hit the "Limitations" and "Emergency Procedures" sections.

Let's face it, no one ever reads their POH anymore because they feel that they know the machine inside and out. But I say, do not be like that. Change your own dynamic and read it. There are absolute Golden Safety Gems in that POH which you may have forgotten long ago.

What about the machine? If you are like most Mooney folks, there is a good chance that your baby has not been flown regularly over the winter. It would be prudent to thoroughly address aircraft dormancy issues like searching for nests under the cowling and in the tail area, (even if kept in a hangar). Search for rodents in the landing gear area, change the oil, lube things up, do a VOR check, condition the seats, etc. The list goes on and on. Before you wake your plane up from a winter nap, consider a complete reset to start your flying season safely.

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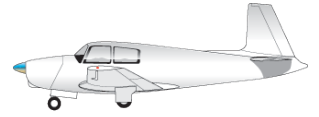
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The Mooney Flyer
Magazine for the Mooney Community



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Search Mooney's new website for Service Bulletins (SBs) and Service Instructions applicable to your Mooney



[CLICK HERE](#) for Airworthiness Directives for all Mooneys.



Ask the Top Gun

TG



Tom Rouch

Founder of Top Gun Aviation, Stockton, California



Send your questions for Tom to TheMooneyFlyer@gmail.com



Do I really need to change my No Back Clutch Spring every 1,000 hours?



Good question. Let me first try to explain what a No Back Clutch Spring does.

First, the spring is a major part of the landing gear actuator. It is the part that connects the motor to the operating mechanism. Imagine you have a ratchet wrench in your hand, and you know there is a small lever that changes the direction you can use the wrench, to tighten or loosen a bolt. The No Back Clutch Spring is the part that connects the socket to the handle.

If that spring breaks, there is no connection to the drive mechanism and the gear will not move. The most notable incident I encountered was when a lady customer of ours was flying her J model around the world. She called me one morning from Thailand and her spring had broken. Luckily, the gear was going down when it broke, so it was stuck in the down position. However, it would not retract. "Down" is a good place to be and oddly, I had a replacement spring for her at my shop. I made arrangements with a shop I knew in northern Australia. They knew how to do the job, but she had to fly for about 24 hours with the gear down to get there; not much fun. This story emphasizes how important the Back Clutch Spring is. It is truly a critical component.

I do not know the failure rate, but I do know in the Mooney community, gear up landings are the most common cause of damage. Since the shops just repair the plane, there is no requirement for them to report the cause of the failure.



From my experience, forgetting to lower the gear is the most common cause of gear up landings. I believe a broken no-back clutch spring is the #2 cause, but I have no data to back up my theory. I personally have replaced many dozens of springs.

Failure of the spring is one of the few part failures that cause immediate problems. So, no, you don't really need to change the spring, but just take your chance since the worst possible outcome is a gear up landing.

PS, I checked with Mark and a new gear actuator is almost \$30,000 if you can get one. I think Mooney had a sale last year and you could get a new actuator for \$15,000. I think they needed some cash.

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

MOONEY CADET - newest addition to the Mooney line of modern aircraft is the sporty and exciting two-place trainer or cross-country fun plane. It is simple and easy to fly with responsive flight characteristics that make flying fun. You can't fly better for less — 5 gal/hour economy; 120 mph cruise; best climb in its class. Fly the fun one — the Cadet by Mooney Aircraft Corporation, Kerrville, Texas.

Photo by Tony Linck

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Have you
HEARD?



FAA Approves use of Off-the-Shelf Parts for Certificated Aircraft Built before 1980



The [FAA](#) has unveiled a new program for the use of off-the-shelf parts in type-certificated aircraft.

The new Vintage Aircraft Replacement and Modification Article (VARMA) program is the “next big step in keeping vintage aircraft flying,” according to officials with the [Experimental Aircraft Association](#) (EAA).

“Anyone who owns and operates vintage aircraft knows that finding parts can be a major challenge. This situation is especially frustrating when perfectly safe and functional alternatives are readily available but can’t be used because there’s been no legal way to install them in a type-certificated aircraft,” association officials said. “With VARMA in place, some aspects of vintage aircraft ownership and operation are about to get a lot simpler.”

VARMA applies to small (less than 12,500 pounds) type-certificated aircraft built before 1980. It allows ordinary maintenance personnel to validate that certain low-risk replacement parts are suitable for installation on aircraft, without the need for extensive engineering analysis or complex and time-consuming design and production approvals from the FAA. **To read more, [CLICK HERE](#)**

CloudAhoy Acquired by ForeFlight



Boeing-owned ForeFlight announced on Wednesday that it has acquired flight debriefing software provider CloudAhoy. CloudAhoy’s software products are designed to record flights and provide post-flight debriefing, analytics, and flight operations quality assurance (FOQA) across general, business, and military aviation segments. **Read more [HERE](#)**

Landing Gear Checks: Hit the Books



As we sift through the NTSB accident reports each month, we’re consistently finding landing gear mishaps that might have been avoided if the pilot spent a little extra time inspecting the gear during the preflight, or simply knew how to recognize potential problem areas before launching.

In this quick-hitter tech article, we’ll look at the things you and your mechanic should be inspecting in hopes that you won’t join the ranks of “those who have” landed gear up. **Read more [HERE](#)**

New Watch Series Honors Female Aviators



For more information, **[CLICK HERE](#)**

Ellis & Associates STC Allows Modified Opening Airplane Windows

A new supplemental type certificate allows openable windows to replace the fixed versions on several aircraft.



The STC, SA02771LA, applies to Beechcraft Bonanza 33, 35 and 36 models, Commander Aircraft 112 and 114 models, **Mooney M20s**, and the Piper PA-24, PA-28, and PA-32 series.

Read More [HERE](#)

Unleaded Avgas on Track to be at California Airports by Summer 2023



Unleaded 100-octane aviation fuel should be available at three California airports as early as this summer, according to officials with [General Aviation Modifications Inc.](#) (GAMI).

In an hour-long, standing-room-only forum at the 2023 [SUN 'n FUN Aerospace Expo](#) presented by GAMI's George Braly, he noted that — if all goes according to plan — Reid-Hillview Airport of Santa Clara County ([KRHV](#)), Watsonville Municipal Airport ([KWVI](#)), and Meadows Field Airport ([KBFL](#)) in Bakersfield will be the first airports in the country to offer GAMI's lead-free 100 octane FAA-approved avgas known as G100UL.

A California FBO chain also has expressed interest in distributing the new fuel at its 13 locations.

After a 13-year effort and many roadblocks, GAMI finally received its [all-inclusive STC in September 2022](#).

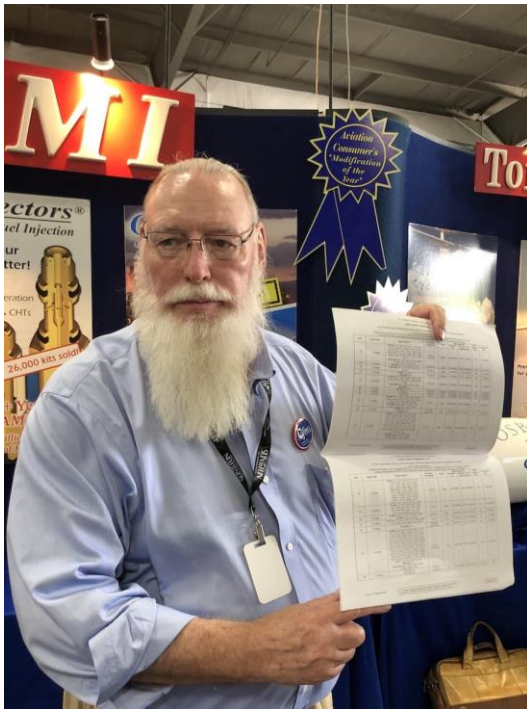
In order to buy and use the new environmentally friendly fuel which, appropriately enough, is green in color, aircraft owners are required to [purchase an STC](#) from GAMI. The STC costs around \$2 per horsepower and includes placards and a flight manual supplement.

More than 500 STCs have been sold so far.

As a drop-in fleet-wide avgas replacement, G100UL can be mixed with 100LL in any ratio and without any alteration to aircraft engines or airframes.

GAMI is currently working with an experienced aviation fuel blender in Houston that can produce the patented formulation in railcar quantities by the end of June 2023. After the shipment of G100UL arrives in California, the fuel will be loaded into tanker trucks and delivered to individual airports.

[Cirrus Aircraft](#) factory in Duluth, Minnesota, conducted a series of independent and well-documented test flights last winter that compared and graphed the differences between 100LL and G100UL. These tests confirmed GAMI's earlier experiments showing that GAMI's unleaded avgas produces a 4% improvement in Brake Horsepower (BHP) at the same lean of peak (LOP) fuel flow. In the example cited, G100UL produced almost 10 horsepower more than 100LL.

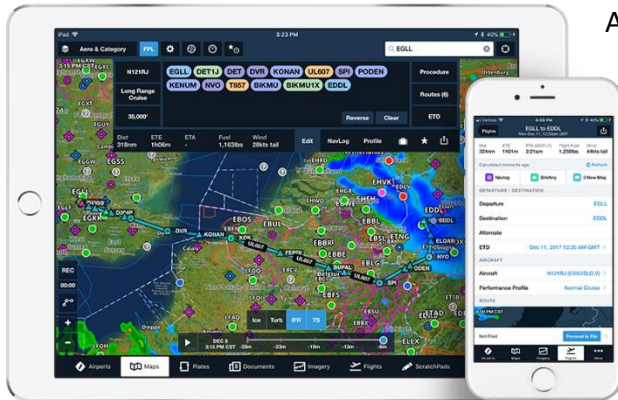


GAMI's George Braly holds the STC paperwork that covers all engines in the FAA's database. (Photo by Janice Wood)

Tests have shown that GAMI's avgas does not harm fuel tanks made of fiberglass and carbon fiber. Also, a batch of G100UL that had been stored in a drum for 12 years still met specifications.

For more information [CLICK HERE](#).

Free ForeFlight Workshops begin May 1



A series of free virtual workshops on ForeFlight will launch on May 1, 2023.

The 90-minute interactive workshops will offer hands-on training on using ForeFlight for flight planning, weather, and in-flight navigation.

The virtual workshops, led by Brian Schiff, Mike Jesch, and Robert Meder, will continue on the first Monday of each month through August 2023.

You can register [here](https://www.captainschiff.com/foreflight) for the entire series. The workshops will be recorded. Learn more at [CaptainSchiff.com/Foreflight](https://www.captainschiff.com/foreflight)

Veteran Pilot Launches Free Cross-country Weather Website



Aviation Cross Country Weather

Enter stations separated by spaces Example: KPYM KBDL K1B1 KAVP KLHV [Help](#)

KPYM KBDL K1B1 KAVP KLHV

05:00 Thu Apr 27 EDT (09:00 Apr 27 UTC)

	KPYM	KBDL	K1B1	KAVP	KLHV
Ceiling Feet	900	1100	1800	7000	unlim
Visibility Miles	10	5	4	10	1
Temp	41	44	43	42	39
Dew Point	38	40	41	37	36
Sky Coverage	80%	87%	81%	72%	37%
Lowest Cloud Base	900	1100	1800	2700	4800
Wind Direction	140	180	210	90	20
Wind Speed	3	4	3	3	3
Wind Gust	5	7	4	5	5

Copyright © 2023 AVXCWX [Info](#)

Greg Lutz, who has been a pilot for 40 years, launched Aviation Cross Country Weather (AVXCWX), a free website created to facilitate cross-country flight planning around the weather.

The website allows users to enter multiple airports along the intended flight path and view three-hour forecast snapshots along the route for a three-day window, he explained.

“This gives the pilot a visual interpretation of the best time frame to make a flight.

Data is taken directly from the National Oceanic and Atmospheric Administration (NOAA) National Blend of Models.

AVXCWX is desktop and mobile device friendly and FREE, with no sign-up required.

Find AVXCWX at www.avxcwx.com.



Mooney Training in Lexington

By Winslow Bud Johnson

Mooney pilots are invited to attend a unique training experience in Lexington, Kentucky, the horse capital of the world. On the weekend of June 9-11 the Mooney Safety Foundation will bring its esteemed pilot proficiency program to the beautiful Bluegrass Region for an exciting aviation-filled 3 days.



This program offers an excellent opportunity for you to polish up your flying skills and become a safer Mooney pilot. In this pilot proficiency program, specifically tailored to Mooney pilots and their aircraft, you will learn from highly experienced Mooney instructors and will learn what to do in normal and tough situations.

On the first day of the program, a classroom review will be presented covering basics such as properly flying your Mooney by the numbers, night flying, engine out survival and human factors in decision making. You will also learn about things to look out for, such as your electrical systems, avionics and critical maintenance issues.

On completion of the classroom training and for the rest of the the weekend, you will be flying with a Mooney instructor. Your first flight will include two hours of VFR training. Mooney pilots typically spend most of their time flying on the autopilot. This first flight will give you the opportunity to hand fly many of the manuevers you learned back when you were training for your private pilot's licence. VFR only pilots will continue this training during the second 2 hour flight.

If you are instrument rated your second flight will focus on IFR training. You will practice the proper way to fly precision and non-precision approaches in a Mooney. You will practice holding patterns, partial panel and recovery from unusual attitudes. In net, you will sharpen up your instrument flying skills with a highly experienced Mooney instructor. At the end, eligible pilots will be endorsed for their flight review and instrument proficiency check and will receive a WINGS certificate.

At the end of the weekend, you will also be given a Certificate of Successful Completion of the Mooney pilot recurrent training program. On their Insurance renewal applications, many insurance carriers are now asking pilots whether they have received recurrent training during the year. They typically also ask the name of the school or organization that provided the instruction. The pilot proficiency program offered to Mooney pilots by the Mooney Safety Foundation is considered an excellent source of training by most insurance carriers.

You will find Lexington a great place to visit and train. I still remember the first time I flew my Mooney into the [Bluegrass airport](#). I was shocked when I turned to the final approach. As I looked down, I saw an actual European castle sitting right off the airport. I turned to my wife and said, "Wow, this is going to be an interesting place to visit."



There is an interesting story about the now famous Kentucky Castle. After real estate developer Rex Martin and his wife returned from a trip to Germany in 1969, he built this castle for his wife because she was so impressed with the German architecture. Unfortunately, she divorced Rex before the castle was finished and he stopped construction. In 2003, a lawyer from Miami purchased the castle for 1.8 million dollars and renovated the castle into a hotel. If you are interested, it is for sale and listed for \$30 million. While listed, the castle/hotel is still in full

operation. You may want to visit the castle during your trip to Lexington.



Our training will be out of [Signature Flight](#) at the Blue Grass Airport ([KLEX](#)). The ground school will be held at the Embassy Suites, Lexington. You should plan to arrive on Thursday as the classroom training starts early on Friday morning. The Blue Grass airport is also home to the Aviation Museum of Kentucky, which features more than 25,000 square feet of exhibit space displaying restored aircraft and memorabilia.

If your schedule allows, you may want to bring your wife or significant other to spend some time in this amazing location, as there are many things to do beyond flying. Lexington Kentucky is known as the *Horse Capital of*



the World for a reason. There are over 450 horse farms throughout the area surrounding Lexington. Most horse farms in Kentucky specialize in a specific breed. Some of the farms are focused on racing and others on dressage, jumping, and other skills. If you are a big fan of equestrian sports, if you have an appointment, you may want to visit some of the champion horse farms.

Of course, Kentucky Bourbon is world famous, and you may want to visit a distillery while in Lexington. The Woodford Reserve Distillery is in Versailles, Kentucky, about twenty miles west of Lexington. The Woodford Reserve brand was first introduced in 1996, but distilling first occurred on the site in 1812, making it one of the state's oldest distilleries.

You can also visit the James E. Pepper distillery. James E. Pepper whiskey was first produced during the American Revolution – making it the oldest brand of whiskey made in Kentucky.



Lexington also has an art museum and more than thirty street murals. While some of the artists are known, others are



anonymous. As you go about your visit to the city, keep your eye out for some of these beautiful pieces of art. Some of the murals depict the city's long history and love of horses, but others include a tribute to Louis Armstrong, the world's largest mural of Abraham Lincoln, and many more. The first lady to the 16th president, Mary Todd Lincoln, was born in what is now the heart of downtown Lexington and you can visit the [Mary Todd Lincoln home](#).

For more information on the Mooney Safety Foundation and our pilot proficiency programs, visit our website at MooneySafety.com. To register for this program in Lexington, contact Lela Hughes, phone 210-289-6939 or lelahughes49@gmail.com.

“Safety Is No Accident”








Mooney Safety Foundation 2023 Schedule

Lexington, KY – June 9 – 11

Westfield, MA – Sep 8 – 10

Tupelo, MS – Oct 13 – 15



	<p>Contact Dave at daveanruth@aol.com or (352) 343-3196, before coming to the restaurant, to have an accurate count. Events begin at 11:30 May 13: St. Augustine (SGJ) June 10: Sebring (SEF)</p>
	<p>June 9-10: Lexington, KY (KLEX) September 8-9: Westfield, MA (KBAF) October 13-14: Tupelo, MS (KTUP) Sign Up at https://www.mooneysafety.com/ppp-registration/</p>
	<p>Learn more at https://www.mooneysummit.com/</p>
	<p>Learn more at https://www.empoa.eu/index.php/en/</p>
<p>Other Mooney Events</p>	<p> June 22 – 25: MooneyMax Aviation Conference, Longview, TX. Details & Registration at http://www.mooneymax.com/ August 11-13: Wings to Walla Walla 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. CLICK HERE to sign up! 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 Debrief for Henderson PPP



By Parvez Dara, MD, ATP, Master CFI, Gold Seal, President MAPA Safety Foundation.

The MAPA Safety Foundation recently conducted a Pilot Proficiency Program at Henderson, Nevada (KHND). It was a great success, thanks our Mooney Safety Foundation Treasurer, Ralph Semb and his efforts to email the pilots in the region about the program.



In no small part, it was supported by Secretary Bud Johnson’s labor, creating and mailing 1,000 post cards to notify the locoregional pilots.

Additionally, our partnership with the Mooney Flyer has paid dividends in spreading the word among their membership as well. To say it was successful is an understatement. The location lent itself to some gorgeous views and the Hotel was equally helpful in providing comfort after a busy day, both during the Friday lectures and after Saturday’s long Flight Reviews and IPCs.

Conducting such Pilot Proficiency Programs requires an arduous workload. The Directors find the best airports, the FBOs that are willing to help, and the Hotels that are willing to give generous volume discounts to the pilots. The hotels acquire resources for data delivery for the seminars and food delivery both for the lunches and the banquets that are held after the Saturday Flights. It is a labor of love for the directors and Instructors to spread the art of safety among the Mooney family of pilots. It



also reminds the pilots of the nuances of this iconic and magical aircraft. Quoting an oft used phrase from Shakespeare, “The good we do is often interred in our bones,” is probably the best measure of our success. Unfortunately, failure on the other hand, is a tangible, well-advertised event that we work hard to avoid.

During the Henderson Proficiency Program, I was privileged to fly with three Mooney pilots in their magic flying carpets. Two shared a Mooney M20TN and the third had a M20U. All three earned their Flight Reviews and two also completed the Instrument Proficiency Check (IPC). Each was well-earned!

Henderson was also a venue where I could not resist bringing my camera so I could share with you the visual delights from those flights. The video-log is ten minutes long and courses its way along the Colorado River from Henderson, NV (KHND) to Boulder City, NV (KBVU) to Laughlin/Bullhead, AZ (KIFP) and thence to Lake Havasu, AZ (KHII) and then returns via the Hoover Dam site. I hope you enjoy the sights of the beautiful vistas the Mohave Desert has to offer. It is a good place to visit when desire beckons.



VIDEO: <https://youtu.be/byZr-u7Ys1g>

Our next Program will be **June 9 and 10, at Lexington, KY (KLEX).**





Flight Gear 2-in-1 Dual USB Charger

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This charger will quickly become your favorite travel accessory. A cigarette lighter plug provides power on the road or in the air.

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- USB-A output: QC 3.0
- High-speed charging for all your devices



Power plugs flip in when not in use, making a minimal footprint in your flight bag. This charger does the work of two units, making it perfect for maximizing your storage area.



Intelligent Safety Protection:

- Over-voltage protection
- Over-current protection
- Short-circuit protection
- Over-temperature protection



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 (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.

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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 (562-865-2547)

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

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Item for Sale

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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**



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 O₂, +++

Larry Shapnek 505-366-4586 Larry@LarryShapnek.com





Rusty Pilot or *Old Pro*



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