The Mooney Flyer

The Official Online Magazine for the Mooney Community

www.TheMooneyFlyer.com

February 2024

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.

Cabin Width Complaints

One of the bigger complaints about Mooneys is the cabin width. I found this information on MooneySpace and thought it might be interesting to you as well.
The Cessna 150 has the tightest cabin with a width of 38 inches/96 cm.

According to Cessna's website, the Cessna 172 and 152 are 40 inches/102 cm wide.

The Grumman AA5 is 41 inches/104 cm wide.

The Cessna 182, PA28 and Bonanzas have 42 inch/107 cm cabin widths.

The Cessna 206/210 has 43 inches/109 cm

The Mooney cabin is 43.5 inches/110 cm wide.

Next closest in the ballpark is the Piper Saratoga/Seneca cabin with 48.25 inches and the Corvalis with 48 inches/122 cm.

Next is the Piper Malibu, with 49.6 inches/126 cm, followed closely by the Cirrus SR20/22 with 49 inches/125 cm.

Oil Selection

I am often entertained by the numerous responses when someone posts on the internet and asks, "What is the best oil to use in my Mooney?"
Why am I amused? Well, we take our Mooney to a Mooney Service Center (MSCs) because of their extensive knowledge and experience. Who should we ask about the correct oil for our engines? Well, at Oshkosh, I asked a Continental engineer what oil he recommended for my IO550. He answered without hesitation, "You live in California, so I recommend Philips XC20W-50. Additionally, I would add CamGuard. It does at least two things for your engine. First, if your Mooney sits in a hangar for more than 36 hours, lubrication at the top diminishes. But with CamGuard, you get protection for up to 500 hours. Secondly, it increases the lubricity of the friction areas and reduces friction and wear. Lastly, the polymers act like little hairs within your engine and keep the moisture at the 'tip' of those hairs and away from corroding your engine."

So that's what I do. I don't ask for advice from other pilots, I follow the expert's advice!

The Mooney Roundup Fly-In Event in Paso Robles, KPRB, on June 28-29

Our last Paso Robles fly-in had 54 Mooneys, more than 125 attendees and included a FREE Tri-Tip BBQ.

This year we plan to blow out this event with the following activities:

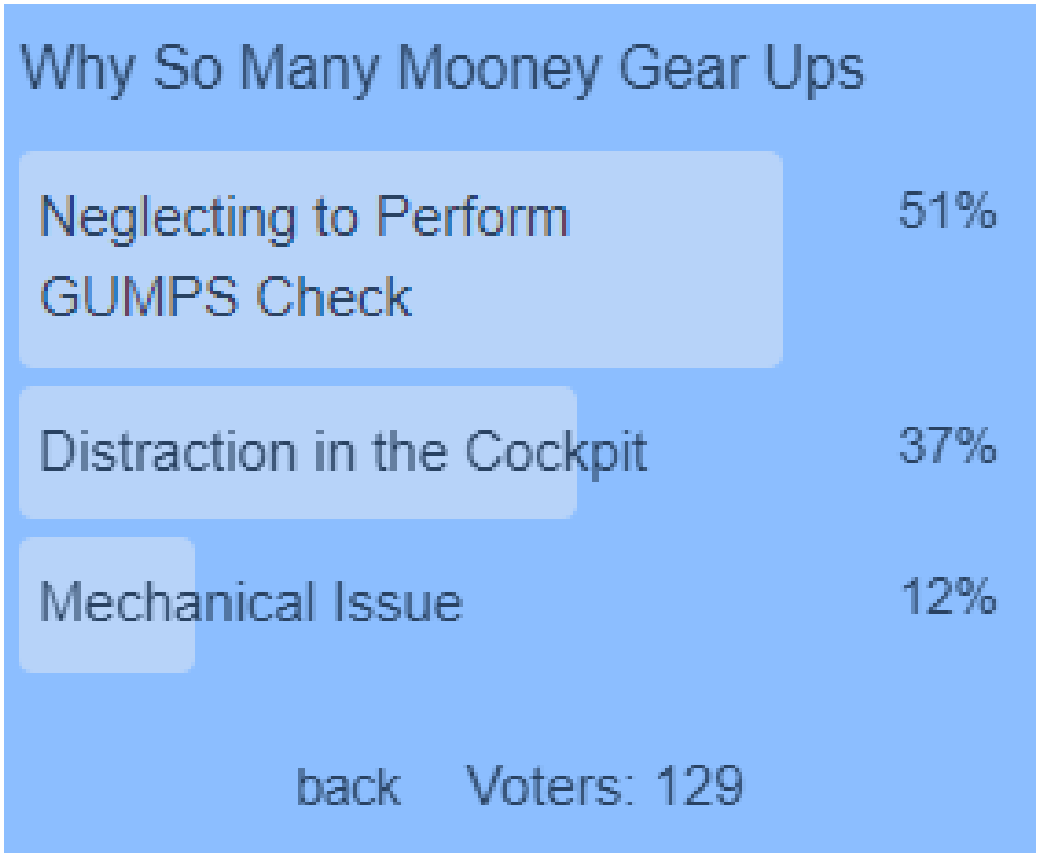
Friday Evening: A Wine & Beer event in our hangar for everyone to meet & greet old and new friends. Plus, a short but entertaining presentation by The Mooney Flyer team. In addition, this event is FREE

Saturday Morning: Hang out on the ramp and greet the Saturday morning arrivals while you admire each other's Mooneys.

Saturday Mid-Day: Lunch and a few more presentations including our very popular Mooney Destinations presentation, given in the perspective of the pilot's and passenger. The pilot talks about the airport, the FBO, etc. and the Passenger talks about hotels, restaurants, shopping and things to do. There is something for everyone. The other presentation will be a special guest and you don't want to miss it.

Saturday Afternoon: Free time. You can visit the Estrella Warbird Museum (on the airfield) and/or we will arrange for Wine Tasting at 3 wineries.

Saturday Evening: Dinner at Cool Hand Luke's , Followed by an AMAZING visit to Sensorio, a one of a kind place.

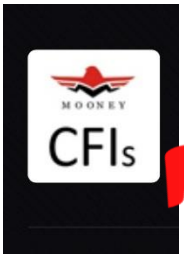


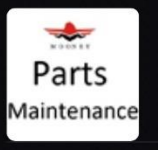
Next month's poll: "Before I owned a Mooney, I owned a"

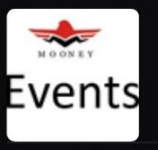
CLICK HERE to vote

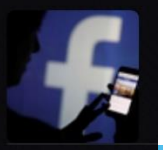
Need a Mooney CFI?

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.

CFIs can list their name and contact information on our website. To modify your current CFI listing, send an email to TheMooneyFlyer@gmail.com

Be sure to include your home base and state.

What a great honor seeing my landing gear suggestions reviewed in the latest issue. Even though I no longer have my Mooney, I still read the magazine and enjoy it immensely.

Since that article, I have added one more little procedure to my landing sequence. That is: when I select full flaps, I now announce and check "Full Flaps, Gear Green". So far, so good.

Keep up the good work.
Best, Wally M

Did Mooney fabricate the MU-2?

Answer: No. During several years in the early 1960s, Mooney had discussions with Mitsubishi Motors regarding their MU-2. An agreement between the companies was reached in mid-1964 that the MU-2 would be fabricated in Japan but assembled by Mooney in the United States. The existing Kerrville facility and workforce was insufficient, so Mooney purchased 230 acres (93 ha) near the airport in San Angelo, Texas (125 miles (201 km) to the northeast of Kerrville), set up an assembly line in an existing hangar, and built new support facilities. The MU-2 sold slowly. This was partly because the same sales force that was selling the M20 line was also trying to sell the much more expensive MU-2. It cost about $400,000 (US), and marketing and selling such an airplane was different than selling a small four-seater.

A SUPERIOR AIRPLANE
DESERVES SUPERIOR SERVICE & SUPPORT

HOME OF THE MOONEY PREDATOR

Don Maxwell Aviation Services, Inc.

Maxwell Avionics
Repair station for 91.411 and
91.413 IFR Certifications

Custom Mooney Paint

Custom Interiors

Monroy Long Range Tank STC

Mooney Warranty Work
Lycoming Service Center
Continental Motors TCM Link FBO Services
AMSAFE AAIR certified
All Inspections and Annuals
Pre-Purchase Inspections
Major & Minor Repairs
Fuel Tank Repairs
Modifications
All glass replacement
Corrosion X Treatments
Washing, waxing & detailing
American Airlines on the field
Car rental on field
Wireless internet for customers
Pick-up & delivery of your Mooney

For an exclusive Mooney Service Center
903.643.9902
or visit www.donmaxwell.com
Northeast Texas
East Texas Regional Airport - KGGG
390 Central Road -- Longview, Texas 75603
www.donmaxwell.com

Find us on

AUTHORIZED
MOONEY
SERVICE CENTER

8 Ways to be a Better Mooney Pilot

The Mooney Flyer is all about being a better, safer, and more knowledgeable pilot. In this article, I'll be giving a series of steps we all can take to be "Mooney Aces."

STEP 1

Fly with a Mooney CFI

Several years ago, my landings had become less than stellar. In retrospect, they had been deteriorating over several years in miniscule iterations. One day I decided to give Don Kaye, an amazing Mooney CFI, a call. He offered to fly down to my home airport and spend the day.

At the end of the day, and more pattern work than I could count, he had improved my landing technique to perfection. It's been several years since I flew with Don, and I continue to land with grace and aplomb. Don and I also talked about and practiced several other Mooney-specific maneuvers.

Ever since that experience, I seek out top notch CFIs and hone my skills. Try it! It is amazing how many bad habits you will squash and how many new things/ideas you will garner.

If you do it annually, you can double the experience and complete your annual Flight Review. It's a win-win.

STEP 2

Master Mooney Airspeeds

If you transitioned from a lower performance airplane to a Mooney, you probably had to work your way through a few Mooney traits such as slowing your Mooney down or landing without floating forever. You probably learned that if your speed is 2 to 3 knots fast before the flare, you may end up landing in the next county. Additionally, if try to force her onto the runway, you may experience the nasty Mooney porpoise.

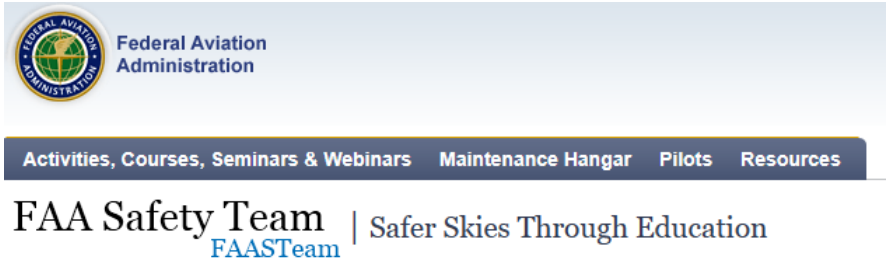
The solution is to know your Mooney airspeeds. For landing, that is 1.3 x V_{s0}, but that alone is not enough. The POH lists V_{s0} as the airspeed at Max Gross Weight. You are seldom at gross weight when landing, and if you are flying alone and have less fuel, you could be hundreds of pounds under gross weight. For every 300 pounds that you are under Max Gross Weight, my rule of thumb is that V_{s0} decreases by 3 to 4 knots. Therefore, if you are on final, your stabilized approach speed could be 6 to 8 knots lower.

Also, another Mooney challenge is learning how to reliably slow down your Mooney as you descend into the pattern. My technique is simple: 1) Level your Mooney to bleed off speed. 2) As soon as you hit the maximum gear down speed, lower the gear. 3) As soon as you hit the white arc on your airspeed indicator, drop some flaps; simple, easy and repeatable.

STEP 3 Fly Often

Flying is a lot like bicycling in that you do not forget the skill. But unlike cycling, aviating is an unforgiving undertaking. Your skills can, and do, erode if not constantly renewed.
Three takeoffs and landings in 90 days will not keep your skills up. Try to fly as often as you can.

Try various maneuvers on both local and long flights. When was the last time you practiced an engine out landing, or steep turns? When did you last put on a hood to practice VFR flight into IMC? Clearly you should do some of these things with a CFI or another safety pilot. Other things to do include crosswind landings, or maybe a few turns around a point. How about slow flight with 180° turns, or power on/off stalls? These things will keep you tuned to a higher level.



STEP 4 Step 4: Attend Safety Seminars

There is actuarial data establishing that pilots who attend safety seminars have fewer incidents and accidents.
Safety Seminars are good in that you pick up tidbits of information that you will not necessarily learn on the ramp or in hangar sessions.

Like mining for diamonds, you must sit through a lot of seminar time to pick up these gems. But moving forward, one or more of these gems could save your airplane, yourself and your precious passengers.

Podcasts are another free method for learning. There are many, but my favorite is "Aviation News Talk" by Max Trescott. He is incredibly knowledgeable and has very experienced subject matter experts on his show. I recommend it. CLICK HERE for more than 300 episodes. You can also view them on your tablets or phones.

STEP 5 Establish that your Pilot Certificate is only a Certificate to Learn

I've had a few Mooney pilot friends over the years that would not accept any feedback on their flying or flying choices. My belief is that every flight should be viewed as a learning experience. When I fly with another pilot, I look for feedback on my flying and I look for cool techniques that they have developed over the years; things that I would not otherwise have been exposed to.

The message here is to commit to learning new stuff about flying, weather, your Mooney, safety, etc., every day.

STEP 6 Learn as much as you can about your Mooney

I'm not very mechanical, but over the years I have learned a ton about my Mooney's airframe, control surfaces, linkages, landing gear, and engine.

The best way to do this is to perform an Owner Assisted Annual with an Inspection Authorization (IA) mechanic who is willing to explain "stuff" to you. By becoming more knowledgeable, you will detect issues sooner than you otherwise might have.

For instance, while home on your computer, you can learn how to interpret your Engine Monitor Data. You can learn so much about the health of your cylinders and valves by understanding the data.

I learned that pulling a prop does nothing for the oil in your engine. Nor does taxiing around the airport. In fact, even a short flight doesn't help your engine much. You really need to fly for at least an hour at cruise to allow the oil temperature to purge your engine of moisture and to fully lubricate it.

I've also become knowledgeable enough to make some minor repairs on my Eagle when I've been away from home.

Also, you should learn the "zen" of your Mooney. I'm not kidding. Our Mooneys talk to us often in advance of an issue. First, listen to your Mooney. Learn her sounds and then recognize a new sound. Secondly, feel your Mooney. My wife is exceptional with "feel." She can feel a shudder, or a bit of a rough engine better than anyone I know. If she tells me, I begin to feel it also.

STEP 7 Attend Mooney Conventions

These events are usually held once per year. They consist of expert speakers who focus on Mooney Maintenance, and Mooney Flying Safety.
My overwhelming favorite is MooneyMax, conducted by Jan and Don Maxwell and their family every year.

Another is The Mooney Summit.

Both of these are very worthwhile events that you should consider attending.

STEP 8 Read The Mooney Flyer

How could we possibly leave our beloved magazine out of this discussion? Jim and I started The Mooney Flyer in May 2012. It is simply our way to give back to the Mooney community for whom we are so grateful.
We are dedicated to making all of us better owners and better pilots. We will continue that endeavor and never stop trying to make it so.

Volume 13 Number 2

Flight Officer Gene Autry

The Singing Cowboy

Orvon Grover "Gene" Autry (September 29, 1907 – October 2, 1998), was nicknamed the Singing Cowboy. He was an American actor, musician, singer, composer, rodeo performer, and baseball team owner. Beginning in the early 1930s, he gained fame by crooning on radio, in films, and on television for more than three decades.

Autry was the owner of a television station and several radio stations in Southern California. From 1961 to 1998, he was the founding owner of the California Angels franchise of Major League Baseball (MLB).

Gene Autry in 1936, *Oh, Susanna*

Autry appeared in ninety-three films from 1934 to 1953. During the 1930s and 1940s, he personified the straight-shooting hero — honest, brave, and true. Between 1950 and 1956, he hosted the television series, *The Gene Autry Show*.

Autry was also one of the most important pioneering figures in the history of country music and his films were the first media vehicle to carry Western music to a nationwide audience.

In addition to his signature song, "Back in the Saddle Again", and his recording hit, "At Mail Call Today", Autry is still remembered for his association with Christmas music, having debuted the seasonal standards "Rudolph, the Red-Nosed Reindeer", "Frosty the Snowman", and "Here Comes Santa Claus".

Autry is the only person to be awarded stars in all five categories on the Hollywood Walk of Fame, for film, television, music, radio, and live performance. Additionally, the town of Gene Autry, Oklahoma, population 154, was named in his honor, as was Gene Autry Park in Mesa, Arizona.

Gene Autry Park, Mesa, AZ

When World War II

Gene was determined to join the armed forces and do his part. When Gene told Republic Pictures he was joining the military, Republic Pictures threatened to promote Roy Rogers as "King of the Cowboys", which it did. During the war years, Republic reissued old Autry westerns to keep his name before the public.

On July 26, 1942, during a live broadcast of his radio show, “Melody Ranch”, and at the Pentagon's request, Gene was inducted into the Army Air Forces as a Technical Sergeant. He was already a private pilot, and he set out to earn his wings as a Flight Officer.
After basic training at the Santa Ana Air Force Base, and serving at Arizona’s Luke Field, Thunderbird Field, and Phoenix Airport, he was eventually accepted for flight training at Love Field in Dallas, Texas.

On August 2, 1942, a week after Gene was sworn into the military, the Gene Autry Melody Ranch Radio Show became the Sergeant Gene Autry Radio Show. The program was part of Gene’s regular duties in the Army Air Forces. The show still had his music, comedy, and action in a dramatic story, but it now had a military theme. The songs were patriotic, the comedy was based on military life as a soldier, and the stories were dramatizations, based upon actual incidents that had been recorded in the files of the United States Army Air Forces. The characters were portrayed by a cast of professional actors. Many shows were broadcast from Luke Field in Arizona with an audience of soldiers stationed at Luke. The Sergeant Gene Autry Radio Show ended on August 1, 1943, when Gene was given new orders to attend pilot training.

On June 21, 1944, Gene earned his service pilot wings and was promoted to Flight Officer. In WWII, service pilots held the rank of flight officer, a rank comparable to today’s US Army Warrant Officer. It was a rank that was neither enlisted nor commissioned. Flight Officer was used from 1942 to 1945 and the rank insignia was nicknamed "the blue pickle."

In addition, the Flight Officer cap badge was quite different from the cap badge worn by commissioned Officers.

Gene was assigned to the 91st Ferrying Squadron of the 555th Army Air Base Unit, Air Transport Command, at Dallas’ Love Field, Texas. He served with this unit from July 1942 to October 1945.

Flying “The Hump”

Flight Officer Autry was assigned to a unit of the Air Transport Command and flew in the very dangerous airlift operation over the Himalayas between India and China, nicknamed the Hump.

The Hump was on the eastern end of the Himalayan Mountains. Flying over the Himalayas was an extremely dangerous and difficult mission because there was a lack of reliable charts, an absence of radio navigation aids, and a scarcity of weather information. Pilots would literally navigate by following the shining metal left on the mountains from previous aircraft crashes. To make things worse, Army Air Corps leadership insisted that pilots fly twenty-four hours a day, regardless of the weather.

Hump Pilots flew military transport aircraft from India to China to resupply the Chinese war effort of Chiang Kai-shek and the units of the United States Army Air Forces based in China. The India–China airlift delivered approximately 650,000 tons of materiel to China at great cost in men and aircraft during its 42-month history. The Army Air Corps did not record all crashes, but it is estimated that approximately 590 aircraft were lost along with 1,314 crew members.

Gene Autry flew cargo type aircraft including AT-7s, 11s, and C-109s.

AT-7

AT-11

C-109

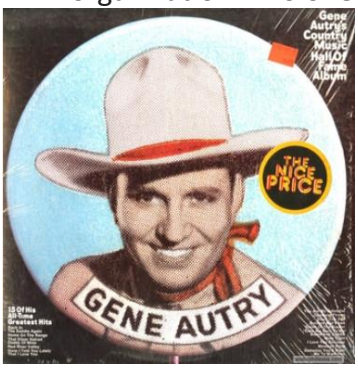
The C-109's were used to haul fuel in the China Burma India Theatre of Operations. On one mission, Gene was a co-pilot on a trip to the theatre via the Azores, North Africa and the Middle East. Enroute to the Azores his crew had to reverse course to avoid a typhoon, flying five hours back to Newfoundland, where it landed at Gander Bay with one engine out and low on fuel. Fog rolled in and the crew was grounded for two weeks. However, they eventually completed their mission.

USO

At the end of the war, Gene transferred to Special Services and took a USO troupe to the South Pacific. He was honorably discharged from the service in 1946.

During the war, Gene was awarded the American Campaign Medal, the Asiatic-Pacific Campaign Medal, and the World War II Victory Medal. In 1955 Gene Autry received a letter from Headquarters, Continental Air Defense Command signed by George F. Smith, Major General, USAF, Chief of Staff.

The letter closed, "The United States Air Force is proud to have Gene Autry as a former member of this organization." No one was prouder than Gene.

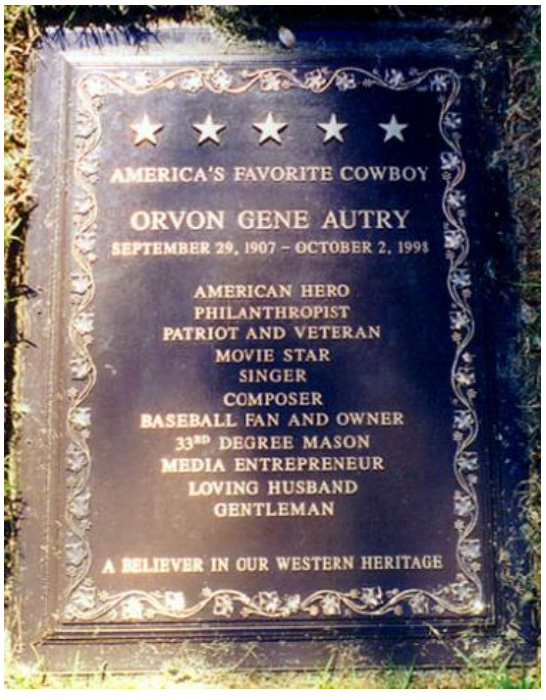


Gene Autry is a member of both the Country Music Hall of Fame and the Nashville Songwriters Hall of Fame.

In 2017, in honor of the 75th anniversary of Gene Autry's enlistment in the Army Air Corps, the Autry Museum of the American West in Los Angeles, California, debuted a special showcase entitled "The Cowboy is a Patriot: Gene Autry in World Ward II."

Flight Officer Gene Autry died of lymphoma on October 2, 1998, at the age of ninety-one. He is buried at Forest Lawn Memorial Park Hollywood Hills Cemetery in Los Angeles California. His tombstone epitaph is a solemn tribute to a wonderful patriot.
Lest We Forget.

Fly Safe, Jim



Plan Now to Become a Safer Pilot in 2024

Attend a Mooney Pilot Proficiency Program. Visit MooneySafety.com to learn more.
You can register at https://www.mooneysafety.com/ppp-registration/

You can also email Lela Hughes, lelahughes49@gmail.com or call 830-315-8008.

Ocala, FL, January 26 – 28

Santa Maria, CA April 5 – 7

Owensboro, KY June 21 – 23

Burlington, VT September 6 – 8

Dallas Ft Worth, TX Oct 18 - 20

Click Here To Register

MOONEY SAFETY.COM

Long Lost Relatives and Close Calls

DNA matching is amazing. A few years back, through DNA testing, my wife's extended family learned that there was a cousin nobody knew about. In the years since, they have all had a chance to connect. She and her husband were going to be escaping the winter weather in the Pacific Northwest and spending a few weeks in Pismo Beach, California.

Perfect! While we may be an 8 hour round trip drive away, it is just over an hour in the Mooney.

We had been having typical Southern California winter weather with some clouds and rain. I was checking the weather mid-week, Saturday looked like there might be more winter weather. Oceano (L52) Airport is a great little airport with a 2325x50' runway and no instrument approaches or instrument departure procedures.

As a backup, I looked at San Luis Obispo (KSBP) just to the northwest. They have good approaches and even if it were IFR weather, we could get in and out. The FBO also has a couple of crew cars on a first come first served basis, which are both typically available in the mornings. You can take them for two hours, which would work for the 10-minute drive to meet up for brunch and get back to the airport.

At that point in the week, we made a decision we would later regret. Our Doberman needed to see the groomer, and while I don't mind, (even if she does mind), giving her a bath via hose in the backyard, trimming her nails is no fun. So, I told my wife to go ahead and schedule the groomer at 3 pm. Surely with the forecast weather we would be back by then, right?

Friday night, I filed a VFR flight plan from KFUL to L52 and a backup IFR flight plan from KFUL to KSBP. We went to bed hoping we could get into and out of Oceano before the forecast clouds rolled in on Saturday. Worst case scenario, if it looked questionable, we would fly IFR to KSBP.

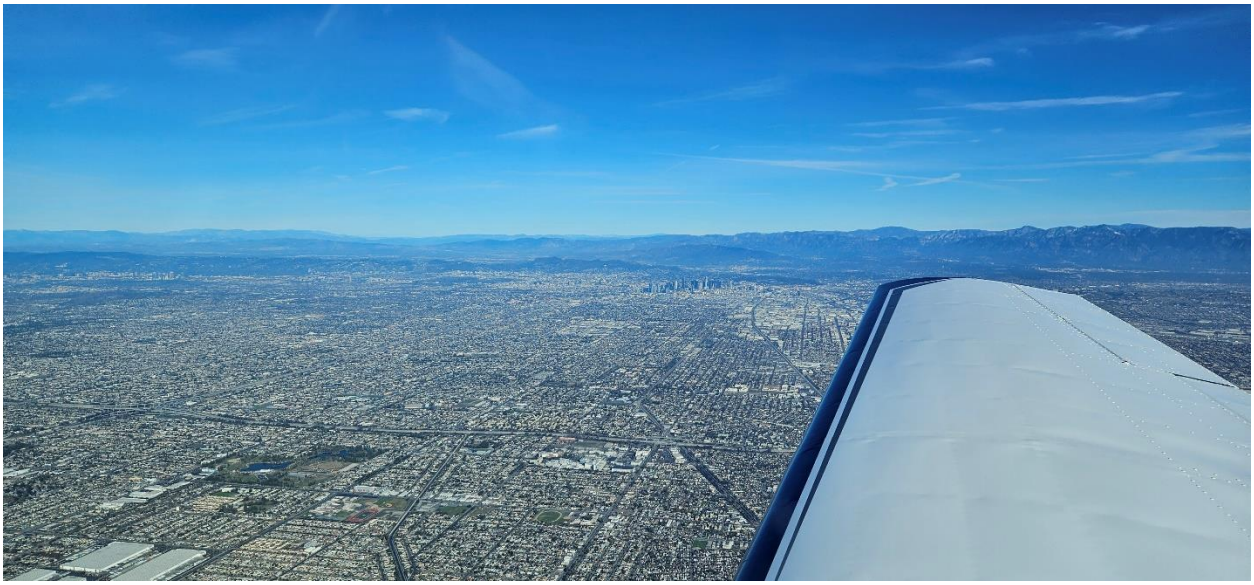
Saturday morning, I woke up and looked at the weather on my phone. The TAF's from the day before were wildly inaccurate. That never happens – ha ha. The forecast cloud cover that was to precede the rain had been pushed back to Sunday and it was going to be a glorious VFR day. I went downstairs, fired up my laptop, canceled the IFR flight plan, and picked up my briefing for the VFR flight.

Out of the 240+ times I have taken off from Fullerton, I think I have departed on runway 6 less than 10 times. But, on this Saturday morning, as we were looking for a westbound departure, runway 6 was in use. Tower gave us a left downwind and we began a climb up to 4,500' so we could cut across LAX through the Special Flight Rules Area (SFRA).

The SFRA is a mixed bag. I know pilots that use it frequently and some that avoid it at all costs. I have always enjoyed the view passing right over LAX. While you must pay close attention to traffic calls, only half believing that planes are where they say they are, I haven't had any traffic close enough to make me uncomfortable.

I made my traffic call as we approached the SFRA which was followed by another plane announcing he was "just ahead of me capturing the radial." Hmm… I thought as I took another look at my tablet and out the window. I know everybody doesn't have ADSB-Out, but considering we were almost directly over a Class Bravo airport, the odds are good everyone in my little part of airspace should be broadcasting OUT.

I had been paying close attention to the traffic on the tablet as well as monitoring the frequency for the SFRA for a while. There was nobody in front of me. On my tablet I could see two planes tracking northwest at 4,500' about 5 miles behind me, fairly close to each other.



"I'm just entering the Special Flight Rules Area, I think you're behind me," I replied." I wanted to make sure I knew where he was, and that he knew where I was. He confirmed that he was indeed one of the planes about 5 miles back, which I could have easily known, had he used his tail number in his radio transmission, rather than just type and color.

I know some CFIs teach that pilots should use type and color when making calls on CTAF, (which the SFRA frequency is like a CTAF where you self-announce), but I wish they would stop with that practice. From a few miles away, you really aren't going to know type and color, it is basically worthless. With ADS-B becoming more and more common, it is much more helpful to hear a tail number that you can correlate with a target on a display, helping to build your mental picture of the traffic.

And, if those reasons aren't enough, then perhaps a review of FAA AC # 90-66B, Section 10.3.1 is in order.

> "Self-announce transmissions may include aircraft type to aid in identification and detection but should not use paint schemes or color descriptions to replace the use of the aircraft call sign. For example, "MIDWEST TRAFFIC, TWIN COMMANDER FIVE ONE ROMEO FOXTROT TEN MILES NORTHEAST" or "MIDWEST TRAFFIC, FIVE ONE ROMEO FOXTROT TWIN COMMANDER TEN MILES NORTHEAST," not "MIDWEST TRAFFIC, BLUE AND WHITE TWIN COMMANDER TEN MILES NORTHEAST."

The rest of the flight was beautiful, but I was reminded once again that aircraft aren't always where they say they are. We had begun our descent, and I was lining up for a straight in for runway 29. There had been no transmissions on CTAF, and my tablet wasn't showing anyone in the pattern. I kept in mind that we were far enough away from any

airspace that requires ADS-B OUT and that there could also be a NORDO plane in the pattern. If I saw someone in the pattern that wasn't talking, I would sidestep and fly an upwind leg to enter the pattern.

I was looking out the window for an aircraft that was on my tablet. It didn't seem to be going any direction and presented a possible conflict, depending on which way they decided to turn.

Me: "Oceano Traffic, Mooney 1015E descending through 2,000, 10 miles to the southeast, be making a straight in 29'er, Oceano."
Traffic: "Oceano traffic, Mike Delta seven, 5 miles northeast of the field, we're northeast bound 1,600, Oceano."

I took another glance down at my tablet to see the tail number of the aircraft in between us and the field.

Me: "Did he say Mike Delta seven?"
Wife: "Yeah"

I was scanning out the windscreen, no longer looking at the tablet, not wanting to miss finding this guy who was within a couple hundred feet of our altitude and somewhere in front of us.

"He's five miles southwest, er southeast, in fact he's right there," I said as I spotted the helicopter.

"We're gonna go this way," I said.

"Woah!" my wife replied as I rolled into a left bank.

"He is not…" I began to say.

"Where he thinks he is?" she finished my sentence.

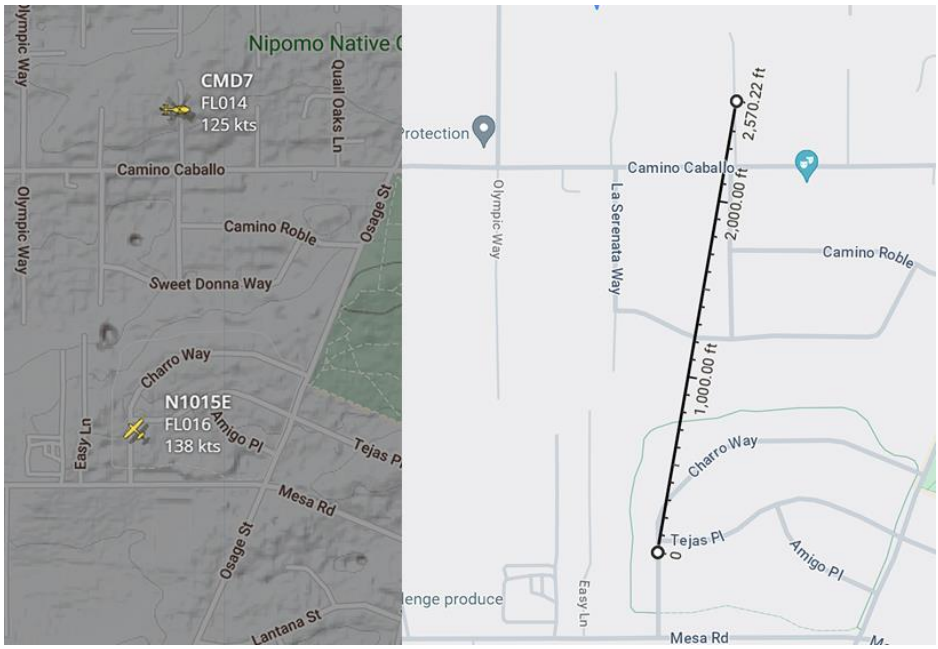
"Where he thinks he is," I repeated.

My wife hadn't spotted him yet, but she was about to.

Wife: "You gotta move out of his way? Oh dude! He's right there!"
Me: "I know!"
Me: "What the heck, he is not where he said he was."
Wife: "Well it's a good thing you moved."

He made a mistake that I, and I think probably every other pilot has made at one point or another. He said northeast when I am sure he meant southeast. In his mind he may have even believed he said southeast. I'm not pointing out his transmission error for any reason other than to remind everyone to always confirm what you heard with your eyes outside the plane.

When I replayed the flight, we passed within about 2,500' of each other, and had I not turned it would have been much closer. Given our flight paths and speed, perhaps we were just a few hundred feet from each other.



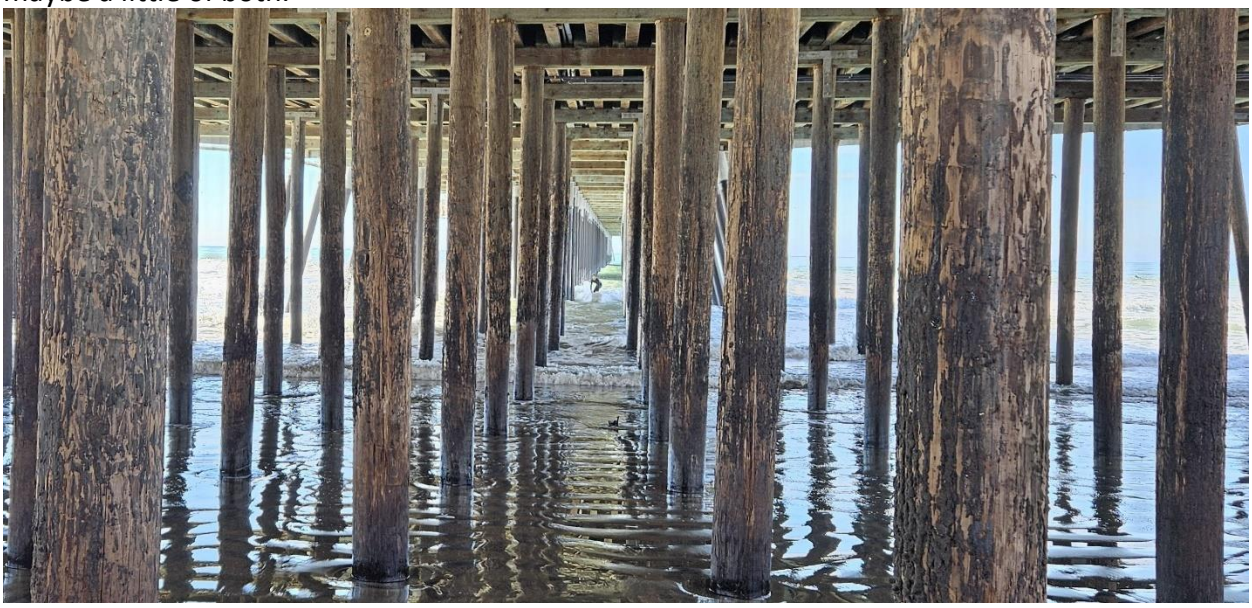
The approach wasn't exactly uneventful, but the landing was smooth and boring. We easily turned off at the second taxiway, 1,800' down and could have made the 1,200' turn off if I wanted to get on the brakes a little.

Our new relatives were there waiting for us, and it was great to meet my wife's cousin and her husband. As I said in the beginning, DNA is amazing. My wife's cousin looks just like her sister. And since you never give out a lady's age, we'll just say that even though they are both somewhere north of 40, and grew up in different places with different families, if you were to close your eyes and listen to them talk, their voices are virtually indistinguishable.

We walked over to where they had their beautiful 5th wheel camper set up, and they gave us a tour. We then climbed in their truck for the drive to Pismo Beach. We found a parallel parking space where he expertly stuck his 3500 GMC Sierra. We strolled down to the pier and restaurants on what seemed to be the most beautiful day on the beach.

We stopped for a selfie in front of the Pismo Beach sign and beat the lunch rush at Wooly's Beach Bar & Grill. There are a lot of restaurants packed in there, along with food trucks out on the pier. I am sure that many are good, but you won't go wrong at Wooly's. My wife and I split the Carne Asada Fries and a ¼ pound Burger. It was all delicious. We could have just split the fries, it was amazing.

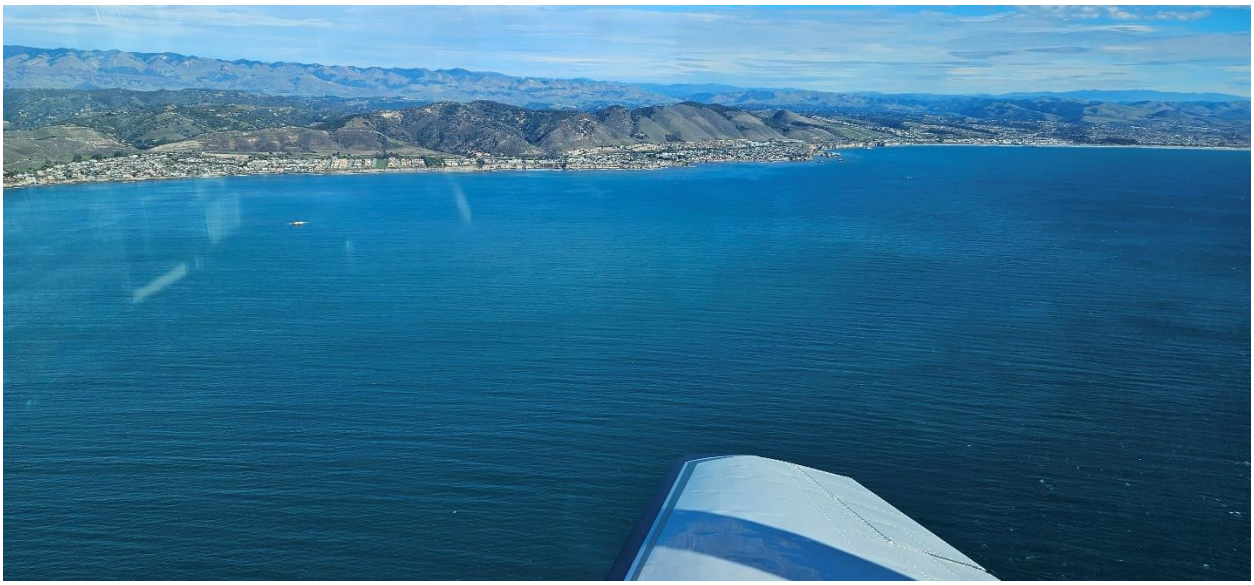
After lunch we took a stroll along the beach and under the pier where my wife snagged a picture of a surfer riding a wave right down the center of the pier between the supports. Impressive, crazy, or maybe a little of both.

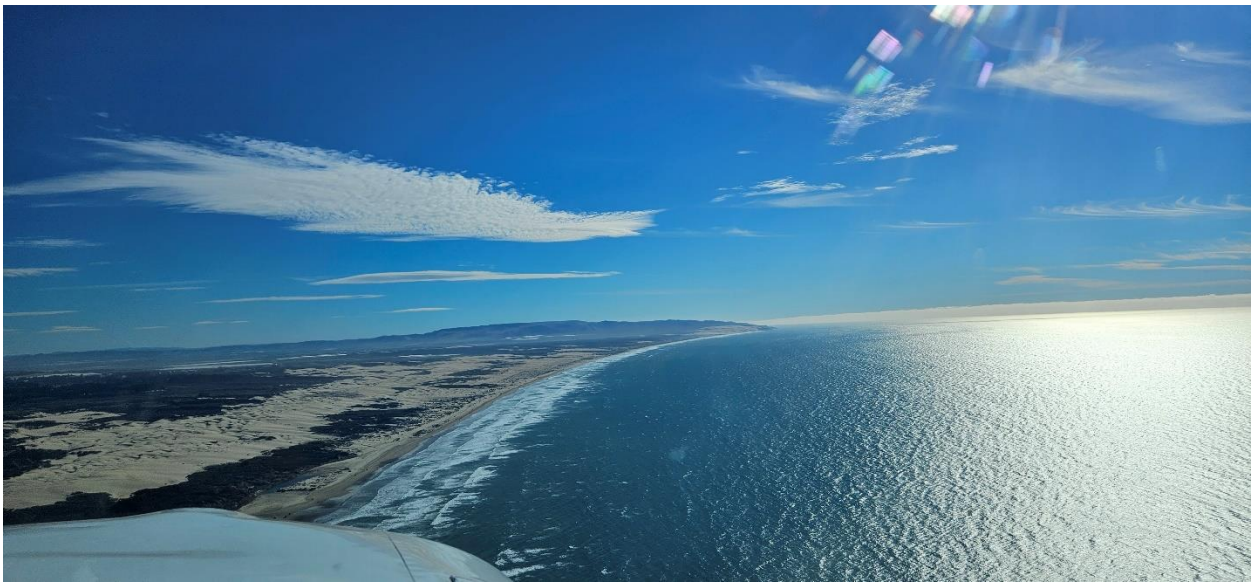


Pismo is also known as a wintering spot for Monarch butterflies. We stopped by the Monarch Butterfly Grove, enjoying the scent of the eucalyptus trees and marveling at the butterflies. They were fluttering all over, but the most amazing sight was seeing the clusters of them resting in the trees. You thought you were looking at a branch with a big clump of leaves, but when you put your eye to the spotting scope the volunteers had set up to see that clump of "leaves" you could see hundreds of Monarch Butterflies.

I mention that I regretted having my wife schedule the dog groomer. However, we had canceled him once before and we were going to return quickly, so we wouldn't miss him. We headed back to the airport. Our family walked out with us to see the plane, and after I finished the pre-flight, we visited for another 20 minutes. It was hard to leave and say goodbye. The 3+ hours we were there felt like just a moment, and we could have easily spent the rest of the day visiting.

The one other time we landed at Oceano, it never cleared up over the bay, so I wanted to make a quick flight out over the bay before heading home. The water was a brilliant deep blue with the contrasting browns of the sand dunes and lighter blue of the sky, creating an incredible scene.





We climbed up to 5,500’ and enjoyed a brisk tailwind most of the way home, with ground speeds of 180-195 mph most of the way.

Again, we took the LA SFRA route and again, I was closely watching and listening for traffic. As we approached the Santa Monica VOR from the west, there was another plane approaching from the northwest. We had descended to 3,500’ to stay below the 5,000’ Bravo shelf and be at the proper altitude to transit the SFRA southeast. The other plane was also at 3,500’, so I was operating on the assumption he was heading to the same point in the sky – over the SMO VOR where you can track the radial outbound.

As we got closer, I spotted our traffic and turned slightly to the right to join the route just south of the VOR. We were about 45 mph faster than the traffic, so cutting the corner would easily put us out in front of him.

The rest of the flight was my favorite kind, uneventful, with the exception of a flock of seagulls, where we crossed paths on descent just east of the Compton Airport. They were close enough that the camera under my wing picked up eight of them as they flashed by us.

“Did we hit one?” my wife asked in shock at how close they had been.

“No, we would have felt it,” I replied. I am so glad that they all dove out of our path, and I wouldn’t be looking at damage to the plane.

Surprisingly, the pattern was fairly quiet for mid-afternoon on a beautiful VFR day. We landed and after taxiing to the hangar and shutting down, we made record time tucking the plane away and heading for home. Traffic was light and we rolled into the driveway two minutes before the groomer was supposed to show up.

How can you not love travelling in a Mooney?

Weeks later I still regret that appointment robbing us of the rest of the afternoon in Oceano and Pismo Beach. At this point in my flying, I should know better than to schedule things that might interfere with flight times. I guess we are always learning…

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.

Let the Games Begin – Major Avionics and Interior Upgrade

by Terry Carraway

I am sad and happy at the same time. I just dropped my plane off and will not fly it for at least two to three months. The reason I will not being flying N252VM is because I just dropped it off at a secret, (for now), location. She is having a major panel upgrade and an interior redo. This will be the first of several articles about the process. For reference, the plane is a 1986 M20K 252 that has been upgraded to Encore specs. It has Monroy tanks, electric speed brakes and a low time factory remanufactured engine. The paint is in great shape.

I am not disclosing the location at this time but will after everything is done. I decided to do both the panel and interior at the same time to avoid paying to have the interior removed and reinstalled twice. The two shops are not located on the same field, but they are close enough that they can and have worked together.

My plane came to me reasonably well equipped, as listed below. I started planning the upgrades before I even saw the plane in person. I knew it was a perfectly fine panel, but I wanted more. I started the planning with some threads on Mooney Space and Beech Talk. One common piece of advice was to wait until I flew the plane some. I was going to do that, but I also knew that this project was going to be in the planning stage for a while. Since I first picked up my plane, I have flown it 160 hours. This included 10.1 hours actual instrument, 7.6 simulated instrument, and 24 approaches. Note that 148 of the total hours included cross country flights that were over 50 nm, including one 1,333 nm flight that took 7 hours flight time, non-stop KBJC to home at 0W3. Therefore, I have a good feel for the airplane and equipment.

The current panel has:

Aspen 1000 Pro (not MAX) with AoA and synthetic vision
Garmin G-5 backup attitude indicator
JPI 830 engine monitor (added after purchase)
WX-10A Storm Scope
King KMA-24 audio panel
Garmin GTN-650XI com/nav/GPS (I upgraded from original non-Xi)
Garmin GTX-345 transponder
King KAP-150 autopilot with KAS-297B altitude preselect

MicroKit Landing Height System (added after purchase)
Midcontinent Digital Clock with USB outlets

Everything works well, except the altitude preselect is heat sensitive. If the plane is sitting on the ramp without sunshades, the unit will not work when the interior gets hot – no display. It was looked at by a shop that determined that some capacitors needed to be replaced, but I was not willing to pay their significant fee, knowing it was going to be replaced.

The new panel will be equipped with:

Garmin G3X Touch 10" primary display with Engine Instrument System
Garmin G-5 backup attitude (from existing panel)
PS Engineering 450B audio panel (LEMO powered plugs for the tworight-handts)
Garmin GTN-750Xi
Garmin GTN-650Xi (from existing panel)
Garmin GTX-345R remote transponder
Garmin GFC-500 autopilot with trim and yaw dampener
GDL-51R remote SiriusXM receiver
AirGizmo Dock for Garmin AERA 760 portable (mounted on the right hand panel)
Alpha Eagle AOA system
MicroKit Landing Height System (from existing panel)
Whelen 71156 light pulser
Midcontinent Digital Clock with USB outlets (from existing panel)
Replacing the rocker switches with toggle switches

This picture of the new layout is from Hangar Flying Panel Designer (https://hangarflying.com/) and is a rough idea of what I am thinking of for the new panel.

I considered keeping the 650Xi and replacing the King nav/com with something newer, but decided I really wanted the larger screen. The next consideration was whether to keep the -650 or swap for lower cost nav/com. The price delta was small enough that I preferred to make the -650 number two. I know I could install a Garmin remote audio panel, but I prefer actual buttons. After comparing systems, I decided to go with PS Engineering. Part of my decision was based on knowing that only make audio panels, and their featured set was a bit better. I was thinking about installing a Storm Scope WX-500, which is a remote unit that would display through the -750. However, they are only available used, and the current company is charging insane rates for repair. I have heard the flat-rate repair is now over $10,000. I may keep the current WX-10 or replace it with a new Strike Finder. Any thoughts, let me know. There is a thread on Mooney Space with the same title.

I also considered upgrading the Aspen to a 2000 Pro MAX setup. At Oshkosh 2023, Aspen had very aggressive deals for upgrades to the MAX and 1000 to 2000. If I had been able to get that installed in a timely manner, I might have done so. But at this time, the hard part is getting an installation slot at a

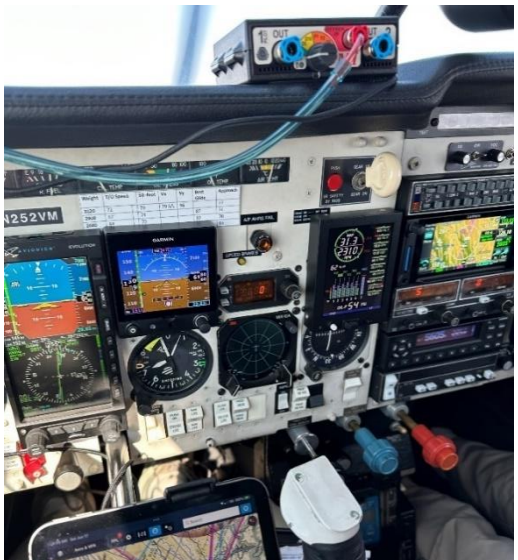
good avionics shop. I booked my January 2024 slot in April 2023. I decided I did not want to wait that long, do the Aspen upgrade, then to have to wait again if I decided to go full Garmin later. Another consideration was to help the cash flow by breaking the installation into sections, doing it in 3 or 4 separate pieces. Again, you run into the lead time for shop space. Additionally, you are paying for removing and replacing the interior and other prep work. You could have all the wiring installed in the first shop visit and then adding things would be very plug and play, but you are also significantly front loading the installation costs and just spreading out the equipment purchase. Overall, the equipment is about 2/3 the total cost of the work.

I am also considering replacing the key switch with the ElectroAir panel, which has separate mag switches and a push button start.

Also, I want to put in a plug for the MicroKit Landing Height System. This is an amazing system that is based on a laser height finder. It makes altitude call outs at 200, 100, 70, 50, 20, 10, 5, 2, and 1 feet AGL. You can also connect the latest version to your gear, so if the gear switch is not in the down position, or for Johnson bar planes, if the gear indicator does not indicate that all the gear is down. You will also get a call of "200 feet, Check gear down." I installed it as a safety measure to reduce the chance of a gear up landing, but the altitude call outs make landings a breeze, especially at night.

In case you are wondering, based on Controller listings, the quote for this project would almost cover buying an M20E.

The interior is the original 1986 mauve fuzzy cloth. The pilot seat cushion is not very cushiony, and the carpets are in sorry shape. I looked at a wide range of options from Air Tex, installed by my local FBO to a full-on Aero Comfort interior. Quotes ranged from about $12,000 to around $24,000. Talking to people at my home field, I got several recommendations for a local shop that did good work. After talking to the owner, I flew up and saw some of his work in progress. The work looked very good. We discussed the options, and I decided on a middle level. I am not getting all the plastic covered in Ultra Leather like many interiors. It looks great! However, it also weighs more and the cost delta to go with just repair and painting the plastics was over $6,000. The lower side panels will be leather. I am also going with cloth on the seats in the contact area. Having had leather seats in cars, I know they are cold in the winter and hot in the summer. It is also lighter and cheaper. The sides and backs of the seats will be leather. See photo for samples. I have already replaced the front seat belts with Alpha Aviation belts with inertial reels on the shoulder belts and plan to replace the rear harnesses with Alpha units.



Overall, the cost of this interior is only a bit more than the Air Tex option, but it is a full custom job. Oregon Aero's quote for the seats was between $4,630 and $5,145 PER SEAT, with the rear seat at 1.5x the front seat cost. The total for front and back seats was $15,260 to $18,007.

I will provide updates as this project progresses and if you want to see it in person, I plan to have my aircraft at MooneyMax.

Update on Terry's Panel Upgrade

Let the Games Begin, Update 1

I went by the avionics shop to see the progress. The work was supposed to start Monday January 8, but was delayed by one week due to some parts supply issues for another airplane, (not avionics parts). So, the work started Monday January 15. I visited on Thursday Jan 18.

At that point, as you can see in Picture Number 1, they had removed all the avionics, instruments, and panels. Picture Number 2 shows the shelf of removed items, some of which will be for sale. I need the money to help pay for the upgrade. LOL.

The box in Picture Number 2 contains the wiring that had been removed so far. The tech stated that he expected at least three more boxes. This shop is one that does NOT leave unused wiring in place, so they are pretty much stripping out all the panel wiring and will replace it with new.

Picture Number 2 also shows the rack with most, but not all, of the boxes of the new things going into the plane. Next trip, I will be opening some of the boxes and taking some pictures.

The tech told me that he "owns" this project, so he will accomplish or be involved in every step. For consistency, I think that is the best way to do things, so nothing gets missed. Yes, the boss will oversee every step.

As I write this, there are 7 – 9 weeks to go.

Picture Number 1

Picture Number 2

The View From a Distance

By Parvez Dara, MD, ATP, Master CFI

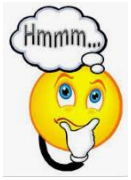
The view from near is clear but limited. The eyes focus on what they have been trained to focus on. A checklist for a pilot is the lens that focuses our vision on the needed components that must be in good working order. If we are diligent, we touch parts or things as we go along reciting the checklist, one by one. Ah, there is harmony in that!

A view from 20,000 feet, however, is different. It is all encompassing. The mountains below look like little hillocks and the rivers like rivulets of water meandering along a path that is indeterminate, yet doggedly cascading down to its eventual resting place, a lake or perhaps an ocean. I have seen the river below up close, and it is filled with eddies and currents of water rushing past the banks, coursing precariously around rocks in a frenzy, exploiting the staggering fragility of the land.

The counterweight to the heavy burden of risk is simply to confirm its elimination. Yet in aviation some risks are just that, nonnegotiably persistent. They are just there. Can we live more empowered lives as pilots, by reducing the frailty of our limited information of risks and hazards between competing desires of flight and safety? It is a human paradox.

We walk to the aircraft with an eye focused on where the next flight will take us. The enthusiasm and adrenaline are all there to hurl us into that dream-state. But some things that the narrow focus may have missed, may inadvertently come back to snarl at us.

On a cold day, the sun without warmth pelted down its powerless rays as my friend busied himself, readying his Mooney aircraft for a 100-mile flight for the $200 hamburger. I watched him walk around the aircraft with checklist in hand, nodding as he mentally ticked off each item. I stood and watched his meticulous performance with great admiration. He could be my copilot any day. Yes, but this was his airplane, and I was in the right seat. He completed the checklist and climbed on the wing to get into his turbo-powered Mooney. I was given the instruction to close the hangar door, which I did. Upon walking back towards the aircraft, I noticed the aircraft tail hook was still tied. Hmmm, I thought, should I make this a learning moment, or just untie it? You might guess what I did.



On another flight in a Piper Arrow, I wandered around the aircraft as the pilot was busy pre-flighting. I simply placed my wallet inside the cowl opening and watched him look at everything on the checklist. His eyes just swept by the wallet. He was ready to go and there was no way I was going to let my wallet get ingested and shredded.

Flying in a Cessna 340 to an island for a hamburger is quite the trip. A pilot friend invited me to one of those and I hastily agreed. I walked along as he did his preflight check. He did it by memory and I guessed it was because of his “experience.” As he jumped in, I stood back.

He looked quizzically at me, and I pointed to the gas cap sitting upside down on his left tip tank. He followed my gaze and a shaking of the head and furrowed forehead followed - humbled, no, humiliated perhaps. Lesson learned for him, perhaps for me, burnt in the memory banks.

On a flight back on a rainy day, I performed a preflight, jumping from one checklist item to another. Once in the cockpit and out of the rain, a sigh of relief and the pre-taxi checklist was at hand.

I started the engine, and the mighty roar reassuring me that all things were in synch. I advanced the throttle and the engine roared louder but the aircraft did not move. I tried a couple of times and had similar results. Out of the corner of my eye, I saw the lineman come running out in the pouring rain, making gestures with his hands around his neck, as if he were cutting his throat. I deemed that meant to shut the engine down. I did. He ceremoniously pulled out the chocks from the nose wheel, gave me a toothy grin and ran away from the pelting rain drops. I owe him gratitude for my humility.

I have one more tale. On a flight in my Bravo a few years ago, I had a lot on my mind. The weather was great, the aircraft in good condition, but the pilot was otherwise occupied. After completing the preflight checklist, I lined up on the runway, I advanced the throttle, I felt the push back against the seat and all was good, it seemed. Then abruptly, just when I was at take-off speed, I heard a pop and a whoosh. The baggage door had popped open. I pulled the throttle and braked on the 6,000-foot runway and taxied back. In retrospect, I had put the pitot cover on the back shelf and shut the baggage door down without latching it. I missed it twice, once when doing the action and another when walking round the aircraft after the completed preflight. The human element is complex machinery with multilayered thoughts and decision-making processes constantly in motion. It is imperative to complete each task fully and completely before moving on to the next. It is much better to have a clear mind before any flight.

Let us step back from that limiting focus of vision to gather the entirety of the situation. As pilots, looking critically at the aircraft, one can see the blotches that get mixed in the gray. I have witnessed oil leaks in unlikely places, visible only from a distance. Long streaks of oil over the louvers and other darker fluids, dripping on top of the mains, bent trusses from FBOs manhandling the Mooney Aircraft and sheared off static wicks, a broken A-36 Bonanza nose wheel tow-pin, and minor dents to the trailing edges of the ailerons. I have seen rivets beaded with fuel, suggesting that the fuel tank needed repairs. I have seen all sorts of trivial things that could in the future lead to major things. Some of these stains or dents can be long-standing and become part of the confirmation bias that is exploiting our own biases of “safety.”

Flying an aircraft is an endeavor that requires care and caution, single-mindedness and discipline in the moment. It requires us to focus and then to let our eyes gaze over the whole aircraft. It is like admiring the intricacies of a Rembrandt painting from near, then admiring the magic from afar. The majesty and beauty, the craft and perfection, are seen from two different perspectives.

So perhaps before departure on each flight and after each arrival, look upon the magic carpet with an added wonder of finding something new to behold. Most of the time, there will be nothing to see, but you may find a forgotten wallet, a chocked wheel, an oil rivulet suggesting a loose bolt, a gas cap sitting idly on a tip tank, a dimpled tire, or something else that might save the day.

So, step back and admire with a critical and disciplined eye!

(Answers are on the next page)

1. You departed in your Mooney from on a nice, beautiful VFR day and leveled off at 9,500 feet indicated. Because you are a fantastic pilot, you are participating in Flight Following and out of nowhere, the controller asks you for your altitude. You cautiously reply, "Nine thousand five hundred." The controller then says, "Your Mode *C* says you are at 14,200. Stop squawking Mode C." How do you do that?

a. Turn off your transponder.
b. Turn off your ADS-B.
c. Squawk 1200.
d. Turn the Transponder to "ON."

2. You just landed – a little hard this time. There was no porpoise involved, but as you clear the runway, the tower controller asks you to check your ELT because they just started to hear an ELT signal and you are the only aircraft operating at the airport. Also, when the tower controller broadcasts, you can hear the ELT blasting in the background. How do you check your ELT?
a. Recycle your Master Switch.
b. Change frequency on your radio to ground.
c. Disconnect the ELT.
d. Reset your ELT switch.

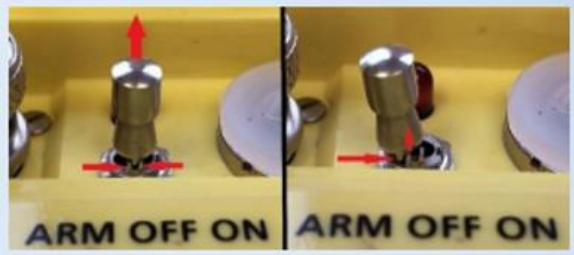
3. Both Lycoming and Continental Engine manufacturers have published letters on cold start procedures. These include a recommended temperature at which they say when and how pre-heating your engine should be done. What is that recommended temperature?

a. 32 degrees Fahrenheit.
b. 32 degrees Fahrenheit and wind chill is below 25 degrees.
c. 20 degrees Fahrenheit.
d. 2 degrees Centigrade.

ANSWERS

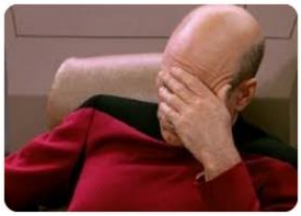
1. **d.** Most older transponders give you options on the power knob to select a Mode, such as OFF, standby (SBY), ON, ALT (Mode C) and test (TST). Some of the newer ones, like the Garmin one shown here, have buttons instead of knobs, and include a VFR button that enters the VFR 1200 code. And, if you accidentally pushed it, a second push brings up the old code that was set in before you changed it. So, SBY/STBY powers up your transponder but does NOT send out any code. ON sends out the code without any altitude information. Obviously, ALT sends your altitude with whatever code you put in. Mode C is altitude reporting, so to turn off the mode C altitude reporting, simply go back to ON.

2. **d.** Simply reset the ELT switch. You may have to turn it OFF first, then reset. Some ELTs just require pressing the reset button. Tune your radio to 121.5 and listen. If it was your ELT, the signal should stop.

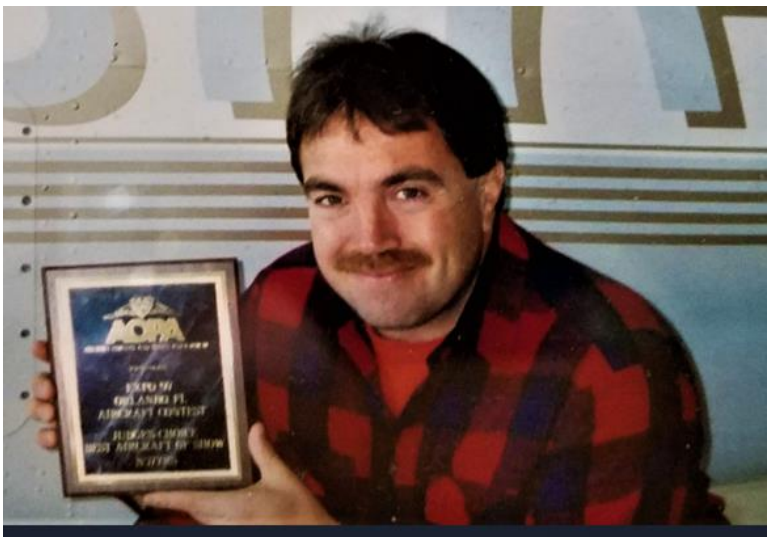


ELT switch locking system (Source: TSB)

2. **c.** **Continental's** Letter advises that when the engine has been exposed to a temperature of at or below 20° Fahrenheit (wind chill) for two hours or more, you need to preheat the engine to protect it from damage on starting." Note: Wind chill is irrelevant to inanimate objects. Moving air cannot cool an object below the ambient temperature, no matter how hard the wind is blowing. **Continental warns**, "Failure to properly preheat a cold-soaked engine may result in oil congealing in the engine, oil hoses and oil cooler with subsequent loss of oil flow, possible internal damage to the engine, and subsequent engine failure.



Lycoming's Instruction states that preheating is required when the engine temp has dropped to 10° Fahrenheit. The exception to this rule is the 76 series models that include the O-320-H, and the O/LO-360-E. For these engines, preheating is required at 20° Fahrenheit. Lycoming is as blunt as Continental about cold starting risks, warning that "Improper cold weather starting can result in abnormal engine wear, reduced performance, shortened time between overhauls ***or*** failure for the engine to perform properly. I am of the opinion that the "or" in that sentence should be "***and***."



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.

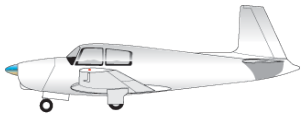
MOONEY
WE LOVE TO FLY. FAST.

richard@thunderbirdaircraft.com or 602-884-2111
www.thunderbirdaircraft.com

I LOVE BUMBLE BEES, BUT THEY CAN KILL YOU!!!

It might be a little early to have that springtime "Birds and Bees" conversation, but I read something last night that jogged my memory about a fueling protocol I use, and I thought I would pass it on here. Bumble Bees are one of God's many amazing little flying creatures and I love those little guys. Bumble Bees are very curious and like to explore. While fueling, there have been numerous occasions in which I have observed FBO Fuelers prep an airplane by opening both gas caps and leaving the fully exposed filler holes wide open while they get the hose ready, fuel one side, etc., etc. This is a HUGE NO-NO!!! The curious little flyers love holes like this and dive right in there if the opportunity is present. The 100LL bath does not last very long. A fuel saturated Bumble Bee can partially or fully clog a fuel port. So can other things that fly into that open hole. Therefore, I highly recommend being hypersensitive about your fuel caps and don't allow them to be opened up and left open for any period of time, other than when actually fueling that tank. Protecting your tanks from foreign debris is very important to the safety of flight and you might also be saving a Bumble Bee, which is cool too. I love Bumble Bees.

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

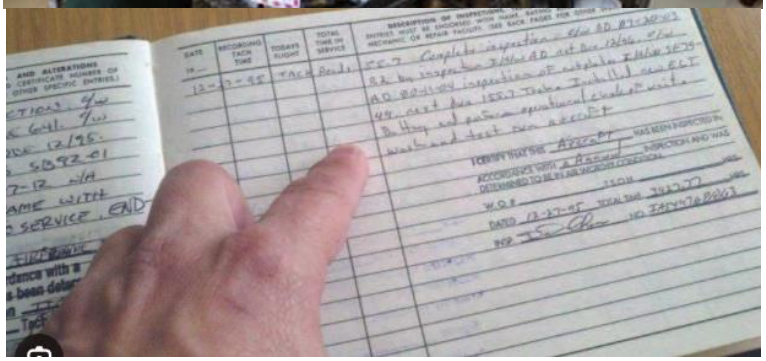
Send your questions for Tom to TheMooneyFlyer@gmail.com

I am a prospective Mooney buyer, and my question is, what are the top items that I should ensure I check before purchasing any Mooney?

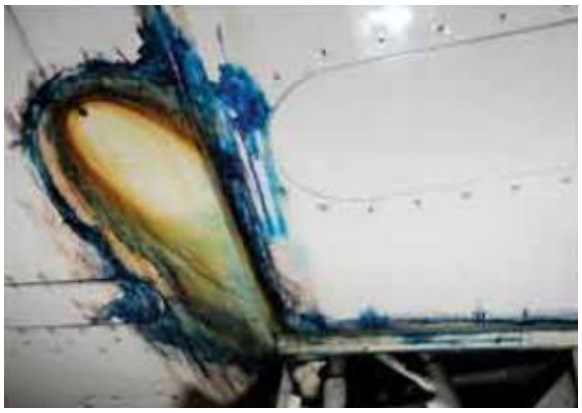
Thank you, Mr. Rouch, for all the valuable information you share on The Mooney Flyer. It's amazing.

Tom's Answer

This is not a question I want to answer because I don't have a good answer. "Back in the day," my answer was simple. Find a good, experienced Mooney shop and get a good pre-buy inspection. Ideally, it could be converted to a full Annual Inspection and save a lot of money in the long run. Today, there are very few experienced shops and because of an extreme shortage of mechanics, it is almost impossible to get a pre-buy inspection. With that being said, a very thorough review of the logbooks would be the minimum requirement. A well-maintained Mooney will have many pages of entries devoted to inspections and work performed. I have seen many logbooks with just a one-page entry for the Annual Inspection, without any maintenance entries. This is just not possible. Many Moonies on the market are 40-50 years old, so there should be entries for engine overhauls, tires, shock discs, back springs, rod ends, magneto changes, and I could go on. However, I hope I made my point.



I would especially be aware of the history of both fuel tanks. These are wet wing airplanes, not aircraft with "fuel tanks," and as they age, they are very prone to fuel leaks. These leaks are very expensive to repair. In my opinion, to find a plane that has fuel cells installed or a complete reseal would be worth about a $10,000 value.



nosewheel

Positive directional control of the Mustang is provided by a steerable nosewheel.

retractable light

A landing light mounted in the nose is standard. A retractable landing light mounted on the underside of the left wing is optional.

engine cooling

Carefully engineered baffling and cowl flaps provide proper cooling on the ground during low-speed climbs, and at cruise.

cabin air

Outside air is cooled and circulated by an auxiliary blower providing ventilation on the ground, during taxi; the auxiliary blower also assures proper movement of air during pressurized and unpressurized flight. Selective heating is constantly available.

full length rudder

Effective full length rudder provides excellent rudder and aileron coordination for smooth turns, good cross wind landing characteristics, and ground handling control. The entire horizontal and vertical tail section of the Mustang trims to best angle of attack for peak performance.

specifications:

Gross weight	3680 lb.
Empty weight	2380 lb.
Useful load	1300 lb.
Wing span	35 ft.
Length	26 ft., 10 in.
Height	9 ft., 11 in.
Landing gear	electric
Fuel capacity (useable)	92 gal.
Engine — Lycoming T10-541-A1A 6 cyl.	310 hp
Pressurization	4.0 psi
Cabin altitude @ 24,000 ft.	11,000 ft.
Cabin altitude @ 20,000 ft.	8,000 ft.

performance:

Maximum speed	250 mph
Max. cruise (recommended)	230 mph
Stall speed	69 mph
Rate of Climb S/L	1120 fpm
Take off Roll S/L	1142 ft.
Landing Roll S/L	958 ft.
Range	over 1100 s. mi.
Operating ceiling (max. certified)	24,000 ft.

pressurized cabin! The entire passenger area, baggage compartment, and radio equipment racks are located inside the pressurized cabin. Now, for the first time in single engine history, passengers and pilot can enjoy a comfortable cabin without cumbersome oxygen masks at high altitude, above turbulent air or other undesirable weather conditions. Radio equipment, located inside the pressure area, is free from electrical arcing, a common problem with unpressurized equipment at high altitudes.

With the baggage compartment located in the heated and pressurized area, contents of cosmetic bottles, fountain pens, and other fluid containers are unlikely to leak or freeze at altitude. This is a common problem with today's modified airplanes that are being turbo-charged for high altitude flight but are not pressurized.

Will this happen at your airport?

Neighbors Sue Rocky Mountain Metro Airport, also known as JeffCo (KBJC), over Noise & Leaded Fuel

According to a **report by the NBC affiliate** in the area, 9 News, more than 400 homeowners in the Rock Creek subdivision have sued Jefferson County, which owns the airport. That neighborhood, first subdivided in 1987, is located less than a mile northeast of the airport directly in line with the runways, according to the news report.

KBJC, which has been operating since 1960, is the third busiest airport in Colorado with almost 300,000 takeoffs and landings in 2022.

The lawsuit notes there has been a “significant increase in flight operations” at KBJC. This increased traffic has led to “detrimental effects in the area, such as increased exposure to leaded fuel and decreased home values.” It also accuses the airport of violating their airspace, otherwise known as an "avigation easement," which is defined as ***the right of flight in the airspace above or in the vicinity of a particular property.***

READ MORE

AirVenture Announces Initial List of 2024 Airshow Performers

Photo: courtesy of Nathan Hammond

The Experimental Aircraft Association (EAA) announced today (Jan. 11) it has received commitments from 26 separate performers who will fly in the daily airshows during the 71st running of EAA AirVenture Oshkosh.

There will be nine separate airshows, including dramatic nighttime performances, over the July 22-28 event, held at Wittman Regional Airport in Oshkosh, Wisconsin.

The performers' aircraft types include Piper Super Cubs, Extra aerobatic aircraft, a jet-powered Waco biplane, a Rutan Long-EZ and a host of warbird types, including the P-51 Mustang, Vought Corsair, and North American T-28 and T-6 trainers. EAA said the list of performers includes "aerobatic champions and longtime Oshkosh favorites."

READ MORE

How to Share Your Location from an iPhone via Satellite

We're entering an exciting new era of communications thanks to recent developments in satellite connectivity. While satellite phones have been around for decades, their bandwidth limitations and high service costs limited their use to a few niche applications, like those needed by the military, off-grid adventurers and Gulfstream jet setters.

The iPhone 14 and 15 include a satellite-based emergency communication feature that uses the Globalstar low-orbit satellite network to provide low-bandwidth communication services. Officially called "emergency SOS via satellite," this allows iPhone 14/15 users to connect to the first responder network via satellite when out of cellular service coverage. The service is included at no extra charge for the first two years and is a nice insurance policy for both pilots flying in remote areas and those hiking or traveling out of cell phone coverage.

Apple also included a secondary satellite feature for iPhone users, which provides the ability to share your location via satellite when out of cellular coverage. This will update your location in the Find My app on iPhone, allowing other users who you've previously allowed to track your location in their Find My app and see where you are (or were) located at a specific time.

To use this feature, open the Find My app on any iPhone 14 or 15, and select the "Me" tab at the bottom right. You'll then see an option called "My Location Via Satellite." This feature will only work when you're ***not connected*** to a cellular or Wi-Fi network, so for now, you'll see an information screen.

READ MORE

What was the M22?

MOONEY TRIVIA

Answer: The M22 Mustang was high performance pressurized single engine. It first flew in September 1965 and was certified two years later. The project was ultimately unsuccessful. Sources disagree on the total production, some saying 36 units, others 32, 29 or 27.

What is certain is that each plane was a financial loss for the company. Although it did fly high and fast, it receive criticism for having a heavy control response and poor visibility.

.

	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 February 10: Fort Pierce (FPR) March 9: Winter Haven (GIF)
	Sign Up at https://www.mooneysafety.com/ppp-registration/ **2024 Event locations:** Ocala, FL, Jan 26-28 Santa Maria, CA, Apr 5-7 Owensboro, KY, June 21-23 Burlington, VT, Sep 6-8 Dallas Ft Worth, TX, Oct 18-20
	2024 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.
	Learn more at https://www.empoa.eu/index.php/en/
Other Mooney Events	June 28-29: The Mooney Flyer RoundUp. CLICK HERE for details. CLICK HERE to Register

An Experience, Not a Product

As I get older I find that I am more interested in experiences than products.

This month I'm sharing one of our best aviation experiences short of flying our Mooney. And that is taking a Hot Air Balloon ride. It is surreal.

There are two places to do this. First is in Luxor Egypt over the temples and pyramids. OK, OK, OK, I know that is difficult to do, so here is a close second, Sedona, Arizona. The redrock formations are simply stunning and as you know, hot air balloons launch before sunrise to avoid winds later in the day. This makes for an even better experience because seeing a Sedona sunrise from a balloon is breathtaking.

Red Rock BALLOON ADVENTURES SEDONA, ARIZONA

READ MORE

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 @ 5,000ft
Or 7.8 GPH @ 8,500 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 the 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 * $17,000

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: Wing Covers (front & rear) for M20J. Great condition includes storage bag. Price (including shipping UPS ground, cont. US) only $279.00. Contact: Dwight Wilcox at: dw_ 1@verizon.net

For Sale: Complete exhaust system from 1975 M20C. Excellent condition. Drilled for EGT sensors. Approximate 2,750 hours TT. Removed for Power Flow upgrade. $350. For information: 541-382-6752; 541-410-1121; jhl1csrs@yahoo.com

For Sale: Polished Hartzell 3 blade spinner P/N: A-2295-4P. Fits Mooney M20J and M20C with STC and other applications. Complete with bulkhead. $500. For information: 541-382-6752; 541-410-1121; jhl1csrs@yahoo.com


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