

The Mooney Flyer

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

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Editors

Phil Corman | Jim Price

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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.



Are you a Mooney Owner? Do you want to fly faster at no additional cost? Duh! Well, here is the ticket. Get down to your Mooney. Wash it. Then wax both wings, top and bottom, approximately 2-3 feet back from the leading edge. 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.



*How can you tell if a person is a pilot?
After he/she is done talking about themselves, they switch to talking about their airplanes! 😊*

*How can you tell when a Mooney owner is lying?
He/she is telling you how fast their Mooney flies and how little fuel it uses. 😊*



Next month's poll: "I Use my Mooney Primarily for"

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Brief It!

Often, we read articles about radio communications that gently “encourage” pilots NOT to say stupid things on the radio. I want to be positive, so here goes. I learned to fly at the Provo airport in Provo, Utah. In the 1960s, Provo was an uncontrolled field. I still remember my first dual cross country to a controlled airfield – Salt Lake City (SLC). I was so afraid that I would say something stupid. Later, even if my instructor was with me, I was very uncomfortable when I was “forced” to speak with the controllers.

A few months later, I was in USAF Pilot Training and speaking on the radio became less and less challenging. In fact, one of our Air Force instructors noted that my classmates and I were not only comfortable on the radio, but that we had a “very cool radio voice”. This observation was not meant as a compliment, for back then, instructors never complimented students. We were just trying to sound professional, and that meant speaking with a low, gravelly voice while mimicking Chuck Yeager’s Southern accent. If we talked like him, we just might be as good as him? So much for youthful theories.



If you have any doubt about what the controller said, ask the controller to repeat. 95% sure isn’t good enough, especially if a misunderstanding might result in a runway incursion, violation, or worse, an accident. When I flew for an airline, it only took one misunderstanding and the resultant NASA Report that I filled out, to encourage me to be absolutely sure of the controller’s directions. Even if the frequency is busy, take the time to say, “Say Again” and get it right. You can thank me later.



Write it Down!

When reading back taxi clearances, ATC requires that you read back all hold-short or crossing restrictions. Consider buying a kneeboard so you can write instructions as they are given. Everyone can forget instructions and if they are written down, this helps you maintain your professionalism. If you're confused, don't be afraid to ask for clarification.



Study it Out in Your Mind

Smart pilots, even those who are intimately familiar with an airport, study the taxi diagram before beginning their taxi and before each landing.

When I flew for the airlines, we were required to brief or study the taxi route before we pushed back from the gate. I thought that requirement was silly. After all, Ground Control was very likely to give us completely different taxi instructions. However, I gradually realized that the briefing was also programming my mind and helping me become more familiar with all the possible routes at that airport. I highly recommend that you brief your taxi route and all the hotspots before you move.

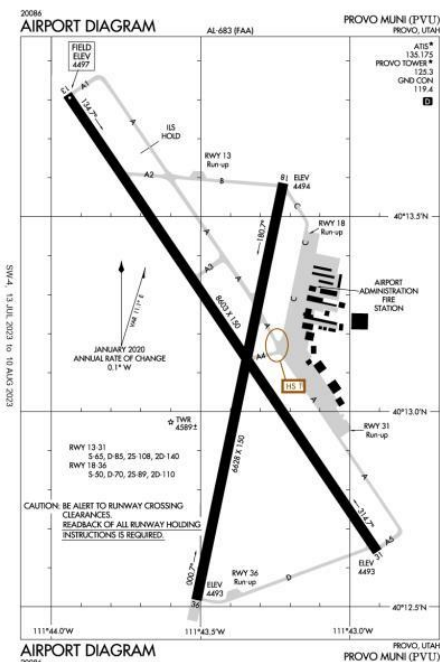
Taxiing and Playing with the Panel or iPad

Program your panel and iPad before you taxi. You might think you can taxi and insert or update data in your flight plan. However, you are fooling yourself. If you can't devote 100% of your time to the outside, pull over to a safe area and stop! When finished, don't forget to contact ground control to continue your taxi.

Before You Land

Prior to the approach and landing, professional pilots discuss where they might turn off the runway and a possible taxi route, once clear of the runway. This briefing will help you locate the FBO and parking locations before you land.

I hope that you will always study the taxi diagram. When you're on the ground, the taxiways will look a lot different than the overhead view on the taxi diagram. If you have studied and you are still lost, ask for a "Progressive taxi instructions."



Most controllers will agree that it takes less time to give progressive instructions than it does to fill out the paperwork generated because a pilot was lost and caused a runway incursion. With "progressive taxi instructions," you'll feel a little more aware and you'll be making the whole airport safer.

Another Set of Eyes

I hope that when you fly, you take advantage of flight following because it can be critical to your safety. Controllers can see traffic well before you can see it. They will try to call out as much traffic as they can, workload permitting. If they call out traffic and you don't see it within 30-60 seconds, tell them, "Negative Contact." If you remain quiet, the controller may assume that you have visual contact and that you'll see and avoid. If you tell the controller, "Negative Contact," he or she can help

A LOT CAN HAPPEN IN
60
SECONDS



you with vectors or a change in altitude. When the traffic is in sight, some pilots also add, "maintaining visual separation." This tells ATC that conditions allow you to monitor the traffic and if required, you'll maneuver to avoid it. ATC will appreciate this.

The Rush Job

Pilots want to show ATC that they can help them out and do anything that they ask. There is a story about a controller who had forgotten about an aircraft, (as they sometimes do), and finally, gave the pilot directions to descend to a lower altitude. While descending, the controller realized that the pilot's descent rate would not be sufficient. In a mild panic, the controller told the pilot to expedite his descent. The pilot responded, "Unable."



The flabbergasted controller said, "What do you mean, you can't expedite? Don't you have speed brakes?" The pilot responded, "Sure, but speed brakes are there to fix my mistakes, not yours."

This story's veracity is in question, but it certainly illustrates a bad attitude. We all want to be mission hackers and show ATC and all the other pilots how good we are. However, sometimes you just have to consider the consequences of a rush job. For instance, if ATC asks you if you can make a short approach, if you don't think you can do it safely, it's better to tell the controller that you are "unable", rather than end up with an unstable approach and landing. Just take a few more minutes and do it right.





Phil Corman

Co-Editor



Don't Do These Things When Starting Your Engine

Every departure begins with starting your engine. Most of the wear and tear on your engine occurs within the first 15-20 seconds as the congealed oil needs time to warm up and get pumped throughout the engine. Another way to harm your engine is to fly it in the “[Red Box](#)” during cruise, which we have covered in previous editions of *The Mooney Flyer*.

Cold Weather Starts

It goes without saying that if the outside temperature is cold that you must preheat your engine before cranking the starter. Cold weather ensures that your oil is greatly congealed and will take longer to warm up and start getting pumped throughout your engine. You should define your own idea of cold weather, but 32°F is our decision point.

You can keep your engine warm if your hangar is heated, or you can use an engine heater, such as a Tanis heater. You can use a forced-air preheater, electric heater (pictured below), or even just let the airplane sit in a warm hangar for a while. Make sure you heat the oil pan with all that potentially congealed oil. Also, heat the cylinders which consist of different metals contracting differently in the cold.

Pulling your prop will only have a minimal effect on the first 20-30 seconds of congealed oil. According to maintenance expert Mike Busch, starting a cold aircraft engine without preheating can cause as much piston wear as 500 hours of normal operation.

Over Priming or Over Pumping

Priming puts fuel into the Intake Manifold and cylinder to assist in the start. This provides vaporized fuel to assist in the cold start. Carbureted engines have primers while fuel injected engines do not. Fuel injected engines, such as the IO550, have Low and High Boost pumps to assist in the start. Some pilots either prime too long or prime too many times. The Lycoming Operators Manual provides little insight, saying simply, prime with 1 to 3 strokes of manual priming pump.

Vapor Lock on Hot Starts

Vapor lock occurs when you attempt to do a Hot Start. If the engine was shutdown hot, the fuel in the injector lines vaporizes. On a Continental, such as my IO550, I can pull the Mixture to Idle Cutoff and then run the Low Boost fuel pump for 30 seconds to run cool liquid fuel through the fuel pump and lines. It then returns to the fuel tank, thereby avoiding the possibility of flooding the engine.

On a hot start, which varies for each engine, there are a few don'ts.

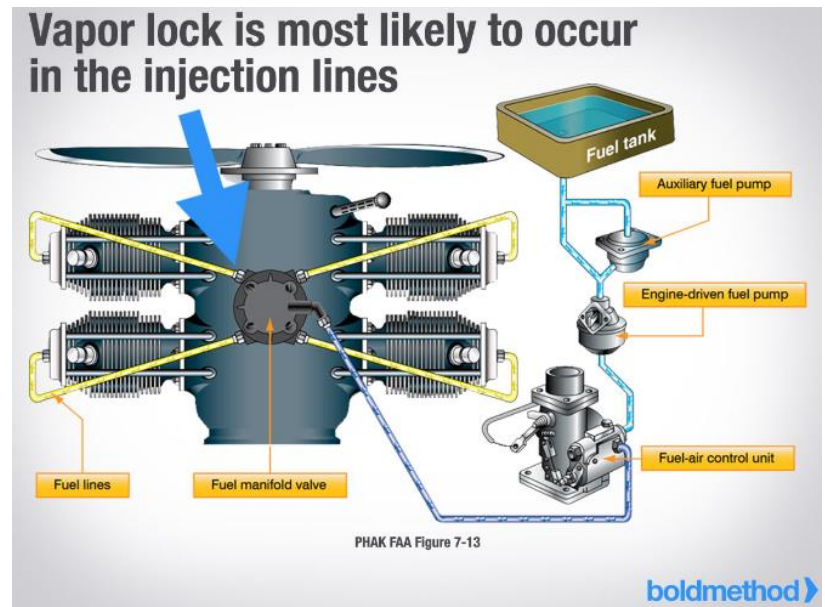
First, do not engage the starter too long. It draws a lot of current and gets hot relatively quickly. My personal limit is 15 seconds. Secondly, after a few attempts, give your starter a rest and let it cool down.

Too Much Throttle

Before cranking close your throttle and then give it a few twists. Do not start your engine with full or mostly full throttle as your engine will wear a lot while the oil is warming.

Summary

If you only remember a single thing from this article, let it be that “the first 15-20 seconds after ignition produce the most engine wear. So only start a non-cold engine, (preheated if necessary), and do not let the RPMs go high for at least a minute or more. After starting and while taxiing, set your Mixture as lean as you can without stalling the engine. This will reduce the chances of fouling your plugs.





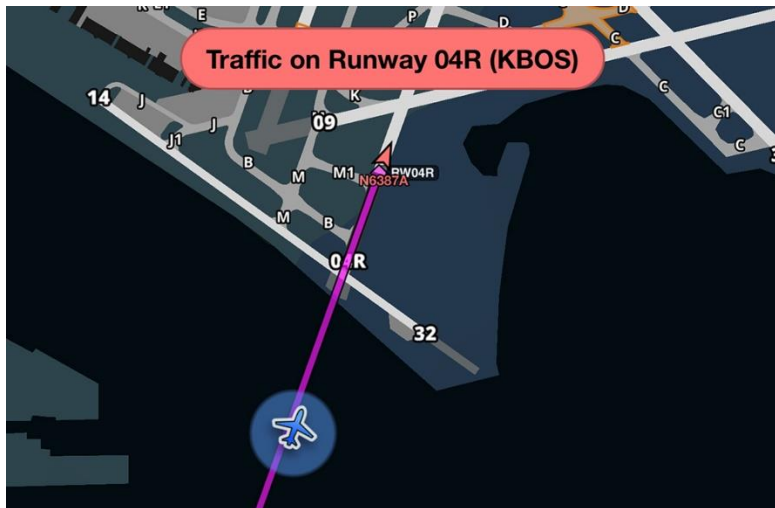
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You can customize the types of alerts you receive or disable them entirely in Map Settings > Alerts.

What is FLARM?

It is an acronym based on 'flight alarm' and is the proprietary name for an electronic device which is in use as a means of alerting pilots of small aircraft, **particularly gliders**, to potential collisions with other aircraft which are similarly equipped.



No Landing is a Must.. But some Might just have to be!

by Parvez Dara, MD, ATP, Master CFII, MAPA Safety President

An ounce of mystery surrounds some flights that exact a pound of flesh from their pilots. The perpetual arc of that mystery flows through most pilot's mind irretrievably lost elsewhere when the need arrives. Such are the vagaries of flying an aircraft.



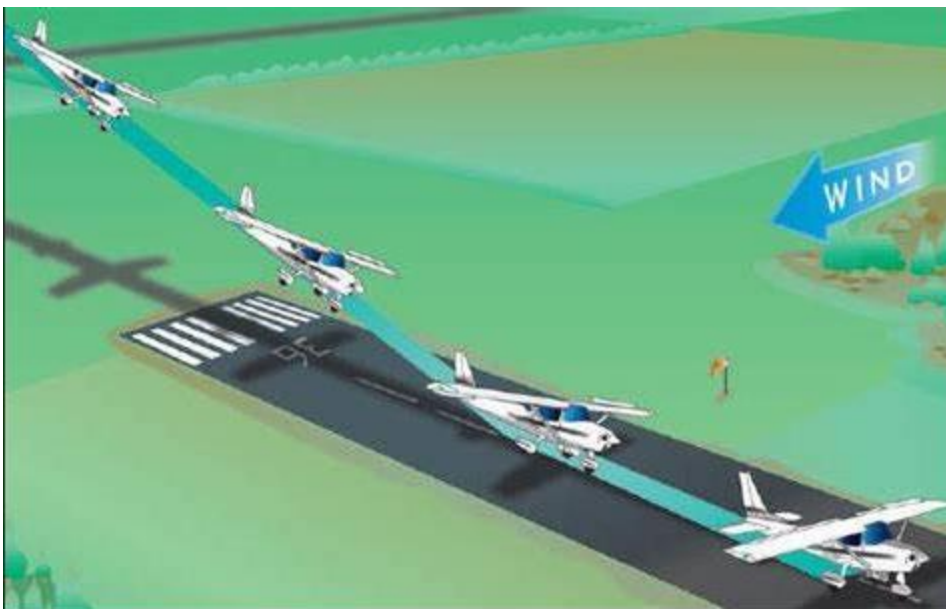
The mystery can be broken down into small groupings of facts, tied together in Gordian knots, etched into the annals of the written aerodynamical word. It is quite simple, but in that simplicity lies the very kernel of disaster. The pound of flesh is unfortunately another story that raises the hair and is soon forgotten to the pleasures of space scouting once again.

So let us begin to unravel that mystery.

Let us call it the mischievous wind-bag gremlin. This troll finds its way across all the runways and grass strips to taunt the pilots. He blows the infernal wind perpendicular to the runway when the pilot is adjusting to the ever-expanding approach end of the runway. Moment by moment as the runway enlarges in the field of view, the aircraft demands more and more attention as the wind pushes against the fuselage, towards the opposite side of the runway. The pilot makes his adjustments as the critical safety margin diminishes and the proximity to a hard surface nears.



Crosswind landings are the bane of most pilots. In fact, wherever there is a crosswind runway at an



airport, you find students and recently minted private pilots falling for the trap of the headwind, foregoing the experience of the light crosswinds. Why do they do that? Probably because it is so much easier to land with a headwind than a crosswind. But as they do so, they relinquish the experience of it all.

In a not-too-distant past, while flying my Mooney back from Colorado to New Jersey, I had to stop for fuel

somewhere in Illinois. The 80-kt tail winds at 15,000 feet had brought me to Illinois quickly, but with those tail winds, were gusty winter surface winds, bending trees, ripping leaves off the branches and swirling dust all around. In short, the surface of the earth over that stretch of land, was a howling nightmare. I had to land because I was running close to my fuel-safety-margin.

To see which would be the most suitable place to land, I checked the ATIS on all the nearby towered fields.

The best runway was in Champaign, Illinois (KCMI), where the winds were @250 32kts G 45kts. A 70-degree crosswind was better than a 90 degree at Springfield or Peoria airports. Runway 4/22 at KCMI was closed for repairs. 32L was a 75-foot-wide runway about 3,800 feet long, but 32R was 150 feet wide and 8,000 feet long, with a newly paved surface. As I approached the airport and the tower cleared me to land, the controller did a voluntary cautionary wind check with "Winds @210 degrees 32 knots gusting to 42 knots." I'll bet he had his binoculars on and his one hand on the red telephone, (if they had one of those emergency things back then), awaiting the drama to unfold.

Looking back, the image of that airport is seared into my brain. The aircraft nose was pointing 30 degrees or more to the left (west) as I drifted down under power, hopping through the wind-eddy created "potholes" trying mightily to stay "professional." I again called for a wind check, which the tower reiterated in a similar refrain. Oh, this was going to be tough! The runway got closer, the gear was extended, flaps were retracted, the prop was full in (fine pitch), and so was the mixture. The cowl flaps open for an imminent Go-around. All was in readiness, except my nerves; they were jangled. It was 500 feet to go, and the ground was uncontrollably shaking or maybe it was the view from the Mooney in the wind. In some corner of my mind, I knew the test pilot had only ventured to fly with an 11 kt crosswind for the rudder authority (but that was the day when the wind only blew 11kts across). 400 feet to go and the violence of the gusty winds was palpable. It felt like being inside a paper airplane blowing in the wind, or better, like a dinghy in a storm on a lake. 300 feet and the dark, melted rubber on the approach end was clearly where others had shed a few ounces of weight from the aircraft. I was on centerline aiming for the wider approach end of 32R. A thought arrived quietly as my mind cleared the jungle of fear, "No landing is a must!"

The comfort was real. The little voice told me to edge slightly toward the leeward side of the runway and point into the wind to decrease the crosswind component if the rudder wouldn't exert all its authority. The gust pushed me to the edge. Still no panic inside my headset separator. 100 feet to go and this was getting real! I had full rudder deflection, and the nose was pointing to the left of the runway. As I drifted closer to the tarmac, I added just a touch of power for better control. 20 feet to go and the wide runway gave me some comfort. I was on the east edge of the runway with the screaming wind from the opposite side. 10 feet to go and a gust caught me head on. The Mooney wing took it in stride and lifted me back to 20 feet. Undeterred, I kept the attitude constant, decreased the power slightly, and the machine and I drifted back down. Five feet to go, and suddenly the windward wheel touched the runway with a slight thud, then lifted off again. I held the attitude and decreased the power a bit and the left main touched down again. Then with a thud, the right main touched. The rudder was full in, and the Mooney wished to exit the runway over the left edge as we hurtled from the east side to the west side of the 150 feet wide runway. Full Ailerons to the left, and full opposite rudder to the right and a gentle tapping of the brakes slowed me down just as I reached the other end of the runway. I could feel the pull from the wind trying to weather-vane and pry the 3,600 pounds of metal off the runway. And abruptly as it seemed, the aircraft came to a stop in less than 800 feet.

The headwind component worked its magic. Quick calculation: Wind speed (calculate the max gust factor $45 \times \cos a$ (0.64) = 28.8kts) of headwind will slow down even a Mooney Bravo quicker than brakes!

“Nice job!” the tower called out. My mouth was dry, but I managed to croak out, “Thanks.”

As I taxied to the FBO with full aileron inputs into and away from the gusty wind, the sweat felt cold. I shut the aircraft down and as I got out, my Mooney cap blew right off my head and sailed away into the trees, to the delight of someone, perhaps.

And that is a true tale that, over time, might have gotten embellished a bit, but those cardinal moments of altitude and distance are permanence; inviolable and etched.

Let me say this was a one-off event. I do not advocate testing one’s skills to that degree. I had significant experience in crosswind landings at my airport when it had no crosswind runway. The usual paradise in the winter was 18 G 28 across the field, with a small forest of trees on both sides for good measure. These created the eddies and burbles and “potholes” in the sky.

Experience is a great teacher, but it can also force us into situations where our skills become over-matched. We need to grow the firmament of our experience slowly, and always have a Plan B as an out. There are the windy Trolls waiting to win an argument. No landing is a must!

So next time, ask a CFI, (with crosswind experience), to get in the right seat and go out and practice some crosswind landings to gain that experience. It will come in handy on a day when you least expect it. Otherwise, you will be left out in the cold without a rudder.



Oshkosh 2023 – The Journey There

by Richard Brown

Day 2 Arrival

I suppose this starts at D-3 when I was updating my logbook and the spreadsheet that I track all my flights on. I use [MyFlightbook.com](https://myflightbook.com) instead of a paper logbook. It's great and you can even have CFI's and DPE's digitally sign it. But, back to the updating. When I bought our Mooney, I setup an Excel sheet to track all the hours along with things like maintenance, and when I add oil. It's helpful to see when things are coming due. Also, if I start to use more oil than normal, it will jump right out.



I had several flights to input and when I had them entered, I saw that it had been 36.5 hours since my last oil change, which posed a couple of problems.

The odds were excellent that during the Osh trip I would tick over 50 hours, and it was a Wednesday evening, with an all-day work meeting the next day, including dinner, and we were planning to depart Friday afternoon. After some debate, I decided that I must get up at my normal time, but instead of getting on the exercise bike, I would skip the workout and go change the oil before my meetings.

This is how I found myself at the hangar at 6 am on Departure minus 2, a Thursday morning, changing the oil in our Mooney before heading off to a full day of meetings.

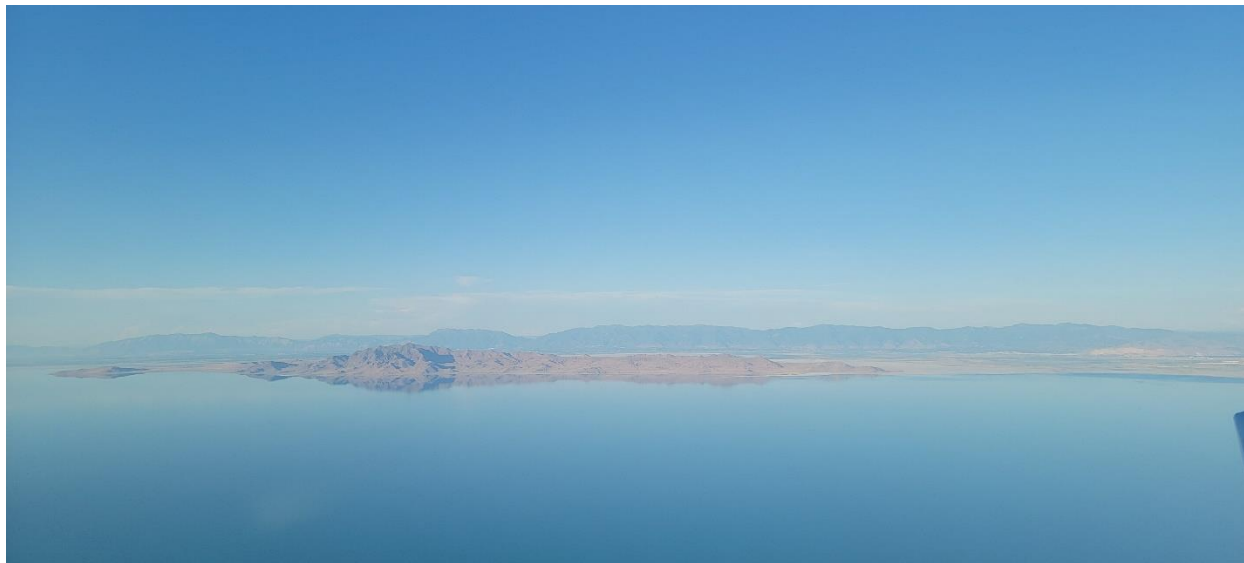
Departure minus 1 for Arrival

Two years ago, I went to [Osh as a Rookie](#) with a friend. We took the southern route around the Rockies past Albuquerque, before turning to the northeast. This year my wife was coming along, and we wanted to get about a 3–4-hour jump on the Friday trip so that we could arrive Saturday. However, along the southern route, the options weren't good for an overnight stop in the 3–4-hour range. After looking at all the southern route options, I decided to plug in the northern route through Salt Lake, before turning east over the high plains of Wyoming. It was only a 10-minute difference in flight time, so we decided to go to Salt Lake Friday night to stay with family, and then try to make the push to Osh on Saturday.

I landed at nine new airports on this trip, starting with Ogden (KOGD) on Friday. I hoped to make it without a fuel stop, but the winds made it questionable. It was a typical late summer afternoon flight over the desert, with the nose alternating between 3-5° pitch down in the updrafts to 3-5° pitch up in the downdrafts; trying to maintain altitude.

During the rare times when we were in stable air, cruising along straight and level, my true airspeed was 166 mph, but thanks to the Powerflow Exhaust I had installed, I was leaned out to 9.1 gph instead of the usual 10-10.2 gph. (With the O-360 carbureted engine you can't get as lean as the IO-360 injected model).

Approaching Delta, Utah (KDTA), with just under an hour to go, thanks to the 9.1 gph burn rate, I still had over 2 hours of fuel remaining and decided to push on to KOGD. Over the Great Salt Lake, which was as smooth as glass, we made the turn to the northeast and were almost on a 29 nm straight in for runway 03.



The problem was the winds were variable and they were advertising 18 on the ATIS. As we approached there were a number of planes shooting practice approaches to 17, so I didn't bother asking for something different. Besides, this would let me enter a regular pattern and put us right near the FBO. Tower instructed us to report entering a right downwind for 17 so we continued on, staring at the long stretch of 03 out in front of us.

Just under 2 miles from the end of 03, at 5,400' MSL (KOGD sits at 4,473') and slowing down to make a left turn onto the downwind, tower called up.

Tower: "Mooney 1015 Echo, winds are calm, do you want runway three?"

Me: *(After a quick glance at my location and the 8,000'+ length of 03)* "Sure, we can do whatever is easiest for you."

Tower: "Mooney 1015 Echo, runway three, cleared to land."

Me: "Runway three, cleared to land, 15 Echo."

I am sure that he figured it was easier for me to come straight in and it also kept me out of the area where he had two guys on practice approaches. I pulled the power, slowed to 120 mph, threw out the gear, put the left rudder to the floor, and began a downward elevator ride down in a full sideslip. The VSI was pegged but Flight Aware showed my last two hits at 1,273 fpm and 1,676 fpm. With 8,170' of runway to work with, I wasn't concerned. We touched down about halfway down and rolled out to the end.

My wife's daughter was there with her family to pick us up and our granddaughter happily helped out with the luggage. The fuel truck put in 41.3 gallons, so I was just above my personal minimum of "on the ground with 10 gallons in the tank."

Arrival Day

We got an early start on Saturday. A Cessna 182 departed before us, also heading to Osh. My wife had been chatting with them in the FBO while I was doing pre-flight on the plane.

Tower asked them if they would be coming back. They replied that they were heading to Osh. As we were leaving Ogden's airspace tower asked, "Mooney 15 Echo, will you be coming back today?"

“No,” I replied, “We’re going to race the Cessna to Osh.” 😊

It wouldn’t be a fair race. Although he can cruise almost as fast, he was burning about 5 gallons more per hour, so he was going to have to make more stops. Also, they were heavy and couldn’t take full fuel. They would end up landing in Mankato, MN 232 nm short of Osh 20 minutes **after** we landed in Osh.

The northern route had a couple of benefits. First, we would get to take an aerial tour of Mt Rushmore. Second, we would get to land in Rapid City, SD. When I started flying and learned that Rapid City’s identifier was KRAP, it had been on my bucket list to land in KRAP. As I told my wife, “Boys never grow up.”



Mt Rushmore was great, and Rapid City, while they have a tower, are what I would call “relaxed.” He directed us to enter a left base for runway 32. There was nobody else on frequency when he cleared us to land, but he cleared “1017E” to land. I called back asking if he meant “1015E” to which he responded, “Yes, 17 Echo cleared to land.” Now, we were the only ones on frequency for at least the last five minutes, and I was sure he was talking to me, but I wanted to hear my tail number before putting rubber on the runway.

Me: “Just confirming it is Mooney 1015 Echo cleared to land?”

Tower: “Affirmative, 1015 Echo runway three-two, cleared to land. Sorry, I wrote it down wrong, you’re the only one out there.”

Me: “Thanks, cleared to land three-two, 15 Echo.”

After a quick fuel stop and a couple of peanut butter and peach jam sandwiches, we were back in the air headed east. My initial plan was to stop in Winona, MN (KONA). That would have us going into Osh

with almost full fuel for any delays on the Fisk arrival. I could also check the state of Minnesota off my list.

As we winged our way across South Dakota and Minnesota with a light tailwind and groundspeeds between 170-180 mph, I was keeping my eye on a couple of different storms. There was one giving KOSH a hint of things to come, and a bigger, slow moving one, stretching 150 miles from Minneapolis to the shores of Lake Superior.

I concluded that if we landed at KONA there was a good chance that we would be stuck there while waiting for KOSH to clear and might be stuck there for the night. Looking at the charts, I decided to stop short at Owatonna (KOWA) and if needed, we could swing further to the south around the storm and get into Osh ahead of it.

As we flew over the field and began the turn onto a left downwind for runway 23, I saw a wonderful surprise.



“Hey! There’s three T-38’s painted up like the Thunderbirds on display!” I declared to my wife.

After landing and getting fuel at a discount because we were enroute to Osh, we took a walk out to the display at the entrance of the airport. There, in all their glory, in the high bomb burst maneuver, were three T-38’s in the Thunderbird’s regalia, which was the US Air Force demonstrator aircraft from 1974-1981. According to the plaque at the base of the display, each 12,500-pound plane is mounted a 36’ pylon and the noses are 70’ high in the air. It was an incredible display and the only one like it in the country. Owatonna experiences high winds, but the display withstood 113 miles-per-hour winds when tested in a wind tunnel.

It had a special place in my heart, as my dad was a T-38 instructor pilot for a number of years.

I looked at the radar returns and the movement of the storms. I determined that if we swung a little south of our route, we could skirt it and come into Osh ahead of it with about an hour to get tied down and set up the tent. It wasn’t going to be a monster storm, so I wasn’t worried about waiting for it to pass Osh.

The Fisk Arrival

I am not quite sure why people get nervous about the Fisk arrival. This is the second time I have flown it, and neither time did it seem overly stressful. If you can fly into a busy uncontrolled field and land within 100’ of your target, you can fly the Fisk arrival.

The decision to land at KOWA was the right one. As we passed about 10 miles south of KONA, I could see the dark clouds to the north and the rain was approaching the field. We “bounced” our way through the air across the Mississippi River, prompting my wife to ask, “Why are we flying in this?”

“Flying in what?” I responded, looking out the windscreen with great visibility, albeit a blanket of gray above us.

“These bumps,” she replied.

“Well, I guess we could be over there,” I said pointing to the south, where about 20 miles away you could see the edge of the clouds,” but I don’t think it would be much smoother.”

The arrival was not very busy and it began at the Puckaway Lake Transition. Two years ago, it was so busy that they weren’t even starting at the Endeavor Bridge Transition which is labeled as used during “**extremely high volumes of traffic.**” On that trip they were starting at the town of Portage, about 12 miles south of Endeavor, and not even part of the NOTAM. You can read about that trip [here](#).

We picked up the “conga line,” I dropped my gear and set my power. Everyone followed the NOTAM, well, except for Cessna N5550Y (the video will be coming). Passing off our right wing, 1,800’ above the rest of the traffic, six miles past the transition point, he began his descent sliding in between two planes at the east end of Green Lake, a full 15 miles past where he “should” have joined the line. The guy he cut off, N4522Z, bailed out of the line and came back around to rejoin. I’ll never understand those who don’t follow the NOTAM. I hoped that the controllers would kick him to the back of the line, but they didn’t see it.

Anyway, back to the approach. We picked up the railroad track at Ripon and followed it along until we heard the magic words, “Low-wing half mile southwest of Fisk rock your wings.”

I gave it a good wing rock and was rewarded with, “Good rock sir, straight ahead, down the train tracks, enter a right downwind for runway two-seven, just keep it inside the gravel pit, one-thousand-eight-hundred feet until you get to the downwind, you can monitor the tower on one-one-eight point five.”

We continued along at 1,800’ and into our view came the camper city of Camp Scholler, along with row after row of planes parked on the ground. The NOTAM for 27 states, “Turn base prior to reaching shoreline. **Do not** continue past shoreline **unless advised by ATC.**” On this my second trip to Osh, I would be “advised by ATC” to continue.

Note: You don’t talk back to ATC unless requested. Anything from this point, until after we landed that is *written in italics*, is conversation just taking place on the intercom in the plane.

ATC: “Mooney over the gravel pit, start your descent, keep that downwind nice and tight and keep descending, keep descending. We’re going to have a, ah, tight base for you.”

Me: “We can do that.”

At this point I think he was hoping to squeeze us in before the inbound flight of warbirds from Warbird Island. That would quickly change.

Warbirds: “Redstar flight, two miles.”

ATC: “Redstar flight, cleared to land. Mooney continue your downwind I’ll call your turn.”

Me: “Same thing happened to us last time. He’s gonna bring us in after these two guys coming in.”

I could see the planes over the lake on final for 27.

ATC: "Yak flight cleared to land on the green dot two-seven."

Warbirds: "Cleared to land on the green dot for the Yaks."

Me: "Gonna follow them in."

Normally, when you are downwind, you wait for the plane on final to pass before turning base, but this is Osh, and things aren't normal. The planes had not yet passed off our wing, they were still out in front of us when ATC called.

ATC: "Mooney turn base now."

I began the turn to base at a time that would have the tower at home yelling at me.

ATC: "Mooney, you're following a flight of three Yaks over the shoreline, you have them insight?"

Me: "Affirmative."

ATC: "Roger, cleared to land ooonnnn the orange dot, runway 27."



I suppose this is where people get nervous about the Fisk arrival. I am on a base leg with the lead Yak off my nose, two more in trail to my left, and I'm going to follow the third one in. We began the turn to final and it felt like we were almost on top of the third Yak. We rolled out tightly in trail, but they were taking him down to the green dot and we were slowing to land on the orange dot.





ATC: "The Yak flight, continue all the way down to the green dot please. Cleared to land at or after the green dot. Mooney you are cleared to land on the orange dot."



He was giving instructions to an RV behind us but came back to us as we crossed the threshold for 27.

ATC: "Mooney keep it airborne please, airborne toooo the orange dot, cleared to land on the orange dot."

Me: "I'm doing it."

ATC: "Yaks turn left into the grass, thank you, welcome to Oshkosh."

ATC: "Yaks I need minimum time on the runway I got traffic coming up right behind you."

ATC: "And Mooney, minimum time on the runway, got traffic behind you."

We put it down just past the orange dot.

ATC: "RV, land now land now, thank you. Mooney turn left into the grass, follow flagman to park, traffic behind, keep it movin'."

ATC: "All right, we got you off the runway Mooney, thank you follow the flagman to park, Welcome to Oshkosh!"

Stay tuned for "The Show" and the journey back home.



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





Pilot Regrets Decision to Not Replace Muffler

This is an excerpt from a report made to the [Aviation Safety Reporting System](#). The narrative is written by the pilot, rather than FAA or NTSB officials. To maintain anonymity, many details, such as aircraft model or airport, are often scrubbed from the reports.

We encourage you to think about your decisions. Please ensure your Mooney is always in great shape!

I regret to inform you that while flying a Mooney M20C, I experienced a sudden and unexpected electrical failure.

As a result, all electrical systems on the aircraft ceased to function, including the cockpit instrumentation, lights, and radios. Additionally, smoke began to emanate from the cockpit, further complicating the situation.

In response to this situation, I immediately began the process of identifying a suitable landing site. After carefully assessing my options, I decided to return to the departure airport, as it was the closest and most familiar landing site available.

I was able to safely land the aircraft without incident.

Once on the ground, I immediately shut down the engine and evacuated the aircraft.

Subsequent examination after landing revealed that the intake air filter was on fire and, with the assistance from the people on the ground, I was given a fire extinguisher and put out the fire. The police were called and the fire department both responded to the incident.

The next day during daylight hours the airport fire department investigated the incident. A qualified fire official revealed faulty wiring as a possible root cause of the electrical failure.

I can assure you that I followed all appropriate procedures and acted with the utmost caution and professionalism throughout this incident.

For the safety of aviation and other people, I will tell you how the problem arose from poor maintenance.

Two days before the flight I was inspecting the muffler and left the cabin heater cover over the muffler loose. The fumes escaped from a hole in the muffler and started a fire on the cabin heating duct under the generator.

This engine is not very fuel efficient, and a great amount of fuel vapor got out of the exhaust unburned. Unfortunately, it was discovered in flight where a rich mixture had been used during takeoff.

Contributing factors: A nice day for an early spring flight and forgetting about the muffler heating problem. The heater was not needed since it was a hot day.

Corrective actions are not needed because this item gets inspected during annual maintenance and you only see the hole on the muffler if you remove the heater cover over the muffler.

Human factors affecting the quality of the muffler: It is hard to get parts for this old airplane. I asked the maintenance facility on the field, which is a Mooney authorized repair station, for a muffler and they told me that I should remove my muffler and send it for repair. I asked why, I just wanted a new muffler. The IA said that this muffler will get shaped to the engine and a new muffler will cause problems. This misinformation caused me not to replace the muffler and caused this incident.

The electrical issue I noticed probably was caused by the fire under the generator.

The aircraft is not airworthy, and it looks like it is not going to be flying for a while. The actions not to replace the muffler caused the problem.

Primary Problem: Human Factors



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Press On and Get the Job Done: The Aroma of Deference

by Mario Jimenez

ZERO dark thirty, Tongduchon Valley, South Korea: We are minutes to target, speed 420 knots, altitude 300 feet. A single carrier-based A-6E Grumman Intruder points north, surgically utilizing its terrain following radar while threading rain-soaked valleys,



fogged filled mountainous passes, and low visibility scenarios on approach to the world's most heavily defended border – the infamous 38th parallel. Aboard the aircraft are twelve Mk-82, 500-pound bombs. This is serious business. Surface-to-air North Korean radars are active and real-world threats, and imminent physical dangers lurk. Massive geo-political turmoil awaits any navigational, procedural or performance errors.

It has been thundering since the beginning of the high-speed, low altitude *“live-fire”* training mission. Theoretically, it was perfect weather for this aircraft's mission profile of low-level interdiction. Yet, the closer the target looms, (a USAF Nightmare bombing complex), the worse the weather becomes. Suddenly, continuous lightning bolts clearly illuminate the silhouette of the jet and its two air crew members, one of whom has begun to sweat. In the left seat is a young naval aviator – a relatively inexperienced 26-year-old who, as the pilot and the only manipulator of the flight controls, is operationally responsible for the overall safety of flight. In the right seat is the Bombardier/Navigator – a well-seasoned senior officer and Vietnam War hero. One crewmember prefers to terminate the flight in the interest of safety, adherence to existing rules, and compliance with standard operating procedures. The other crewmember, through body language, grunts, hand signals, and time-consuming silent deferrals, intends to *“press on and get the mission done.”* It becomes obvious that a covert difference of opinion permeates the cockpit, infusing in its wake the unmistakable aroma of deference.



Deference is the condition of submitting to the espoused, legitimate influence of one's superior or superiors. It is yielding or submitting to the judgment of a recognized superior, out of respect or reverence. Political scientists, sociologists, and psychologists have extensively studied deference. Yet, most cogent to our field of aviation, this definition harvests a myriad of obscured cobwebs, mouse

traps, and decision-altering hand grenades.

Ground zero for detonation is based on simple differences in expectation – *“Is what I expect to happen what's really going on – are we on the same page?”* At specific critical moments in time and space, any misunderstandings, assumptions, incapacities or neglect will quickly, easily and forcibly impale chards of failure and loss. While these landmines can be potentially embedded in every flight we take, the mere fact is our judgments can be altered by an outside source. It could be someone who either covertly or with brazen gusto applies undue pressure by enforcing early time constraints and task saturations. This can easily deliver significant deviations from standard operating policies and

procedures. Additionally, it sets a scenario where the breakdown of effective communication will alter the basic chemical composition of our own personal decision-making process.

In my lifelong professional quest to become more proficient at this human factor genre, I've called on my experience and research to label four of them. Analogous to petri dishes, they are perfect culture-creating trays cogent to the possible misapplication of deference: leader/follower relationships, communication skills, situational awareness, and decision making.

Leader/follower – It starts on day one and it continues on every single flight. As a participant on both sides of this equation, I can clearly identify with the specific roles whose effective fulfillment will eventually dictate mission accomplishment and more importantly, assure the safety of flight. I have always done my best to establish clear lines which unambiguously demarcate areas of responsibility and more importantly, establish that final authority. These must be identified, understood, agreed upon and adhered to, **“prior to leaving earth.”** As the leader, I must set the tone from the very beginning and must be consistent. If I'm at the flight controls, then I make that final decision. If I am not, then I willingly grant authority to whomever is at the flight controls, ensuring that the pilot does feel completely comfortable with his own decision making.

Written policy and procedural manuals are useful tools that can often be referenced. Yet, I found out



that for me, nothing beats: **“Hey, just want to remind you that today our safety is in your hands, so let's do what's right. If you have any questions, doubts or concerns, please speak up – let me know right away. Don't forget – I'll back you up.”** This simple phrase, spoken clearly and unequivocally at the beginning of each and every flight has been my decades-long number one countermeasure against the misinterpretation of deference.

Communication – Clear, concise, unambiguous, timely and solution driven. Remember, **“The greater the stress level, the more difficult communication will be.”** In the presence of improper deference, accident histories clearly identify breakdowns, misunderstandings, and assumptions. Clear examples are **“trial balloons.”** These are generally ambiguous hints, dangling participles, or incomplete statements issued by the individual with the concern, in hope that the person(s) they are addressing notices their trend and properly interprets their meaning, while all along not getting their feelings hurt or not feeling disrespected. More often than not, those **“trial balloons”** are in fact, either misunderstood or ignored. They also eat up precious time.

Keep it basic, keep it timely, try your very best to offer solutions and/or proffer options regarding your dilemmas. Don't just state the problem. Rather, give yourself a way out!

I have always utilized key phrases such as **“I'm concerned or I'm uncomfortable”** as sacrosanct statements which, for me, identify serious situations. If those words are spoken, it's time for all of us to pay attention. More importantly, as the person at the controls, I have to know well before the firecracker has been lit that I can speak up without being judged. Also be cognizant of verbal, (tone/inflection/interruptions/volume), and non-verbal, (body language/eye contact) feedback which may deliver a much stronger message. Make the message the luminous star of your statement. Focus on what is right, not who is right! As the listener, I always make the extra effort to validate any concerns. It could very well save our lives.



Situational awareness – Is the perception of environmental elements and events, with respect to time or space, the comprehension of their meaning and the projection of their future status. It's a mouthful for sure, and what makes it even more difficult to master, is its ever-changing nature. In simpler terms, it is just **"pattern recognition, a been there done that"** mantra. In familiar territories we can easily adapt. Yet, in uncharted waters or at the crest of a tsunami, (despite our valiant and best efforts to **"find our way"**), the very last thing we need is the feeling that an aroma lingers, potentially affecting our final outcome. This is especially true of an aroma that has a direct effect on our livelihood.

JUDGEMENT



Interestingly enough, accident histories show that nearly always, significant clues are available to recognize and recover. They also clearly identify errors in judgment as the leading cause of accidents, followed closely by those that are skill-based. Furthermore, the cognitive nature of the analysis required in gaining and maintaining situational awareness utilizes both short-term and long-term memory banks; both of which are finite. Both are negatively affected by the bilateral stresses of criticality and time. The more complex the solution to the puzzle, the more difficult the process

will be. And as discretionary time counts down, the malignancies of "tunnel vision" are sure to yield their results. Accurate situational awareness is useless if it cannot be converted into proper action. And that action has to be applied at the right time, at the right place, and in the right manner by the one **"behind the wheel."** The thought that lingers is who truly the author of that situational awareness at the moment of truth.



Decision making – Have you ever noticed how easy it is to know when someone else is making a bad decision? We find it easier to assess someone else's choices because we all have two views of the world – an outside and an inside view. When you think about someone else's situation, you are able to consider it from the outside, using the rational side of your mind. But when **"the shoe is on the other foot,"** and it is a decision affecting your life, the emotional side does take over. Reality is everyone's mental **"default setting."** The role of emotion in decision making is grossly underrated in the aviation community – no doubt as **"real men don't talk about such things."** Yet, there is an over-abundance of evidence that emotional decision making might very well be hard at work when we are listing our options in flight. It is emotion – how we feel – that **"closes the deal,"** that makes that final choice. The emotional reward will be the approval of your peers and superiors, and the rewards they will send your way after you have **"hacked the mission,"** though the going was tough. **As a leader, have you ever placed undue pressure on whomever is working the flight controls and throttle?**

Let us not forget that **"good stories are often about bad decisions."** Emotion consumes logic and drives behavior, in all of its righteous glory, often transforming into the enemy of analysis, affecting how we process information. We then are prone to misinterpret facts, commit framing errors, take shortcuts, and align ourselves with confirmation bias. Emotion's first cousin, **subjective confidence**, is the probability of being correct. It is not a judgement; it is a feeling. Coherence of a story equals acceptance, while incoherence of a story equals denial. Surprisingly, acceptance of a story as gospel, actually requires very little quality and/or quantity. It is much more about the strength of the delivery, emotion, passion, energy, confidence and enthusiasm with which it is transmitted.



The landmine here is believing that it is actually true or correct. Trusting the validity of a story solely based on the confidence of self or others is a poor indicator of accuracy. Statistically, you might as well flip a coin. So now, someone has made their mind up. Why are they saying what they are saying? Dissect it, get to the bottom of their reasoning. Ask yourself if, in fact, you are in over your head. How important is it to be right, here and now? Specifically, what price are you willing to pay? It is exactly these replies to each and every one of my questions that kept us safe on that pitch black Korean night.

Forty-three years later, this old and crusty Intruder pilot hammers away at these keys and the sweat does come back. Why is that? Because even with amazing technological advances and modernization of aircraft, as well as a much greater skillset required of our aircrews, accidents still happen. And they happen for the same basic reasons. The dangerous aromas of deference are still taking their toll. Let us not allow those things that matter the least, affect the things that matter the most.



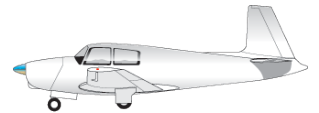
About Mario Jimenez:

I grew up in Latin America and graduated from the University of Texas, El Paso. I served in the United States Marine Corps as a Naval Aviator, flying the A-6 Intruder, T-2 Buckeye and A-4 Skyhawk.

Following my military career, I joined FedEx and flew the B-727, McDC-10 and McDMD-11, ultimately as a captain and check airman. At FedEx I also served as a CRM (Crew Resources Management)/human factors manager and member of the pilot selection team.

I've been married to Barbara Bluth for 47 years and we're very proud of our three children and 11 grandchildren. Our family has resided in Utah since 1998.

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Ask the Top Gun



Tom Rouch

Founder of Top Gun Aviation, Stockton, California



Send your questions for Tom to TheMooneyFlyer@gmail.com



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



There is no definite shock disc life span because there are infinite exposure variables, such as weather, age, landings, etc. But there are definite ways to determine the condition of the discs. First, the part number for the shock disc is the same for all models. Because of

weight differences, the TLS expected shock life is much less than the life of the discs on a C Model. Next, consider the number of flight hours and the number of landings. Visually, shock discs are made to compress and absorb the “shock” of the landing. You can put the aircraft on jacks and visually see if the discs will still expand to keep the gear tight. With very old and hard discs, you can feel the looseness in the gear and with this condition, you can expect fuel leaks to develop because landing shock is transmitted to the main spar. Also, there are limits spelled out in the maintenance manuals, which can be measured. This came about with the TLS, since it is the heaviest. Because all models use the same disc, Mooney gave a little leeway. Therefore, when brand new, the TLS is near the limits. Because of the heavier weight, we found that shock disc replacement was more frequent on the heavier models. I want to add that keeping good **nose gear discs** is most important. We found that worn nose discs can be very hard on all parts of the nose gear, especially the steering parts.



Recently we were asked about changing shock discs on a 1963 M20C, and there is an older model problem that I had forgotten about. That is, there are more discs in the stack, as many as five, and of course there are no available replacements. Years ago, Mooney made a kit to upgrade to the newer discs and I am not sure, but if my memory serves me well, there were two new kits left at the factory. After they are gone, you will need to go to wrecking yards to see if you can buy used gear from a newer wreck. This takes a lot of time, so don't expect a shop to do that for you. The cost of the factory kit is about \$10,000 per plane. I know there is a “shock” when we quote a price like that, remember the cost of a house in 1963.

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Wings to Walla Walla Report

by Henry Hochberg

Greetings Mooney fans:



Wings to Walla Walla 2023 was held August 11-13, surprisingly in Walla Walla, Washington.

This is about the 10th Walla Walla fly-in. The first was held in the late 1990's.

"Back in the day," it started as a Mooney fly in and the first one attracted 30 or 40 planes. Some flew from as far as Tennessee! We made the front page of the Walla Walla newspaper with that first one. It was a rare event at that time, even though Walla Walla was already a wine destination.

This year also turned out to be fantastic. We scheduled it for August because May and September when the event was usually held, always seemed to throw a weather kink into our plans.

The event started with arrivals on Friday. We ultimately had 20 guests and 7 planes. We decided to show Mooney magnanimity by allowing other planes to attend. We had a gorgeous Cessna TTX, a stunning Bonanza V35, a near spanking new Cirrus SR22, and an RV8. Mooneys were represented by a Bravo, an Ovation and a C model. There were some late cancellations, otherwise there would have been another C, a 201, and an F.

The first tasting event was at Caprio Cellars. The owner has a huge hangar at the Walla Walla airport and has a sign in front of it saying, "Special tasting at our winery for Pilots." That consisted of an excellent wine selection and delightful side dishes. This was all with the tasting fee waived, which should appeal to the pilot in us!

The next event was a meeting at "The Incubator Area," which is a place on the airport grounds with at least 20 winery tasting rooms. At the incubator area, five wineries are given an opportunity, via low rent, to develop their wine business before moving into town. Most of the group met there. One of the wineries was sponsoring a live concert later that evening, which most of us attended.

The next event was dinner at Waterbrook winery. It has very tasty food, an excellent relaxing venue, and the group shared closeness!

Saturday, we started tasting at Caprio, for those who couldn't make it on Friday. Some of us went elsewhere, trying some interesting in-town tasting rooms. Then the group showed up unannounced at Amavi cellars. "We're meeting some friends here."

"Oh, do you have a reservation?"

"Ummmm, no."

"How many friends?"

"About 20."

"OMG! Well, we'll put you in the Gazebo."

A fantastic time was had by all. Needless to say, Amavi wine was among our favorites.

After Amavi, it was on to Kontos Cellars tasting room in town. Kontos hosted our Friday get together last year and The Mooney Flyer graciously sponsored the event. The tasting room manager welcomed us back with discounts on bottles and cases, giving us half the tasting room to hang out.

Then it was on to a walk-in dinner, where a surprised staff at TMac's found us a table for 10.

After dinner it was time to meet on the Sun Terrace at our hotel, the Marcus Whitman. (Look up the hotel and Marcus Whitman). We had a white elephant raffle with some great prizes and finished off some really nice bottles of wine.

All in all, it was a great experience with a new group of wine and flying lovers.

It is easier to put on a fly-in than you might think. Maybe some of you out there can think of a venue and a theme that would draw the Mooney crowd to your neck of the woods! Mooney pilots always have a good time together!





Have you HEARD?



ForeFlight releases new aviation app for Apple Watch



ForeFlight has released an all-new Apple Watch app and it’s included for all ForeFlight subscribers in the latest iPhone app update. The app allows you to check local weather and complement your preflight planning with favorite and nearby airport details like runways, NOTAMs, and much more.

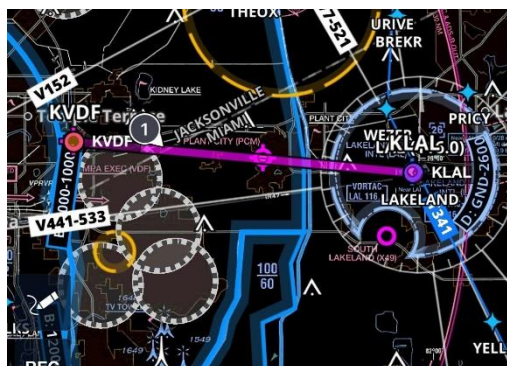
READ ABOUT IT [HERE](#)

Flight Gear Introduces Smart Charging Cables with Screen



There are multiple options for the plug on *both* sides of the cable: USB-A or USB-C. There are also different iPad and iPhone models that can accept different amounts of charging power. These new cables are amazing and can solve your problems. To learn more [CLICK HERE](#).

Garmin and ForeFlight Looking into ADS-B Challenges – Should be Fixed in September 2023



ForeFlight has announced that “the ForeFlight and Garmin teams are identifying ‘a compatibility issue’ between ForeFlight and recent firmware versions (v3.13 and later) of Garmin’s GNX 375 GPS navigator and ADS-B In/Out transponder.”

“The issue can temporarily interrupt or disable the display of ADS-B traffic in ForeFlight Mobile while connected to this device.”



Garmin GNX 375 GPS Navigator

A Garmin spokesperson confirmed the situation, noting that “customers using software version 3.13 or later may experience ADS-B traffic interruptions in high-traffic environments on their ForeFlight display.”

ForeFlight and Garmin are presently working together to fix the issue.





ForeFlight is working closely with Garmin to understand the timing and availability of the necessary firmware update to correct this issue and will advise with additional information when available.

Creighton Scarpone, Garmin’s director of airline & business aviation sales said, “Traffic display and alerting on the GNX, or any other Garmin display, as well as Garmin Pilot, are not affected. The firmware update is expected to be available in September 2023.”

Reference: [Flying Magazine](#)





	<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 September 9: Winter Haven (GIF) October 14: Flagler (FIN)</p>
	<p>September 8-9: Westfield, MA (KBAF) CLICK HERE for details October 13-14: Tupelo, MS (KTUP) Sign Up at https://www.mooneysafety.com/ppp-registration/</p>
	<p>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</p>
	<p>Learn more at https://www.empoa.eu/index.php/en/</p>
<p>Other Mooney Events</p>	<p>August 26: Mountain West Aviation will be hosting a luncheon at Carson City Airport (KCXP) on Saturday from 11:00-13:00. We’ll be grilling burgers & hot dogs, have beverages and all the fixings for a pleasant lunch on the ramp at the FBO. For planning purposes, call 775-883-1500 and let us know if you’ll be joining us. Michael Golden</p>

Mooney Safety Foundation

Comes to Westfield, MA

8-10 September

By Jerry Proctor



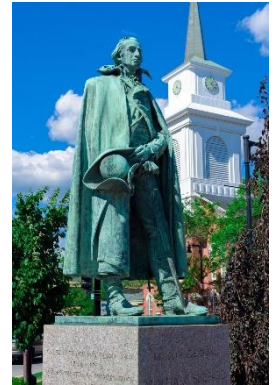
September is an absolutely great time to be in Massachusetts! The summer has cooled, kids are in school and Mooneys are anxious to fly to Westfield, MA to see their Mooney pals. Come one, come all to Westfield.

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

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



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



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

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



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



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



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



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





Folding Electric Bike

Mooney-Friendly

A few years ago, we researched folding electric bikes. The prices varied from inexpensive to exorbitant. Our criteria were straightforward:

- Affordable
- Built tough
- Fold/Unfold easily and quickly
- When folded, fit two (2) in our Mooney Eagle cargo
- Have duration of 25 miles
- Go 15mph

And the Jupiter Bike Discovery X5 fit the bill.



At \$995, this bike is an incredible value. The bikes are 5 years old, and still look and ride like new. We are running the original batteries in both bikes and no loss of power or duration that we have noticed.

If you pedal while riding, your duration is extended. We have never drained the batteries on a ride, but if we did, we would just have to pedal home the old fashion way.

The throttle is a twist throttle on the handlebar and motorcyclists will feel right at home. The motor is 350w and moves me, the heavier one, quite easily.

[CLICK HERE](#) for the Jupiter Bike website. There are several other models to view.

Specifications	
Max Speed:	16 mph
Battery:	36V, 5.2Ah Lithium-Ion
Motor:	350 Watt Hub Motor
Water Resistance:	IP54 Safe in Rain & Spray
Full Charge Time:	4 hours
Brakes:	Front and Rear Disc
Wheels:	16" Inflatable (40-60 psi)
Seat Height:	32" - 38" Adjustable
Folded (L x W x H):	30" x 15" x 21"
Unfolded (L x W x H):	52" x 21" x 34"
Product Weight:	40 lbs
Weight Limit:	265 Lbs.
Wheel Base:	37" (front to rear axle)
Cross Bar Height (step over):	19 inch



Parts for Sale

1965 Mooney M20C Mark 21 (\$74,999)

180 horsepower Lycoming O-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://drive.google.com/drive/folders/112tlqrgBXgbaaG8fMdP8xXn2E1gYytR8>

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**

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

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current LLC.



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