The Mooney Flyer

The Official Online Magazine for the Mooney Community

www.TheMooneyFlyer.com

October 2023

Editors

Phil Corman | Jim Price

Contributors

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

Departments

Features

If you love ***The Mooney Flyer*** and want to keep it healthy, just click on **the "Donate" button**.

Subscribe and we will email you we publish a new issue.

Find all the back issues (starting in 2012) or use our powerful search engine to find a past article.

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

Are you a Mooney Owner? Do you want to fly faster at no additional cost? Duh!

Well, here is the ticket. Get on down to your Mooney. Wash it. Then wax both wings top and bottom approximately 2-3 feet back. You will pick up a knot or two and it costs just a little Karate Kid… "Wax on… Wax off."

One Boy's Opinion Of Pilots

The following was written by Tommy Tyler, 5th Grade, Jefferson Grade School, Beaufort, S.C. It should be of interest to all airplane drivers.)

Why I Want To Be A Pilot

When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days. Pilots don't need much school, they just have to learn to read numbers so they can read instruments. I guess they should be able to read road maps too, so they can find their way if they get lost.

Pilots should be brave so they won't get scared if it's foggy and they can't see, or if a wing or a motor falls off they should stay calm so they'll know what to do. Pilots have to have good eyes to see through clouds and they can't be afraid of lightning or thunder because they are much closer to them than we are.

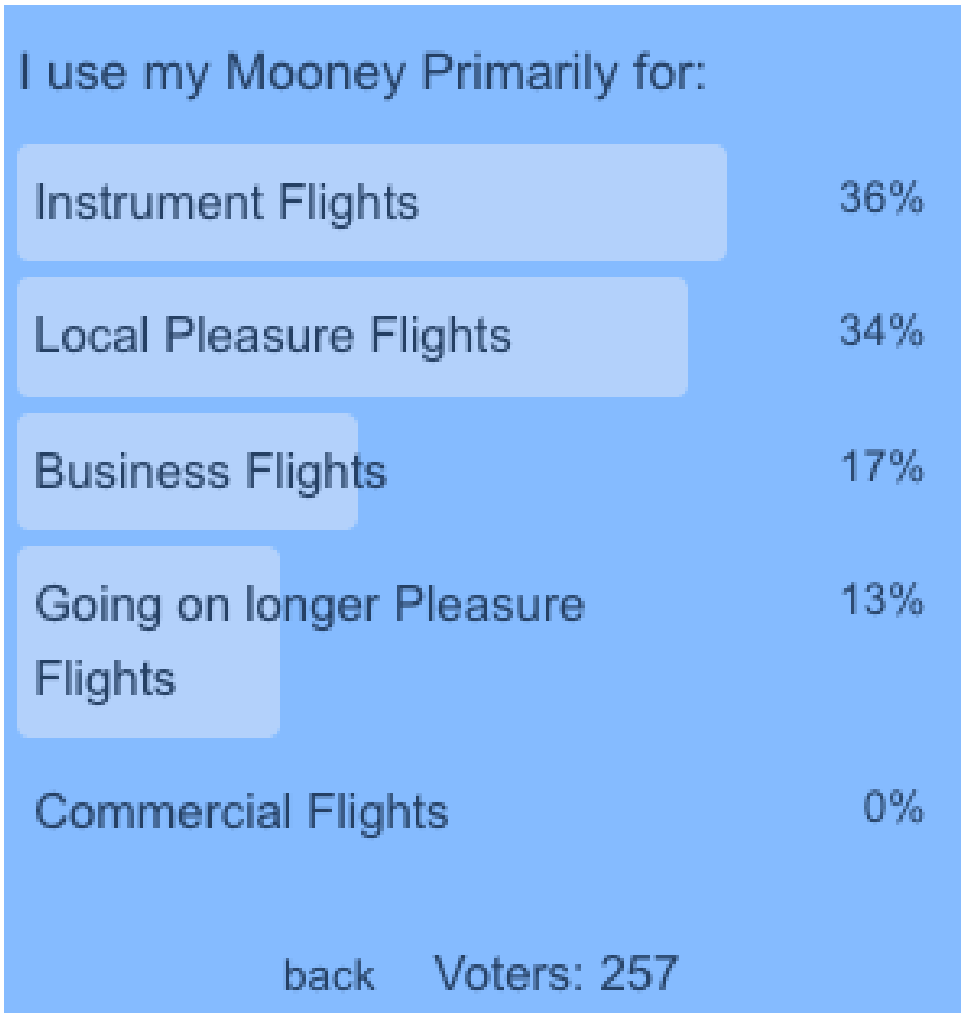
The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that plane flying is dangerous, except pilots don't because they know how easy it is.

I hope I don't get airsick because I get carsick and if I get airsick I couldn't be a pilot and then I would have to go to work.

Mooney Safety Foundation at Tupelo, MS

The upcoming Pilot Proficiency Program (PPP) in Tupelo, MS is a "NO MISS" event. This is by far the most useful event for Mooney pilots. Whether you are a new Mooney pilot or a seasoned veteran, you will be a better pilot after attending a PPP.

And now, The Mooney Flyer will give the 20th person who signs up and attends this event a $250 check to offset the cost of participating.

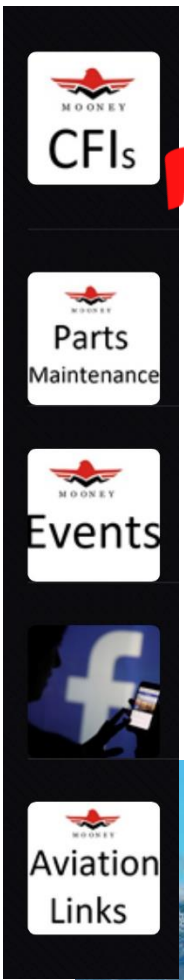


Next month's poll: "I top off my fuel"

CLICK HERE to vote

Need a Mooney CFI?

CLICK HERE to find one



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.

Letters to the EDITOR

TheMooneyFlyer@gmail.com

Darn, no mail this month.

1

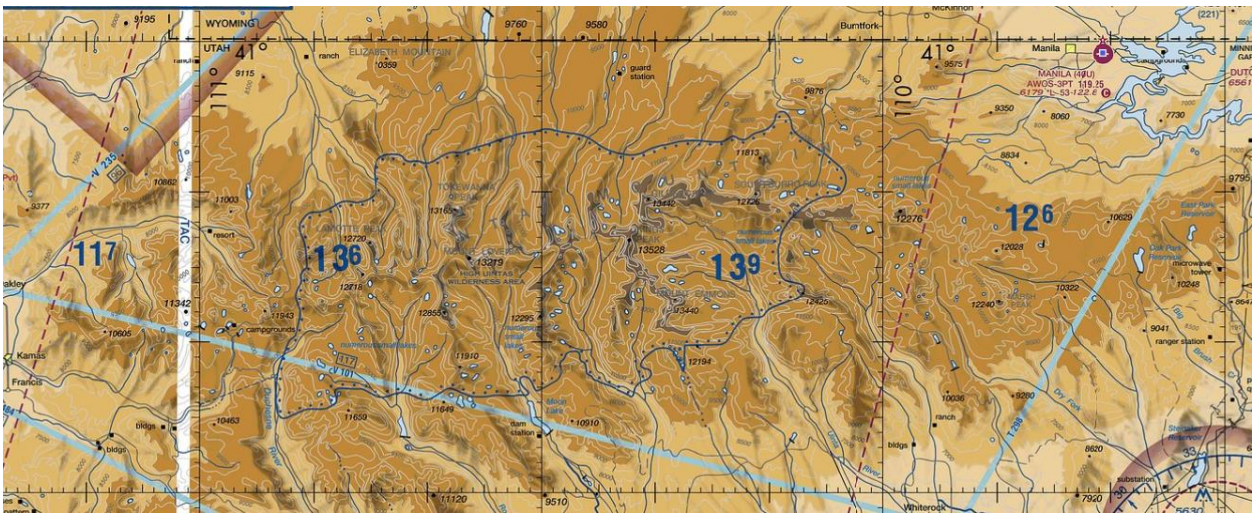
O_2 and CO

Required Oxygen Schedule, (Established Long Ago)

- Sea Level to 12,500' - No oxygen required.
- 12,501' to 14,000' - Required by the required crew if over 30 minutes at this altitude.
- 14,001' to 15,000' - Required to be provided and used by the required flight crew.
- 15,001' to 25,000' - Must be provided for every occupant.

The Oxygen Rules were established in the 1950's and 1960's. They were based on geography, not physiology. Experts felt that a GA aircraft could climb above 12,500' and less than 14,000' to fly over a mountain and do it in less than 30 minutes.

In addition, oxygen equipment was heavy and expensive and pulse oximetry was not developed until the 1970s.

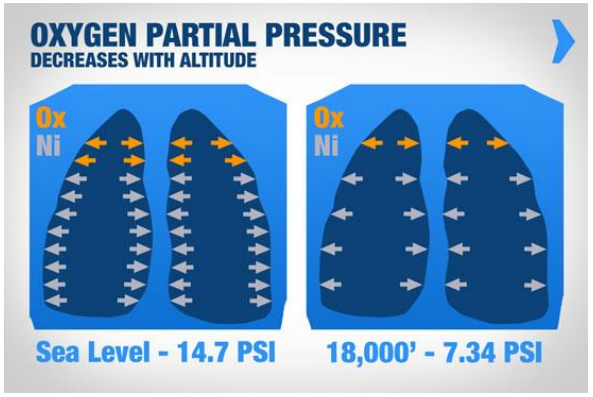


Bigger is not Better

Some people might need oxygen at 14,000 feet and some might need it at 4,000 feet. It depends on the person's physical condition, such as if they have a heart condition, if they are smokers, or if they are obese.

When a "husky" pilot is sitting, he or she doesn't breathe as deeply as a lean pilot.

Your Lungs – It's All About Pressure



After you inhale air into your lungs, atmospheric pressure forces oxygen through your lungs' membranes and into your bloodstream.

As you climb, atmospheric pressure decreases, and the amount of oxygen forced into your blood also decreases. The percentage of oxygen in the air doesn't change - it's still 21 percent. However, by the time you climb to 18,000 feet, the atmospheric pressure is *half* that of sea-level.

Physiologically, when Should You Use Oxygen?

If you don't have an oximeter, please get one. Check your pulse oximetry at your home airport. When you are flying, you **should** use oxygen when you are 5 points below your home airport base number, and you **must** use oxygen if you are 10 points below that number.

Why? If you're at sea level, normal pulse oximetry is between 95% and 100%. If you are a Sea Level person and your oxygen saturation reading is 97%, you **should** use oxygen at 92% and you **must** use oxygen at 87%.

If you are based in a high-altitude community, such as Durango, Colorado (6,685'), normal oxygen saturations are 90% - 95%. For instance, if a Durango pilot's normal saturation is 93%, he or she **should** use oxygen at 88% and **must** use oxygen at 83%.

Pilots who live at lower altitudes, such as 1,200' MSL, might have a normal saturation of 98%. Therefore, he or she **should** use oxygen when saturation reaches 93% and **must** use oxygen when saturation reaches 88%.

How much oxygen should you use?

You should plan to use one liter per 10,000 feet. If you are at 15,000 feet, you should be using 1.5 liters. That might be too much; especially if you are using an O_2 conserving *oximizer* canula. By referring to your oximeter, you might find that .75 liters keeps your lungs happy at 15,000 feet.

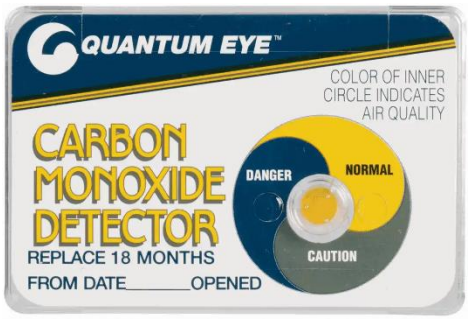
Carbon Monoxide is Tricky

Carbon Monoxide binds to hemoglobin like oxygen binds to hemoglobin, except it is greedier than O2 and binds at a higher attraction rate.
A little bit of carbon Monoxide can cause problems. If carbon monoxide is in your system, it will increase the redness of your blood, tricking your Pulse Oximeter into reading higher. It is critical that pilots recognize carbon monoxide poisoning, and apply immediate action to treat those symptoms before they get worse.
Symptoms will mirror that of hypoxia because an increase of CO in the blood implies you are suffering from hypemic hypoxia, (occurs when the blood is not able to carry a sufficient amount of oxygen to the body's cells).

Pilots must pay special attention to the sources of carbon monoxide in the fall and winter months as damage may have occurred months before, but it does not manifest itself until cold weather arrives and the cabin heater is in use.

Percent CO in Blood	Typical Symptoms
<10	None
10-20	Slight headache
21-30	Headache, slight increase in respirations, drowsiness
31-40	Headache, impaired judgment, shortness of breath, increasing drowsiness, blurring of vision
41-50	Pounding headache, confusion, marked shortness of breath, marked drowsiness, increasing blurred vision
>51	Unconsciousness, eventual death if victim is not removed from source of CO

Passive Detectors:



The Quantum Eye Carbon Monoxide Detector [Amazon] is a great passive choice.

Advantages of Passive Detectors:

- Low cost.
- Works independently of electrical power.

Passive Detector Disadvantages:

- Pilots must monitor the indicator as it will not produce an alarm.
- Must be attached to something in view.

Electronic Detectors:

Electronic detectors such as the Pocket CO Carbon Monoxide Detector [Amazon]

Electronic Detector Advantages:

- Audible alarms when carbon monoxide rises.
- Convenient enough to be carried at home or in a vehicle.

Electronic Detector Disadvantages:

- More expensive than passive detectors.
- Generally, it requires batteries.

In January 2022, the National Transportation Safety Board as the Federal Aviation Administration (for the second time) to require carbon monoxide detectors in general aviation aircraft. Yet, in the United States, CO detectors are NOT required. The Mooney Flyer highly recommends that you invest in a CO detector for your aircraft. Your life and the lives of your passengers are priceless!

It is important that the CO detector be installed in accordance with manufacturer recommendations.

Rules of Thumb for Takeoff Performance

Nothing substitutes for your POH… EVER! However, keeping some useful Rules of Thumb in your head can be helpful. In this article, I will share some of those rules that can guide you or backcheck your decisions for taking off.

Weight

Weight has a significant impact on your takeoff run. A 10% increase in your weight adds approximately 20% to your takeoff length.

Weight Again

We've seen the impact of weight on your takeoff run, but what's the impact to your takeoff airspeed. The rule of thumb is a 10% increase in weight increases your takeoff speed by 5%.
On landing, you can subtract 4-5 knots from your approach speed for every 300 lbs. that you are under gross weight. Your POH publishes approach speeds at max gross, but as you get lighter, the required airspeed drops and so does the amount of time that you will float if you don't adjust for weight.

Headwinds

We all know headwinds are takeoff and landing blessings, but did you know that a headwind that is 10% of your takeoff speed reduces your takeoff roll by 20%. The trouble with this rule of thumb is that if you rely on the takeoff roll savings and the headwind ebbs during your roll, you will end up using more runway. So, etch that in your heart and mind.

Tailwinds

Sometimes we need to take off with a tailwind. This may be because the runway is one way to land and the other way to depart, usually due to terrain or other obstacles. A good example is Goulding's Airport in Monument Valley. On one end of the runway, there is a huge cliff and rising terrain. One time we had to depart with a 20-25 knot tailwind. What made it worse in my head was that the cliff might be causing a downdraft as well as the tailwind. The good news is, on departure, there is flat desert for 40 miles. In the end, I lifted off in the expected length and climbed out without issue.
The rule of thumb for a tailwind departure is, "For every two knots of tailwind, your takeoff roll increases by 10%."

I have chosen to do a tailwind departure on a few occasions at South Lake Tahoe (KTVL) due to the presence of the Sierra Nevada mountains at the end of runway 18. My personal tailwind threshold is ten knots and I have had no issues during cooler days.

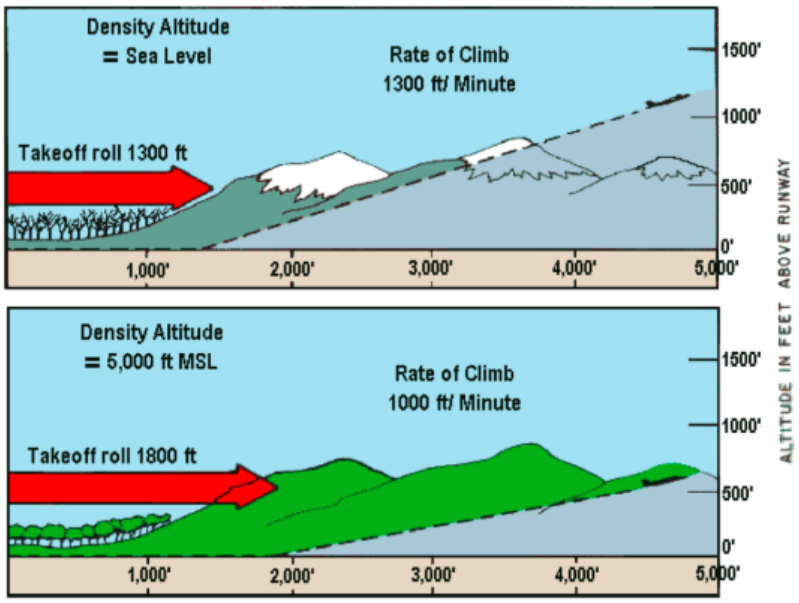
Sloped Runways

There are a few sloped runways that I have flown into. Sedona (KSEZ) and Catalina (KAVX) are two that come to mind. At Sedona, the lure is to depart down the sloped runway. There are terrain obstacles on the upslope departure end and no obstacles on the downslope departure. I have departed with a tailwind (not exceeding 8-10 knots) and also departed upslope and flew around the terrain. The rule of thumb is if the tailwind is more than 10% of your takeoff speed, you should consider taking off uphill with a headwind.

Density Altitude

I never mess with Density Altitude, and you really should rely of your POH and actual performance in your Mooney. As you know, our Mooney's actual performance seldom lives up to the performances from your POH. It's better to be conservative.

The rule of thumb is to increase your takeoff distance by 10% for every 1,000' of Density Altitude. Temperature is a key factor in Density Altitude. Increase your takeoff distance 12% for every 15 degrees warmer than standard.



When to Abort Takeoff

Here is another rule: If you haven't reached 70% of your takeoff speed at the halfway mark on the runway, abort the takeoff. I don't care for this rule because I think it's too simple in its composition.

Rather, I think you should use your POH charts and absolutely know how much runway you need to depart safely with or without the FAA trees at the end.

I think you should increase the POH distance by 20%, if not more, especially when you have a shorter runway or have a high-density altitude.

Pick a marker on the runway where you will abort the takeoff if things don't feel right. Things that don't feel right include less than expected airspeed, a noise/vibration from the engine, or other things you feel aren't right about your Mooney, because you fly her regularly.

Anyway, that's just my $.02

Summary

Rules of Thumb are good for a quick estimation of performance but never a substitute for your POH and actual performance of your Mooney.

The Letter

By Don Maxwell

Life is full of letters. I think of the song *The Letter* by the Box Tops and Letters from friends, family, and every tax entity there is. My most memorable letter came in 1968. It was from the local draft board and began with "Greeting." The last letter has really hit home. It was from my aircraft insurer.

Last year I had just turned 74 and I was about to go with the BasicMed option. However, the insurer said not only could I not do that, but from now on, they would require me to get a 2nd Class Medical each year. I felt that requirement was not too bad and complied. This year at insurance renewal, they said they had good news and bad news. The good news was that I could go with the BasicMed. The bad news was, now that I'm 75, they would not insure me in my customers' planes without another pilot on board. That hit me hard. I've been flying for 57 years with 54 years in every model Mooney has produced. My 10,000 hours are accident and violation free. I have a Commercial Certificate, with an Instrument rating, single and multi-engine land, and single engine sea. I fly each plane that comes in for an annual inspection twice; a pre and post annual flight. That's 166 planes a year, with a minimum of 330 flights, take-offs, and landings each year. Each flight is about 20 minutes, adding up to 66 hours each year. Thankfully for the business and our customers, a few years ago, my son Paul started doing the pre- and post-inspection flights. So, for our business, it's not a problem. But for me, it's a huge disappointment.

My situation is not unique. For the last six to eight years, I have seen this happen to many customers that are 65 and older. It usually happens after

an incident such as a gear up landing or prop strike. Most of these pilots have never had a claim before. After we repair the plane, we call the customer to let them know it's ready. Many times, they reply, "My insurance company will no longer insure me." Then they ask, "Can you help me sell my airplane?"

The insurance world has been hit with some big losses in the past years. Nearly every Monday morning I get a call from someone who has bent their plane. We repaired over a dozen gear up/ prop strikes last year. In the last few years, the repair cost for those types of incidents has increased 30%. Most everyone blames COVID for the cost increase. Yes, it has played a large part.

I blame most of the claims on training. We sell about 65 Mooneys a year and the insurance requirements vary wildly, requiring anywhere from 3 to 25 hours with an instructor. For low time newbies, some insurers require 50 hours with a CFI. Most insurers don't require the instructor to have a minimum amount of time in a Mooney.

Interestingly, many of the incidents we see happened with an instructor on board. In a few cases, the same pilot and instructor have made multiple gear up landings. I have seen scenarios where the instructor cannot fly the plane without the non-rated pilot on board because the CFI cannot meet the minimum time. However, he or she can still function as an instructor. I call it the blind leading the blind.

Twenty-five hours of training depends on what is being accomplished. Twenty-five hours of cross-country time teaches very little. Don't let the instructor decide what you should accomplish on your flights. I believe those twenty-five hours should be completed between three or four airports within a 50-mile radius. The flights should include lots of pattern work, all types of landing configurations and wind conditions, with full stop landings. Mooney's are not Cessnas and they must be flown by the numbers (in the POH) to make a good landing. If the POH indicates a final airspeed of 75 knots and you are 10 knots too fast on final, especially in the long bodies, you are setting yourself up for a prop strike. If you have one bounce, go around. You may get away with a second bounce, but the third will end up with a prop strike.

You need to be satisfied that you are ready to be signed off. If you feel you need more time, don't accept the minimum required and fly more. It's not about the signoff, it's about being safe and competent in your plane with your family in it.

Doing this, maybe we can keep the claims down and thus the premiums. When looking for a CFI, make sure he or she has recent Mooney time. A CFI that flew a C model 10 years ago is not competent to check you out in your Ovation. There is an impression that anyone with an instructor rating is akin to Chuck Yeager and can fly anything. That may apply to some CFIs, but not many.

The Mooney flyer, a free monthly Mooney magazine, has a list of recommended CFIs that are Mooney qualified. Also, there is a Mooney Pilot Proficiency Program that meets quarterly for recurrent training. Check these sources and always use a qualified Mooney instructor.

For training, Don Maxwell Aviation has some locally qualified instructors as well as a full-motion Red Bird simulator that we acquired from Mooney. We start training in the sim to get acquainted with the aircraft and then we fly. First, learn to fly the plane and then learn about the gadgets.

My insurance company will still let me fly our personal planes and I can still go with a customer if they have an issue that I can help them with. If you want to fly with me, I am extremely crabby and call them like I see them. Therefore, your feelings may be hurt. We don't need iPhones and iPads to fly, so we will leave them in the office.

Trip to Leavenworth & Lake Chelan

by Linda Corman

Phil and I decided after spending almost three weeks in our favorite resort, Sunriver (S21), we needed a vacation away from a vacation. Our family had just spent a short time in Leavenworth, Washington, about three hours from Sunriver. They were excited about this cute little town and could not stop talking about what a good time they had. So, off we went to Wenatchee, (KEAT), which is the nearest airport to Leavenworth.

We enjoyed the flight as we looked down on a vast tan and brown land with occasional green. Crossing the great Columbia River was a thrill and added a deep blue to the colors of our flight. Before we knew it, we were landing, but had a slight hitch. Seattle Center asked Phil if he knew about the NOTAM for KEAT. Phil did know about it but had misread the times since the NOTAM publishes times in UTC. The NOTAM indicated that you needed prior permission to land at KEAT. The Center controller was sympathetic. Phil cancelled flight following and called Wenatchee on 123.0 MHz (CTAF/Unicom). He begged for permission to land and was immediately given permission. Our mini crisis was averted. The NOTAM was for resealing the runway. We got our rental car and headed to Leavenworth which is just a short half hour away.

You know you have arrived as the town is Bavarian from end to end. Even the MacDonalds looked Bavarian. We got a room in a really cute hotel, the Bavarian Lodge. It has flowers in window boxes and everywhere you look on the entire front of the hotel. We checked in and decided to find a restaurant.

Our family had talked about a really fun and good place to eat called Rhein Haus, just across the street from our hotel. You will find the restaurant on the second level and it's like you are in Bavaria. Their Brats rolled bacon, sauerkraut, and surprise Margaritas are great.

After lunch we wanted to walk around and check out the stores. I was happy to find the stuff in the stores was first class. Some clothing was a bit high end and quite pricey. The town is loaded with food, chocolate, and ice cream. We entered a coffee shop with huge cookies and any pastry you could imagine. It is called Gingerbread Factory. After so many sweets, we needed to walk it off.

We went a few blocks down to the river for an easy stroll. The walk was wonderful with early autumn colors and constant views of the river, the forest, and the tall, majestic Cascade Mountains.

The next day we were on the road again to a fairly large lake called Lake Chelan. We drove through the town looking for a good lunch. Good luck! In the middle of the town, we found a restaurant called The Landing. We had one of the best Yellow Curry dishes ever. We were early to check in, so we drove around and did some sightseeing, stopping and looking at the scenery. We finally got into our room at the Mountain View Lodge. It is a really nice hotel. As evening came on, we noticed a wine tasting room across the road from our hotel called Twisted Cork and Taphouse. It was really good. To say the least, our vacation within a vacation was a great idea and a wonderful trip.

Oshkosh 2023 Round Up

It begins when you hear those magic words over the radio, “Welcome to the Show!”

Oshkosh isn’t something you attend; it is something you experience. It is commonly referred to as Oshkosh or just Osh. Trying to explain to people outside the aviation community what EAA Airventure is, presents a challenge. Even to those in the aviation community, it is hard to put into words the scope and magnitude of the experience.

I usually end up saying something like, “It is the biggest air show event in the world. They have an airshow every day for a week. Any vendor that has anything to do with aviation is there, and there is just about every plane you’ve ever heard of, and then some. You see planes from 1930’s that look better than when they rolled off the production line.”

Even that doesn’t really describe the event. When I tell them that this year there were about 677,000 people that attended and more than 10,000 planes that flew in, it blows their minds. Here are a few other random numbers from the Oshkosh 2023 News Release.

- There were 21,883 aircraft operations at Wittman Regional from July 21-31.
- When the airport was open, it averaged 148 takeoffs/landings per hour.
- Camp Scholler (outside the airport) is 350 acres and turns into a city of about 32,000 people.
- There were 848 Commercial exhibitors.
- 2,372 attendees from 93 countries outside the U.S. registered at the International Visitors Tent.
- There were 863 media representatives from six continents.

In 2021 I arrived Sunday morning and was parked near the south end of the Vintage Aircraft Camping in the South 40. It was a nice spot. I thought, since we got there on Saturday, we would get a closer

parking spot. I am now of the opinion it doesn't matter. We arrived, held up our VAC (Vintage Aircraft Camping) sign in the window and followed the marshal's directions. Then we watched as we taxied past empty spots and completely empty rows before we were parked in 148, which is two rows from where VAC officially ends, and the South 40 begins. We were three rows further away than in 2021.

The next time I fly to Osh, I will plan to arrive Thursday mid-day before the afternoon airshow and let them plug me in a spot where someone has departed. One other drawback of the early arrival is that only some of the food vendors are open and none of the Exhibit Hangars are open. You are limited to just walking around and looking at planes. Granted, there are a lot of planes to look at, and it is not a terrible way to spend the day.

Speaking of limited food venues, we were like a couple of starving college kids when it was time for Saturday's dinner. After timing it to arrive between the rainstorms, we set up our tent and relaxed inside until the rain passed. Half-starved, (not really, but we were hungry), we wandered over to Red One Market East and evaluated our options for food. We settled on a Totini's Pizza, cooked it in their oven, and ate there at the counter.

This isn't really a complaint about the parking. I was initially annoyed, but we were close, (not too close), to the porta-potty, close to the showers, and the bus would stop and pick you up or drop you off nearby. Over the next few days, talking with different North 40 folks, we were convinced that we LIKED where we were. They complained about noise from large groups late into the evenings, along with road noise from the nearby streets. Where we were, it was quiet.

Just to make myself feel better, I measured distances on Google Maps from the west end of the North 40 to Boeing Plaza and our location to Boeing Plaza. It clocked in at 1.59 miles from that part of the North 40 and only 1.46 miles from our campsite. However, if you are in the far reaches of the South 40 and NOT Vintage, it is almost two miles to Boeing Plaza and yes,

the buses do run all the way there. The North 40 puts you closer to Target and some restaurants, but I'll take the quiet area to the South.

Here are random observations, in no particular order, of our likes, dislikes, and lessons learned from our second trip to Oshkosh.

Keep your eyes open! You never know what will be flying in and what you will see. The NASA Super Guppy was there this year and we missed seeing it land. We did see it take off and come around for a low-ish pass which was awesome. 'Connie', a Lockheed Constellation, was scheduled to be there, but had mechanical problems and showed up later in the week after we departed.

The Boeing Dreamlifter, a converted 747-400, flew in and was on display. Again, we missed the landing. Along with the Super Guppy, it had you shaking your head at the aerodynamics of flight.

Have you ever been given an intersection departure? We watched an Airbus A-350 make an intersection departure on 18. Granted, 18 is 8,002' long, but still, a massive A-350, making an intersection departure, is pretty cool.

Keep a refillable water bottle with you. There are drinking fountains around but none of their bottle filling stations work. Inside Exhibit Hangars B and C on the east sides, there are bottle filling stations with cold water. There are some water refilling tanks on trailers. They look like a large white potbelly stove on wheels marked "Jim's Water." These are along Whittman Road south of show center and have better water than anything that comes out of the drinking fountains.

While I'm mentioning Exhibit Hangar B, it has air-conditioned restrooms. You may laugh that I point that out, but when it is hot and humid, you will likely find yourself planning your day around restroom breaks at Hangar B and walking the extra steps for the air conditioning.

Be ready to walk . . . a lot. Sunday, before all the trams were running, we walked 20,797 steps which comes out to 10.3 miles. Speaking of trams, if you are parked in the South 40, they added an Express/Direct Tram. It picks up at the stop just south of the Ultralight Field and drops you off between Hangar B and D. There are no intermediate stops.

When EAA publishes the schedule of exhibitors and speakers, go through it BEFORE you get to Osh and highlight the ones you want to see. There is also an app on your phone that allows you to mark

the presentations that you want to attend. The app will send you reminders. I suggest you plan BEFORE you get there, because once you are there, you will likely be overwhelmed and miss out on some.

The best one we attended was “Flying for Hollywood” at the Theater in the Woods. The main speaker was Kevin LaRosa II. He did all the camera flying for Top Gun Maverick and Devotion, along with over 100 other motion pictures and commercial productions. To say it was fascinating is an understatement.

I regret we didn’t plan more forum visits ahead of time. By the time I was looking through the program, we had either missed someone I would have loved to hear, or they were a long walk from our current location. Had I planned better, we could have mapped out the day to be in the right area at the right time.

You should catch at least one show at the Fly-In Theater. Look at the schedule and pick something out. In 2021 I saw a documentary on the Albatross that was very well done. This year, on Sunday, they were showing Top Gun Maverick, so it was a no-brainer what we were going to watch. Get there early to scope out a good spot. Bring chairs and bug spray. In fact, every evening as dusk approaches, you will want to either be inside or properly guarded by bug spray.

If you choose to sit on a blanket, you will need to strategically place yourselves around people in front of you who are sitting in chairs. There is free popcorn but go ahead and drop a tip in the jar. If you are there early, you can just walk right up and grab multiple bags. If you wait until just before the movie starts, the line will be 50+ people long. The free popcorn is standard fare movie popcorn, but I suggest you that you buy a bag of Faris Gourmet Popcorn. ♡♡♡

Part of the experience is leaving the Fly-In Theater after the movie. As you make your way back to your camp, you will be among numberless bikes and a sea of people on the road. You will get a small sensation of the size of the city that is Camp Scholler.

And while we're on the subject of bikes, pause and ponder the bike pen outside the gate near Camp Scholler. I have no idea how people find their bikes later in the day.

At some point you must take the trip out to Seaplane Base. Sign up for the free boat tour and just spend some time relaxing there while you enjoy the slow, quiet pace which is in stark contrast to Whittman Field.

If they are selling the Pulled BBQ Pork Mac-n-Cheese, you are doing yourself a disservice if you don't try it. We ate a lot of food at Osh, but that was right up there with the most delicious.

That brings up the topic of food trucks. There was an Osorio's truck, with amazing food, parked down by the Ultralight Field. Don't think you will get the same food at Osorio's concession stands. I don't know why, but their concession food isn't as good as the food truck's food. The El Agave food truck by Exhibit Hangar B was great too!

Plan at least one evening to show up for the STOL (Short Takeoff and Landing) event at the Ultralight Field. It is like watching a flying rodeo, complete with announcers and judges! It is highly entertaining. Stick around for the Twilight Flight Fest and watch the lit up powered paragliders fly around.

Set up your chairs or shade for the afternoon airshow ahead of time, instead of carrying them around all day. We didn't have any issues with anyone taking or moving them. When I was at Osh in 2021, I saw someone with a light weight Helinox Royal Box and decided I needed one for some shade. I was a little nervous about leaving something that expensive alone all day, but I set it up, staked it down, and left our chairs in it. Nobody ever bothered it or the pricy lightweight chairs. If you do pop up a shade, be courteous and don't do it at the front of the flight line. Pick a spot further back. You will still have a great view but won't be blocking other's views.

By midday, you will probably want a break. The Theater in the Woods is central, and typically, there is nothing going on during the day. You can lay down across the padded chairs and take a nap. In some parts of it, the air isn't moving, but if you walk around, you can find a spot with a breeze going through.

If you find yourself getting a little overheated and you are near Exhibit Hangar B, on the north-east corner there is an A&W with amazing root beer floats! There are other A&W vendor booths scattered around, but the one at Hangar B serves them in a big paper cup, which seems to keep them cool longer than the plastic cups at the other places. I'm not sure that a root beer float is an official way to manage heat exhaustion symptoms, but for us, it seemed to work. 😊

Try to time your trip to see either the Wednesday or Saturday night airshows. You don't want to miss planes streaming showers of sparks, shooting fireworks from their wings, and fireworks launched from the ground WHILE a plane flies around them, launching its own fireworks. Then, stick around for the actual fireworks show. It is a top-notch show capped with a wall of fire that from 1,000 feet away, you feel the heat from the concussion blast.

In 2021 I never made it over to the museum. Don't make that same mistake. It is very well done and has an incredible number of displays. You could spend an entire day in there if you were to stop and read about all the different displays. It is also air conditioned, which makes it a great midday stop.

Talk to people. This is outside my comfort zone, as I would rather just keep to myself and watch the planes. I was able to meet some great folks and learned that Osh is even bigger than I had imagined. While waiting for the bus to return from the Seaplane Base, I visited with a pilot from England. He was part of a group of 18 that came over because they wanted to experience Osh.

On another bus ride, we talked with two guys that had flown from Argentina to Osh in their Aztec! And I thought I had traveled a long way from the West Coast. Finally, while sitting, waiting for the afternoon airshow, a guy sat down next to us. He is from Australia, owns a de Havilland Gipsy Moth and like the guy from England, had a dream to come experience Osh. He showed me pictures of formation flying with a de Havilland Tiger Moth. During Osh, I met people from three different continents.

If you park in Vintage, you can ask them to judge your plane. It does not need to be show plane quality, but you can still ask that it be judged . . . and they will. You can stop by the Vintage Red Barn, just south of Boeing Plaza and pick up a very cool, free glass mug.

Free Breakfast and a Plaque: After they judge your plane, they will take a picture and you can pick up a plaque with a picture of your plane. I wasn't going to get the plaque because it felt like getting a participation ribbon, but at the urging of my wife, I did it. If you aren't a member of the Vintage Aircraft Association (VAA), which is different than your EAA Membership, then I think it costs $15 for the plaque. I wish I'd had more information at the beginning of the week. If you are a VAA Member, then breakfast at Tall Pines is free. We ate at Tall Pines every morning. It's a decent breakfast and I think it costs around $11. Had I paid for a VAA Membership, after the free breakfasts and free plaque, I would have come out slightly ahead. However, I didn't learn about the free stuff until Wednesday afternoon. That's just something to keep in mind.

If you are tent camping and haven't camped with a cot, I highly recommend it. We have always used air mattresses, which are nice, but they are nothing like a nice cot. To keep weight down I splurged and got two Heliniox Cot One Convertible with the leg extensions. They are amazingly comfortable and with the extensions, you can sit on them and put bags and other things under them.

If you are going to leave in the morning, it is worth getting up early, getting packed up, and starting up when they open the field at 6:00 am, or as close to it as possible. The longer you wait, the more time for things to go sideways and leave you stuck in a line of taxiing airplanes that are going nowhere. We spent almost three hours from when we started up to when we were finally wheels up. In 2021 it was 21 minutes from startup to wheels up from almost the same camping spot.

I was going to do a full writeup about the flight home, which was the best kind of flight, uneventful, but I have rambled on long enough. It did include an aerial tour of Chicago, along with some other adventures, but that will have to wait.

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.

The Voice

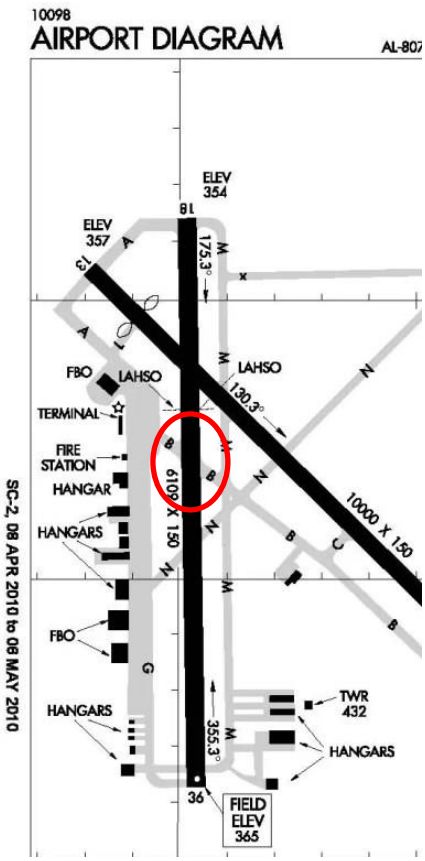
by Don Maxwell

I hear a voice in my head. I always have. Hopefully, you do also. It has always directed me in the right direction. The problem is, I don't always follow its advice. I often kid about the voice, but this is a story where I did listen, and the results were good. Hopefully, it doesn't result in a letter from the FAA's medical branch in Oklahoma City.

Today's flight was for a new engine installation test flight. Weather was good and the plane was a Mooney M20K 231. The engine was a TCM Remanufactured engine. The engine was installed with new mounts, hoses and baffling. The prop and governor had been freshly overhauled. The engine was test run and leak checked. The fuel system was set up and adjusted per TCM SB97-3. The plane was ready for its test flight.

The flight was to be a normal new engine break in flight, one that I had done many times. I called ground control and requested taxi instructions. As expected, I was given runway 18 at Bravo via Bravo taxi way for an intersection take off.

My first flight was at this airport in 1957 in my Dads D-18 Twin Beech. Since that time, I have probably used the full length of Runway 18 less than a dozen times. I had also flown off Gladewater Airport for 25 years, which has 3,300 feet of runway with trees and a river bordering the field.



Runway 18 at KGGG is 6,100 feet long and 150 feet wide. Runway 18 at Bravo is 3,450 feet and is normally used for departures. Today, as normal, I started taxiing to 18 and Bravo. As I approached taxiway Mike, I just had this feeling that I should use the full length of Runway 18. The feeling of using the full length of 18 was like a voice I could not refuse. I requested Runway 18 full length and taxied to the end of 18. The run-up was good, and everything was ready to go. I called the tower and received clearance for takeoff, runway heading. I entered the runway, applied power and all was normal. At 60 knots I rotated and established a normal climb out. Gear and flaps were retracted. As I approached 600 feet with the control tower on my left, I lost all power. I scanned the gauges, made sure the mixture was full in, hit the boost pump and nothing helped. I declared an emergency and told the tower I was going to runway 13 and I would be passing directly over the tower. They cleared me to land on runway 13. I turned toward 13 and started doing everything I could to get it running again. I pumped the throttle and mixture controls. I switched tanks and tried the boost pump again. Nothing worked. It looked as though I was going to be a little short of the runway and was going to hit the embankment below the runway. At that time, the engine came to life for maybe five seconds at full power and then

died again. The power surge was just enough; I was going to make the runway. I was about 25 feet up and headed about 30 degrees to the runway. I gently added a little bit of right rudder and kept the wings level. I was going to make it when I thought, damn, the gear is up. I put the gear in the down position and heard the gear lock down and the tires skid at the same time. We hit a little hard on the left main first, but all was well. The ground roll was very short. I just sat in the seat for a few seconds wondering how this happened. The tower called and all he said was, “I can’t believe you pulled that off.” I said, me neither and asked that they send a tug.

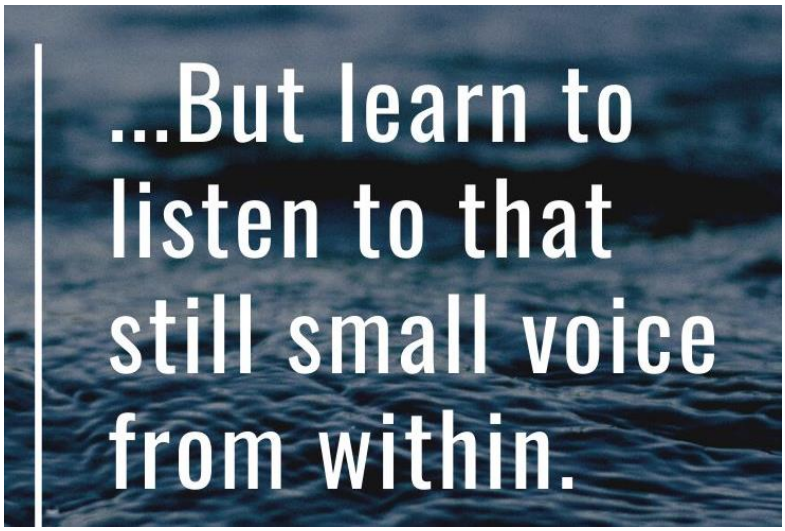
The tower called and talked to Jan. He told her that they thought I was going to crash into the tower. I only cleared the tower by about 50 feet and the controllers hit the floor. I had no intention of hitting the tower, but it was in my direct track to runway 13.

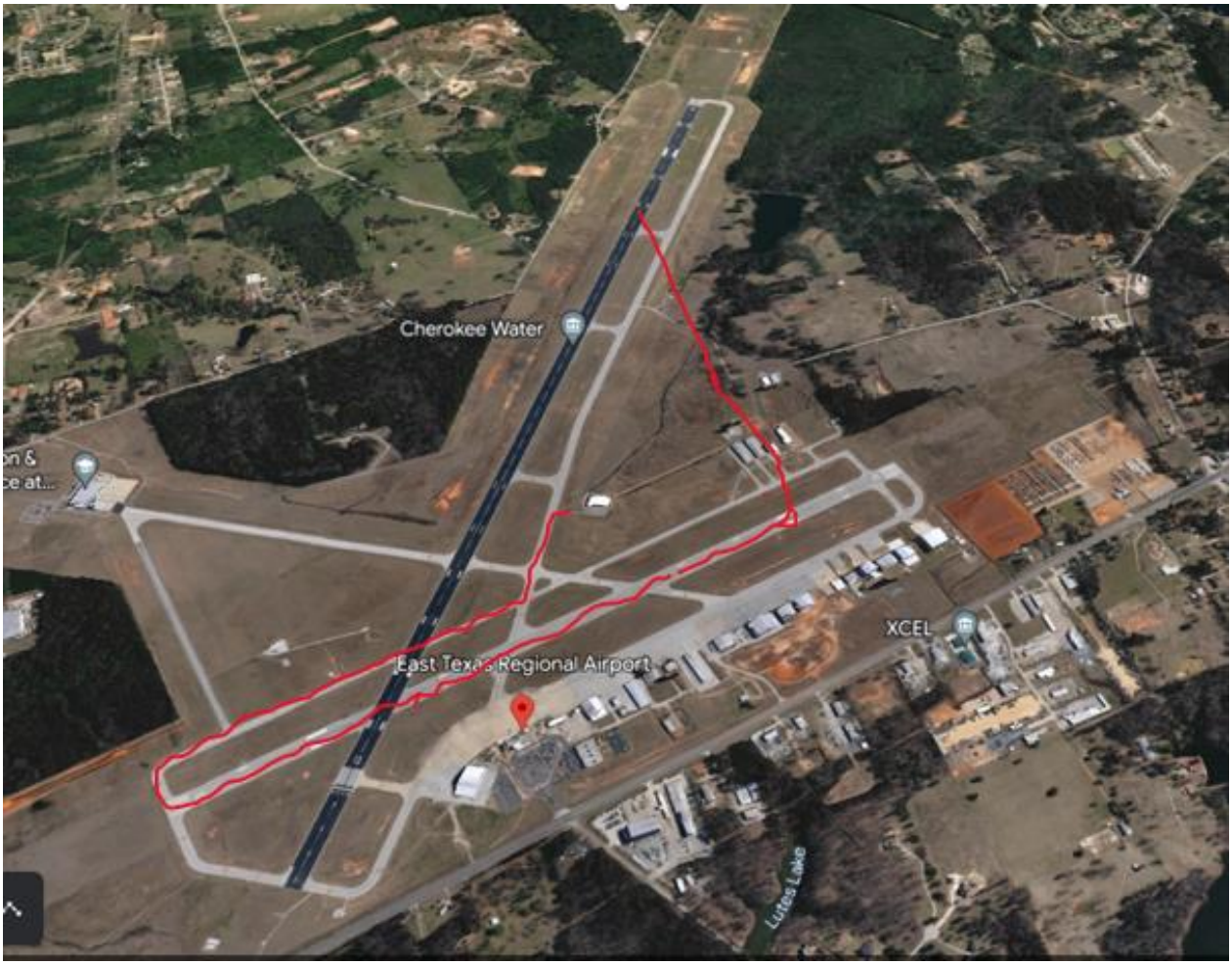
The cause of the power loss was a plug in the back of the fuel flow divider on top of the engine that had come out. There was no damage to the plane. I thought maybe the left gear door might have been damaged, but inspection found none.

The adage that you can’t use the runway behind you proved true for me. If I had taken the intersection takeoff as originally requested, the engine failure would have happened near the end of the runway with no safe place to go. The plane would have been damaged for sure, with possible injury to me.

The question I have is, what would have happened if I had not listened to the voice and used the full length of the runway? Why did the engine come to life, adding just enough power to safely get me to the runway? If I had left the gear and flaps down, I surely would not have made the runway.

People say that this was successful due to my experience. We see about 165 airplanes a year. I fly each one on a pre and post annual test flight or 330 takeoffs and landings a year, at least. I have had several engine failures over the years and these never resulted in damage to the aircraft. I believe this was more than experience. I am a believer and I think He had a hand in this. When in doubt, listen to the voice.





Flying is the art of learning to throw yourself at the ground and miss.

Thunderbird Aircraft Sales

Specializing in pre-owned Mooney Sales and Brokerage

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

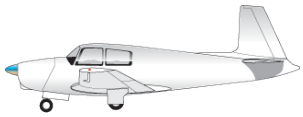
Clinically Hypoxic

Many healthy, normal people don't realize that flying for three hours at 8,000 makes them Clinically Hypoxic!!! That's right. The late Bob Actel had it right all along and preached this all the time. Long ago, I changed my oxygen flying protocol based on this information, and you should consider it, too. My protocol consists of Oxygen (when available) at 8,000' during the day and 6,000' at night. I am 63 years old and of course, younger people can probably hack it better, but here is what I have found: 1.) You become very sharp in the cockpit like "ICEMAN" in TOPGUN. Everything you do is concise and on point, as it should be, when you are flying an airplane that is going the speed of an F4 Tornado!!! 2.) Your Comm becomes almost perfect, and again, very concise!! 3.) You feel FANTASTIC after the flight and if it is a business trip, you are very ready for concise negotiations with zero fatigue. In fact, you're lit up and ready to take on the world!!! 4.) A little-known fact is that oxygen is one of the best aphrodisiacs in the world. But let's keep that between us;-)

PS: Of course, Pulse Oximeter yourself when flying, however, no one ever thinks to try a Pulse Oximeter at a lower altitude like 8,000'. Try it sometime. You may be in for a real eye opener!!

DM

Mooney Maintenance



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

Tom Rouch

Founder of Top Gun Aviation, Stockton, California

TG

Send your questions for Tom to TheMooneyFlyer@gmail.com

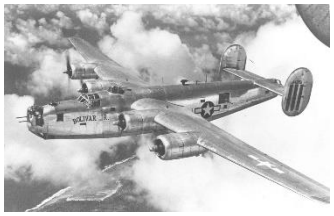
What are the most common problems/failures of the Turbo systems in our Mooneys. What would you recommend to pilots to reduce the chances of failures or extend their life?

I looked at this question and had to really give it some thought.

Tom's Answer

Turbo systems in Mooneys, or for that matter, any airplane or car, are one system that is almost trouble free. By design, turbo systems are almost automatic. Their purpose is to provide extra air to the engine combustion system, which then adds more fuel, which produces more power. Driven by exhaust gas, they are an efficient fan.

When the fan spins faster, it produces more air for the engine. It is really a simple operation. Many of the newer cars in production today have smaller displacement engines. When these engines are turbocharged, they produce greater horsepower. Because the engine is smaller, it weighs less, and is less costly to build. Although most of the engines in our Mooneys are an older design, the basic principle is the same. The one major difference in an aircraft is, because of the additional air supply, the turbo allows you to maintain that horsepower at a greater altitude. Without the turbo, after takeoff, a 250 HP engine starts losing horsepower and suffers greater HP loss after about 10,000 ft MSL. In WWII, with turbocharged B-17, B 24, etc., these aircraft were able to operate above 20,000 ft. In turn, their range increased because they could operate in thinner air with sea level horsepower. The same applies to our Mooneys today.



As an answer to the original question, there is little a pilot needs to do to extend turbo life or prevent failure. The systems are basically automatic and operate continually. The main control is operating your plane by the book and monitoring engine temperatures. Since the turbo is driven by hot exhaust, air overheating can cause damage. However, if operated by the book, the turbo will last the life of the engine.


PAA
PAA

1. You called the Ground Controller and told her you were ready to taxi. The controller cleared you to taxi to runway 22 via Alpha. Of all the luck, as you neared the runway, you discovered you might be behind a CRJ-200 commuter jet. You heard the Ground Controller tell the commuter they have a release time of 1435, and the current time is 1420. Soon thereafter, the Tower Controller told the commuter that they are released and cleared for takeoff.
When the CRJ pulled out on the runway, you told the tower that you are, "Ready in sequence." However, the Tower Controller replied, "There will be a 3-minute delay behind the commuter." What are your options?

a) You must sit here for another 3 minutes.
b) Tower can clear you for takeoff if you just ask.
c) You can tell the tower that you will waive the 3-minute requirement.

2. Which action is appropriate if an aircraft, operating under 14 CFR Part 91 and for which a master minimum equipment list has not been developed, is determined to have an inoperative instrument or piece of equipment that does not constitute a hazard to the aircraft?
The item should be:
a) Removed and repaired prior to the next flight.
b) Repaired and returned to service within the next 10 hours.
c) Placarded as "INOP" and repaired at the next required inspection.
d) Deactivated and placarded as "INOP," but repairs can be deferred until the next annual.
e) Deactivated and placarded as "INOP," but repairs can be forever deferred.

3. You think you have finally memorized all of the FAA acronyms. Then, along comes EMAS. What is that?
a) Emergency Memory Attribution System."
b) Engine Monitoring Automation System.
c) Engineered Materials Arrestor System.

4. Ok, Master of the Acronym, (MOTA), what does ASDE-X stand for?
a) Atmospheric Study for Dark Energy - Experimental
b) Astronomic Space Detection Exospheric Satellite Experiment
c) Airborne Spectrographic Detection Equipment X-Ray spectrum
d) Airport Surface Detection equipment model X
e) Automated (composite) Surfaces Deformation and Entropy X-Ray equipment for composite wings

Answers:

1– c. Tower can clear you for takeoff if you just ask, but only behind small jets, and certainly not behind an A-380 or a B-787.

2– e. It can be deactivated and placarded as “INOP.” Repairs can be forever deferred. Kinda like the mini-cassette tape player in my friend’s 1972 Cessna 170B.

3– c. Engineered Materials Arrestor System. Where airports lack adequate space for traditional safety areas, installation of an engineered materials arresting system (EMAS) allows for suitable energy management for a runway excursion aircraft. EMAS is located beyond the far end of a runway where an aircraft is taking off or landing. A properly designed and constructed EMAS absorbs the kinetic energy of runway excursion aircraft in less space and time than traditional safety areas. The material "crushes" under the weight of the excursion aircraft, slowing it down considerably faster than open space. A standard EMAS will bring a runway's critical aircraft to a complete stop when it enters the EMAS at 70 knots or less.

4– d. Airport Surface Detection System — Model X (ASDE-X). It is a surveillance system using radar, multilateration (the process of locating an object by accurately computing the time difference of arrival (TDOA) of a signal emitted from the object to three or more receivers) and satellite technology that allows air traffic controllers to track surface movement of aircraft and vehicles. It was developed to help reduce critical Category A and B runway incursions. The ASDE-X alerts air traffic controllers of potential runway conflicts by providing detailed coverage of movement on runways and taxiways. By collecting data from a variety of sensors, ASDE-X is able to track non-transponder equipped and transponder equipped vehicles and aircraft on the airport movement area.

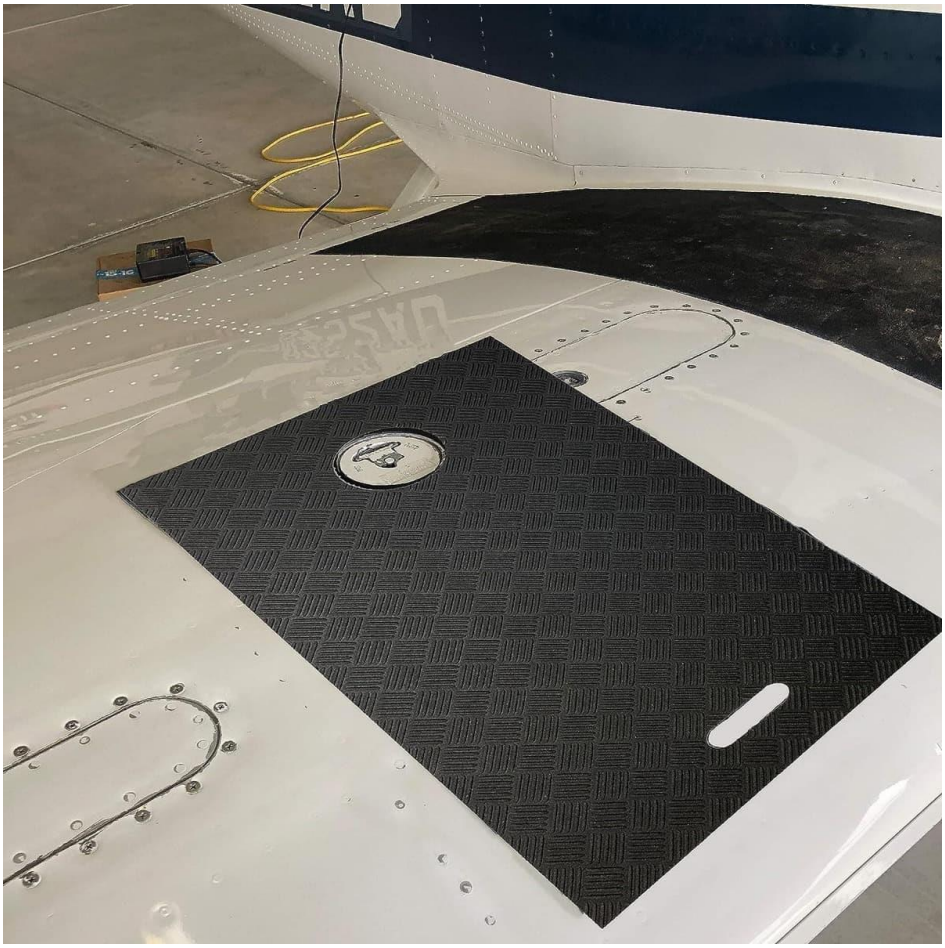
The data that ASDE-X uses comes from the following sources:

- Surface surveillance radar located on top of the air traffic control tower and /or surface surveillance radar located on a remote tower.
- Multilateration sensors located around the airport.
- Airport Surveillance Radars such as the ASR-9; Automatic Dependent Surveillance — Broadcast (ADS-B) sensors.
- Terminal automation system to obtain flight plan data.

By fusing the data from these sources, ASDE-X is able to determine the position and identification of aircraft and vehicles in the airport movement area, as well as aircraft flying on final approach to the airport. Controllers in the tower are presented this information on a color display depicting aircraft and vehicle positions as an icon overlaid on a map of the airport's runways/ taxiways and airport approach corridors.

> The system continuously updates the map of the airport movement area that controllers can use to enhance their situational awareness. It's particularly beneficial at night or during inclement weather when visibility is poor. The ASDE-X system is also equipped with visual and aural alarms that will alert controllers of possible runway incursions or incidents.

Aircraft Refueling Mat



Sam Mannino Enterprises has introduced an aircraft refueling mat that protects general aviation aircraft from scratches and leaks while refueling.

Made of heavy-duty and water-resistant material, this mat is designed to withstand the most challenging conditions, keeping aircraft wings in pristine condition. $99.99 at Amazon.

Events

Florida Mooney Lunch Group	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 **October 14:** Flagler (**FIN**) **November 11:** Lakeland (**LAL**)
MOONEY SAFETY.com	**October 13-14:** Tupelo, MS (KTUP) CLICK HERE for details. Sign Up at https://www.mooneysafety.com/ppp-registration/
AUSTRALIAN Mooney PILOTS ASSOCIATION LTD	**October 20 – 23:** We're planning the next fly-in to Orange in September. Visit Mt. Canobolas, Botanical Gardens, Parkes Observatory, Parkes Aviation Museum and the general area of Orange. 2024 AGM Next year's AGM fly-in will be to Port Lincoln in South Australia. You will be able to enjoy fabulous Coffin Bay oysters, swim with the tuna, visit local wineries and much more.
EMPOA	**Learn more at** https://www.empoa.eu/index.php/en/
Other Mooney Events	**October 6-8:** West Coast Mooney Camping Fly-In at Kern Valley (L05)

Tupelo, MS

Parvez Dara, President, Mooney Safety Foundation

Away from the concrete, glass, and steel jungle; away from multi-lane congested highways, and away from the isolated humans scurrying about looking at their gadget screens, lies the city of Tupelo, Mississippi, a picturesque bucolic landscape south of the Mason Dixon line.

Tupelo hosts around 33,000 citizens and a whole lot more tourists every year. It is a short distance from Memphis, Tennessee. There are parks with zebras and buffaloes. There are over 160 Restaurants that cater to everyone's mouthwatering desire. There are southern comfort foods and then there are dessert cafes that fill the small town with the unique American of yesteryear.

Although each of these attractions has its own magnetic pull, Tupelo is famous for the "King" of Rock n' Roll, Elvis Presley. Elvis was born in Tupelo in 1935 and this is the place where he formed his future and the Assembly of God Church where he inherited his love for Gospel music. This structure still stands and is well cared for. The Elvis Presley Museum sports his memorabilia and details his journey to "Becoming" the legend. A statue exists to honor his legacy. Although Memphis, TN has become synonymous with Elvis, due to his Graceland home, the growing up years in this southern charming city of Tupelo, was where his legacy took roots.

The Mooney Program will soon be hosted at the Tupelo Regional Airport (KTUP) which has a 7,100-foot 18-36 Runway. Our host at the airport will be Tupelo Aviation. Southern hospitality and charm await you as you explore this beautiful destination.

The Mooney Safety Foundation will have Mooney Specific Instructors to help enrich your knowledge and experience at the Pilot Proficiency Program. The weekend program begins on Friday, with didactic lectures on the art of flying the Mooney safely. The lectures deal with the various nuances of the Mooney's characteristics and how best to fly it. Instruction regarding Performance to Emergencies, Night flights to VFR and IFR flights, human factors and surviving engine failures, plus the management of the mechanics of the aircraft itself.

Saturday is a review of the aviator's knowledge and abilities, as you fly with a Mooney specific CFI. The Flight Review details most of the elements covered during the Friday lectures. Each Instructor – will cover far beyond the basic needs of the Flight Review and if the pilot is certified, an Instrument Competency with the requisite, holds, approaches, missed approaches, tracking-VORs, and recognizing failures. It is an accomplishment that allows the pilot, upon completion, to have a robust feeling of having enhanced his or her abilities to fly the aircraft better than upon arrival.

The program concludes on Sunday. As has been observed by others: “Give the Mooney Safety Foundation three days and you will possess tools to be a better, safer Mooney Pilot.”

Food and beverages are provided during the Friday lectures and a Dinner-Banquet is held on Saturday evening to rehash all the tall tales.

Mooney Safety Foundation Pilot Proficiency Programs have glued together an ever-increasing group of Mooney Pilots into a camaraderie that continues over the years. Mooney Pilots have made one of the PPPs as their go-to destinations once a year where they earn 13 WINGS credits and a certificate that helps reduce their insurance premium as well. Some pilots have had 20 or more PPPs under their belt, and they come for more to dust off the rust each year.

If you fly with your family, it is a short hop to West Memphis Airport (KAWM), and a short Uber ride to Graceland. This will complete your desire to see and learn the life and times of the “King.”

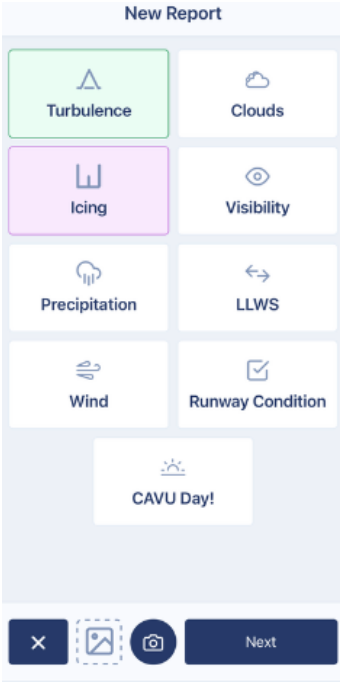
We at Mooney Safety Foundation hope to see you at Tupelo, MS on October 13 -15, 2023. You can register at the https://www.mooneysafety.com for this program.

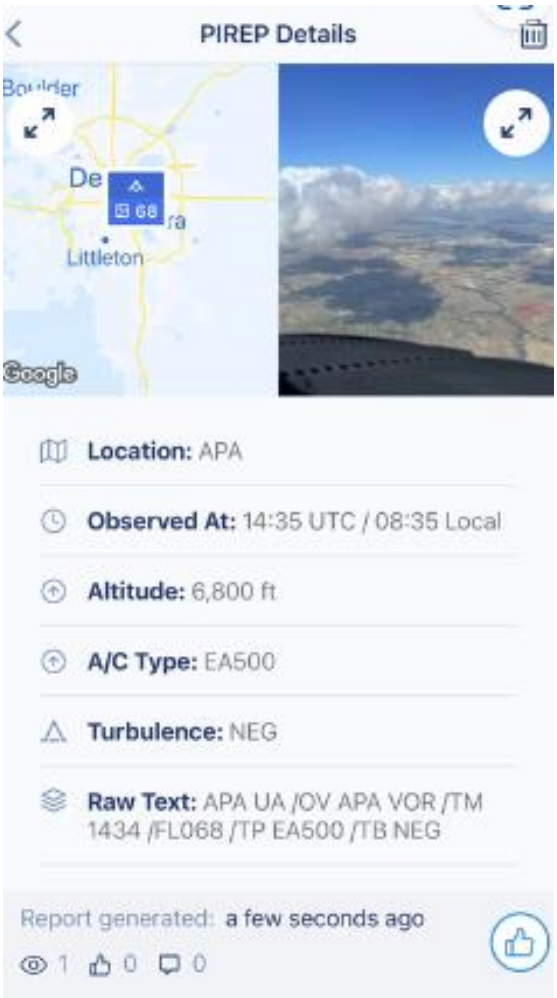
Safety is No Accident.

Fly Virga App

By sharing PIREPs regularly, we are dramatically improving safety for the aviation community. We are all stronger together.

The Virga app is fully integrated with the Aviation Weather Center – PIREPs shared on Virga are synchronized to AviationWeather.gov and PIREPs submitted the "old-school" way via radio are synced onto the Virga map page.





A Picture is Worth 1,000 Words

- PIREPs can be shared with an average of five taps with PICTURES!
- Follow other pilots & friends and receive push notifications when they share PIREPs.
- Share the most up to date PIREPs with lightning-fast speed, even in areas without cell phone coverage.
- Includes all PIREPs shared on AviationWeather.Gov (AWC) and on Virga

CLICK HERE for more info or go to the App Store and download Fly Virga. It's FREE

Parts for Sale

1965 Mooney M20C Mark 21 ($74,999)

180 horsepower Lycoming 0-360-A1D
Johnson bar manual landing gear
IFR capable (VOR/DME/Glideslope)

Mooney cruise airspeed 145 Kts @ 9 GPH @ 5000ft
Or 7.8 GPH @ 8500 ft
Economy mode 87 Kts @ 3.8GPH (low manifold pressure and prop pulled back)

Video: https://youtu.be/RNurNwEwMmg
Photos: **https://aeroplane4sale1.wordpress.com/**
Panel video: https://youtu.be/r1rq_ke0eek

More info on the Mooney: https://mooneyspace.com/topic/45533-1965-m20c/

Extensive 6 week annual just completed on the Mooney as of April 2023. All compressions in mid/high 70s.

Mooney logs: https://drive.google.com/drive/folders/1c7fMmP43vVq5_u7zhyxafC41ot_hKpJD?usp=sharing
Complete logs since new, no damage history, no corrosion

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

1959 Mooney 20A - Seeking Mooney Purist * $17000

Hangar stored for years, now ready for overhaul(s) and refurbish. * Airframe and engine 1439.1 TT. McAuley prop. O360 engine. Wood-wing.

* Would consider selling only the engine and prop, however sentimentally prefer to find a Mooney Lover seeking a great project. * Telephone: 419 591 6477 for further information.

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.

Contact: Bernard Lee – 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 (562-865-2547)

Access Covers P/N 3000-901 (2-available) - 1-without nuts attached.
Make offer. Contact: Bernard Lee – leebern@msn.com (562-865-2547)

FOR SALE

1999 Mooney Eagle M20S
Location: PWK (NE T's)
Contact: David Carroll @ 847-204-4894 / 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.


Rusty Pilot or Old Pro
INSTRUMENT PROFICIENCY CHECK
Study Guide
J D Price, CFII, MEI, ATP
FLIGHT REVIEW
Study Guide
J D Price, CFII, MEI, ATP
Prepare online
FREE
JDPriceCFI.com