

The Mooney Flyer

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

July 2024



Lit in Mountains.jpg

Editors

Phil Corman | Jim Price

Contributors

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

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Ask the Top Gun – *Tom Rouch answers your questions*

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Mooney CFIs – *The most comprehensive listing in the USA*

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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.



Mooney Flyer Fly-in to KPRB, June 28-29

Being several years since our last fly-in, we were able to sponsor another event in Paso Robles, California. We will not wait that long to do another fly-in as we had a blast with all the Mooniacs that came.

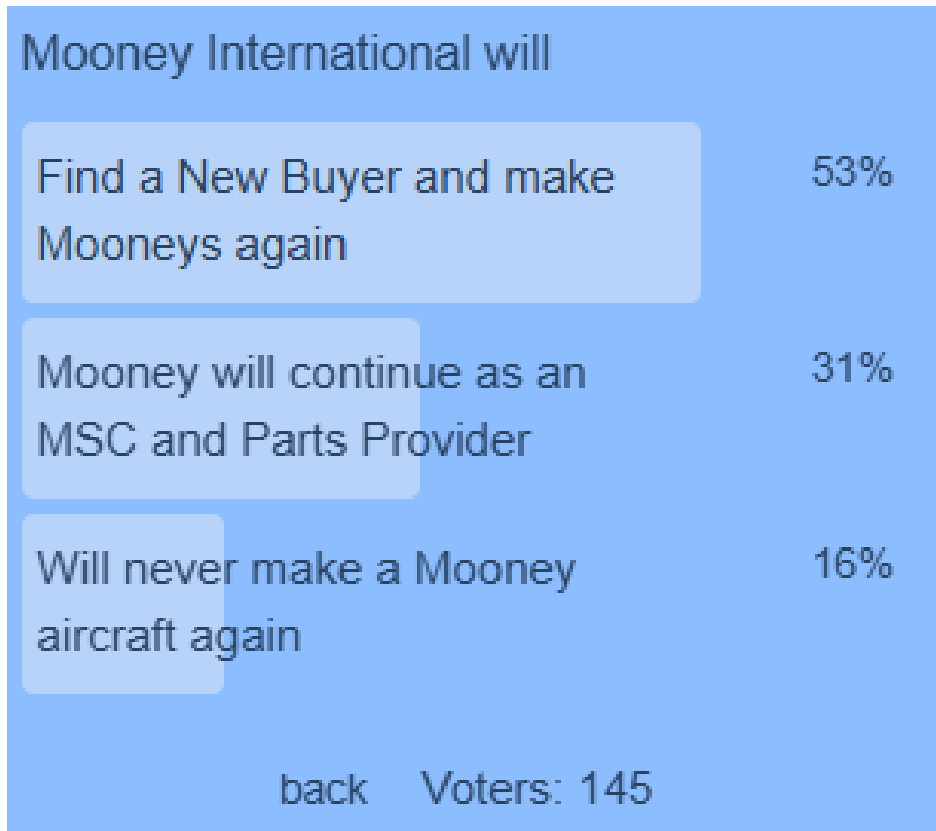
The weekend was filled with fun, entertaining, and informative things to do.

But the best part for Jim and I was rekindling old Mooniac friends and making new ones.

I don't know if folks agree with me, but Mooneys are the best airplanes and Mooniacs are the best friends.







Next month's poll: "I will give up flying/owning my Mooney when"

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

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

RE: The Other Side of the Line -- Really appreciated the open assessment given through experience BY Don Peterson in his article this past month.

Tim

Thank you for putting the magazine together each month! I've published a bunch of magazines over the years, and I know what's involved.

Wolf W

As a first-time attendee of a Mooney Flyer Fly-In, let me just say thank you for organizing a fantastic experience. It could not have been easy to put together all the different moving parts and coordinate with the various venues to accommodate us. Thank you for making the Fly-In and the monthly periodical available to the Mooney Community. I'm sure there are many, many others out there quietly enjoying and utilizing the resources you provide. I look forward to being a part of many more future Mooney events.

As a new attendee, one suggestion I have (which was mentioned by more than one of the other attendees) was perhaps scheduling an official time after everyone arrives (maybe even on Sunday morning) to meet on the ramp and visit with each other's planes so we can all hear about all the different adventures people have had flying and upgrading their Mooneys. For me, as an owner of a lowly C model, it is the only opportunity for me to see all the newer, faster and fancier Mooney models.

Thank you again for all the hard work (and the group dinner!) I know it was a tough venue without the PowerPoint, but I also enjoyed the presentation after the meal. Please thank Richard for graciously putting that together and presenting it to us.

Tim L

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Mooney Flyer Fly-In to Paso Robles

June 28-29, we held a fun fly-in to Paso Robles (KPRB). We packed the weekend with lots of fun events and I think that everyone who attended had a wonderful time.



On Friday afternoon, we kicked it all off by welcoming the arrivals to the northwest ramp at PRB. I love it when old friends arrive so we can catch up. I also love it when new friends arrive, and we start new friendships.

At 5pm on Friday, we welcomed everyone to our hangar with our glistening Eagle in the background. This soiree was a wine and finger food event. We had more than 20 bottles of wine from Paso Robles including reds, whites and champagne. The food included coconut shrimp with dipping sauce, shrimp kabobs, caprese salad, assorted sausages with various sauces, pesto penne and more.



The next morning, we greeted more arrivals. As usual, we admired each other's Mooneys and told lies about how fast they were and how little fuel they sipped. It was a great time.



At 11am, we headed over to Antique Aero, a private 501C3 dedicated to restoring vintage aircraft, headed by a true legend, Chuck Wentworth. This is a unique place as they have several restored vintage aircraft from the 20s and 30s as well as over 50 antique aircraft engines ranging from rotary and radial to inline and more. Additionally, the Smithsonian gave Chuck an extensive library of early aircraft books. (probably over 1,000 titles), including the first edition of Janes. Some of the books actually predate airplanes. What an amazing collection of books, engines and aircraft.



After the tour of Antique Aero, folks headed for either a visit to the Estrella Warbird Museum, Wine Tasting or hanging out in downtown Paso Robles. The Museum has a nice collection of aircraft and an even nicer collection of vintage cars. For those who went wine tasting, they had the option of more than 250 wineries with some of the best wine in California. Downtown Paso Robles is a delightful place to stroll, shop and have lunch.

At 2:30, almost every attendee went to Eberle Winery for a Cave Tour and some wine tasting. The founder and owner, Gary Eberle, is a pilot and was celebrating his 80th birthday. The venue was amazing with an ocean of vineyards framed by the Santa Lucia mountains. This event was underwritten by The Mooney Flyer and was free to all who attended.



Our next stop was a FREE dinner at Cool Hand Luke's restaurant in downtown Paso Robles. Cool Hand Luke's is a steakhouse and everyone had a selection of entrees ranging from Ranch Steak, Prime Rib, Salmon, Ribs and more.



After dinner, our “special guest” speaker was Richard Simile of ThunderBird Aircraft Sales. Richard gave an informative and entertaining presentation filled with interesting stories and valuable tidbits. Richard is truly one of the most giving Mooniacs on the planet and we were honored to have him participate and share his knowledge and experiences.



After dinner, we engaged in our final activity. Sensorio is unique to Paso Robles. It is a light show exposition in the Oak Tree meadows of Paso Robles. This is truly a remarkable place.





Most folks departed Sunday morning. This fly-in was attended by the best airplanes in the world flown by the best pilots and it was enjoyed by the most wonderful people you can meet.

A Quick Flight Review



406 MHz ELTs

On **February 1, 2009**, the international COSPAS-SARSAT satellite system discontinued satellite-based monitoring of the 121.5 and 243 MHz frequencies.

Now, 121.5 / 243 MHz distress signals are detected by local airport facilities, air traffic control facilities, or by overflying aircraft. **This assumes that an overflying aircraft will be monitoring 121.5.** If an aircraft crashes, especially in a remote area, assistance from an **121.5 MHz ELT** will be extremely limited.

The new **406 MHz ELTs** are monitored by satellites and also contain a 121.5 MHz ELT. Optionally, they can be linked to a GPS, to provide precise coordinates to search responders.



If you don't have a 406 ELT

Consider carrying a Personal Locator Beacon, (PLB).

Base your decision on the type of flying you do, the equipment you carry, and the type of terrain you overfly.

ELTs and their Batteries

**** Each emergency locator transmitter must be inspected within 12 calendar months of the last inspection. Check for:**

- Proper installation
- Battery corrosion
- Operation of the controls and crash sensor
- The presence of a sufficient signal radiating from the ELT antenna.

***** ELT Batteries must be replaced:**

- If the transmitter has been in use for more than 1 cumulative hour, or
- When 50% of their useful life has expired. If the batteries are rechargeable, replace them when 50% of the charge life has expired.



Expiration Date

In plain English, all of the batteries must have the same expiration date and they must be replaced upon reaching 50% of their useful life, based on the expiration date on each battery cell.

The new expiration date for replacing (or recharging) the battery must be legibly marked on the outside of the transmitter and entered in the aircraft maintenance record.

Required Documents in the Aircraft (FAR 91.203, 91.9)



- Airworthiness certificate.
- Registration certificate.
- Radio license, for SOME commercial operations & if traveling outside the USA. (To order a radio license online, go to <http://wireless.fcc.gov/uls/index.htm?job=home>)
- Operating limitations (The Owner’s Manual).
- Weight and balance data.

Required Personal Documents (FAR 61.3)

When flying as a pilot, you must have with you:

- A current plastic (credit card style) pilot certificate that includes an “English Proficient” endorsement. (This is required for international flying).
- An appropriate current medical.
- A photo ID (Driver’s license, government ID, military ID, or passport).

Oxygen (FAR 91.211)

ABOVE 15,000 MSL:	Oxygen available for everyone.
ABOVE 14,000 MSL:	Oxygen is always required for flight crew.
14,000 MSL 12,500 MSL	<p>After 30 minutes, Oxygen is required for the flight crew</p>



Travel Tip

Supplemental oxygen can help prevent hypoxia symptoms when flying:

- At or above 5,000 feet MSL at night.
- At or above 10,000 feet MSL during the day

Plan Now to Become a Safer Pilot in 2024

Attend a Mooney Pilot Proficiency Program. Visit [MooneySafety.com](https://www.mooneysafety.com) to learn more.

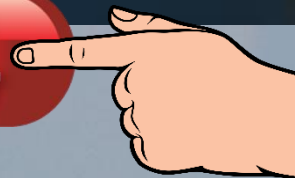
You can register at <https://www.mooneysafety.com/ppp-registration/>

You can also email Lela Hughes, lelahughes49@gmail.com or call [210-289-6939](tel:210-289-6939).

Burlington, VT September 6 – 8

Dallas Ft Worth, TX Oct 18 - 20

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Special Issuance Medical and the Long Road Back

by Don Kaye



“Mr. Kaye, I have favorably reviewed your report of eye evaluation and have pulled your FAA medical file into my own workflow. By close of business this Friday, I will email you a letter of eligibility, establishing that you no longer need the special issuance and no longer need to provide annual reports. I will enclose an upgraded Second-Class Airman medical certificate. Best Regards.”

Most of us take our vision for granted, but as we age, not only do the lenses harden, making it more difficult to see close up, but they also start to cloud up, causing visual acuity to decrease overall.

So it was that when I applied for my 2nd Class Medical in 2022. One of my eyes was 20/25, which didn't meet the 20/20 requirement. This started my journey.

Since I met the 3rd Class requirements (20/40), a 3rd Class Medical was issued by my AME. He said I could apply for a Special Issuance, so I contacted the FAA Medical Division in Los Angeles to see what was required.

If I want to do any flying that requires a Commercial Rating, I need the 2nd Class Medical. That includes ferrying airplanes and doing engine break-ins.

The FAA came back with a laundry list of items that needed to be completed by an Ophthalmologist, not an Optometrist. I completed those items and waited for the FAA to respond. Two months later the FAA told me that I met the requirements for the 3rd Class, but not the 2nd Class. They said they would permit a medical Flight Test, and if successful, I would be issued a Special Issuance 2nd Class Medical. A written Authorization from the FAA is required, and I should contact my Local FSDO to see if they have the time to do it. Then I needed to contact the FAA again for the Letter of Authorization. It took several months to work out a date with the SJC FSDO, as they were short staffed, and an Inspector needed to do the test. Everything is on the line when you go up with an Inspector; all your licenses — everything. Basically, you're taking a Checkride and everything that goes along with it, including an inspection of the airplane and all documents associated with it. I was told there would be an oral that would take about an hour and then we would go to the plane and do a thorough preflight. I thought we'd go up, he'd check that I could see, and that would be the extent of it. Wrong!

There is an actual written procedure for cases like mine. I won't go over the extensive oral that was basically the Private Oral, but I will discuss the flight portion. The elements of the flight were:

1. Ability to select an emergency field at a distance, from high altitude, and preferably over unfamiliar terrain.
2. Ability to simulate a forced landing in difficult fields; note the manner of approach, rate of descent, and comparative distances at which obstructions are recognized.
3. Ability to recognize another aircraft approaching on a collision course.
4. Ability to judge distances and to recognize landmarks.
5. Ability to land the airplane.
6. Ability to read aeronautical charts in flight

7. Accurately and rapidly tune radios to a predetermined station.

Prior to the day of the flight, I went over my logs in detail and notated all the required entries like I have my students do. I prepared the required weight and balance and did a detailed preflight of the plane.

The day of the test in March 2023 came and the weather was terrible. I breezed through the oral. The inspector then said he'd find time in a couple of days to do the flight portion. We flew on Thursday of that week, and on shut down, he said I passed. He emailed me the 2nd Class Medical later that day. The process took from November 2022 to the middle of March 2023. The time frame for the 2nd Class however, didn't start from March, but reverted to the start date of the previous November 2023. That meant providing the same Ophthalmologist Report in August of 2023 several months prior to the 2nd Class Medical expiration date of 10/31/2023. This time both eyes were 20/25. I thought I might have to go through the same process. Wrong again.

By October of 2023 I hadn't heard back from the FAA, so I applied for the 2nd Class through my AME, who once again issued me a 3rd Class. It wasn't until December of 2023 that I heard back from the FAA, and the news this time was worse than the 1st time. This time Oklahoma City issued me a 3rd Class and said I couldn't take another Medical Flight Test. They also said my AME couldn't do future medicals under my Special Issuance, but that I had to go through the FAA. That meant I couldn't even get a 3rd Class without going through the FAA, which is something I could have done if I hadn't gone for the 2nd Class. I heard from the LA Office and learned that the Oklahoma Doctor told them, "Why doesn't he just have Cataract Surgery?" Since I didn't want to have to depend on the FAA for my ability to fly, I took his advice and decided to have the surgery.

Cataract surgery is one of the most performed and safest surgeries in the US today. It took a few months to get it scheduled. I decided to play it safe and do one eye at a time. I read everything I could on the procedure and the various lens types. I watched videos on both. Since I have astigmatism, I chose the far distance Toric lens that corrects for astigmatism. That means you can see far, but need glasses to see close up. The procedure takes about 15 minutes per eye. As each eye heals, multiple types of eye drops are needed for 5 weeks. I needed to develop a spreadsheet for times and types. It got especially complicated after the second eye was done because the number of drops and times were different for each eye. I finished the protocol today.

Yesterday, an Optometrist gave me an eye exam. Both eyes were correctable to 20/20. I sent the results to the LA office, asking if they needed all the information they had asked for before I had the surgeries.

They answered with the paragraph that started this article. Although basically being forced into having Cataract surgery, in the end I'm happy to have had it done and in hindsight, I should have had it done right after the first eye went 20/25.



Here is my recommendation for those with aging eyes: The sooner you get your eyes done, the happier you will be. I started wearing glasses at age 10 or 11. Now, I don't need them at all for far vision.

It's a real eye opener!

Engine Replacement On Your Terms, Not Life's Terms

By Richard Brown

"It's always better to do it on your terms instead of life's terms." That's a favorite saying I learned from my wife. It is usually shared with one of our kids when there is something that they are going to have to do at some point in time. It is also sometimes mentioned that said kid's favorite day appears to be "tomorrow," as in, "I'll get to it tomorrow."

I believe all of us suffer from the "tomorrow" mindset from time to time. Yet the fact remains, that while certain things are inevitable, it is always better to do things on your timing, where you can be in control of the event. If you fly the same aircraft long enough, replacing or overhauling your engine falls into that category.

In December 2016, we bought our plane. The engine had 1,415 hours Since Major Overhaul (SMOH). It had flown regularly, so I had reason to believe it would make it to the Time Between Overhaul (TBO). However, that still meant that an engine replacement/overhaul was just a few years in the future. Averaging 130 hours a year, we soon passed TBO, but the engine was still running well. Compressions in the 78-80/80 range, and the engine was not making metal nor was it using any more oil than normal.

What follows is my thought process on the engine replacement and how it played out.

In 2023, as we approached 2,200 hours SMOH, I started making plans to do the engine on my terms. A friend recently had six months downtime when her engine was sent out for overhaul and heard of others with similar delays. Shops are just backed up and seem to be running into parts delays. When I go more than a couple of weeks without flying, I start jonesing to be up in the air. Six months without flying? I most likely wouldn't be much fun to be around.

My plan was to buy a core or old runout engine, have it overhauled, and then my AP/IA could swap it out with minimal downtime. I started searching in vain for an O-360-A1D to serve as the replacement engine. After a couple of months, I gave up on that plan and placed an order with Airpower for a Factory Rebuilt engine with a 12-14-month lead time. I reasoned that at the pace I was flying, 12-14 months would put me around 2,300+ SMOH when the engine was ready. It was more expensive than the overhaul route, but I thought it would be worth it for the Factory Rebuilt and knowing when it would be ready.

One year later I checked in with Airpower to see if the 12-14-month timeline was still accurate. I was disappointed when they emailed back that the new anticipated date was 1/31/2025, making it 19 months from when the order was replaced. Concerned that additional delays could push it out even further I began searching anew for a core that could be overhauled. While 2,300 SMOH on my engine sounded reasonable, the closer I pushed it to 2,400 or 2,500+, I knew I would be more likely to encounter "life's terms."

Unlike my search a year prior, I found a core at [Airmark Engines](#) in Florida and received a quote along with a 7-9 week turn to complete the overhaul. Airmark is not one of the "big names" I have heard about over the years, so I did a little research on the company, looking for reviews. They overhaul 300+ engines a year and have been in business since 1975. The search turned up a few good reviews and no bad reviews. I decided if I couldn't find a bad review about a company that overhauls 300+ engines a



year and has been in business for almost 50 years, this was a good sign. I placed the order with Airmark and canceled the order with Airpower.

A short five weeks later, I received an email that the engine was ready. I reached out to my AP/IA to get on his schedule and arranged for the engine to be shipped to him. So far, everything was going according to my terms. I had a few trips coming up, like the Mother's Day flight I wrote about last month, and we planned to start the job on May 20th or shortly thereafter.

May 20th came and went. My AP/IA was finishing an engine replacement ahead of my plane, so I went flying on the 27th. After landing I sent him a text that I was going to pull the cowl. I began removing Adel clamps and hardware and just before I removed the lower cowl, I checked my phone and saw that he had texted me back. He said that although it's a pain to remove things, he appreciated my willingness to help. However, it's easier for him to remove everything so he can see how it is all routed. I told him what I had already done to that point, kicked myself for missing his text, and headed home.

Two weeks later he was still wrestling with the engine swap that was in front of me. This task had turned into a nightmare. It was one of those jobs that when we refer to them at the dealerships we say, "You're now married to it." Those are the projects where nothing seems to be going right, and every time you fix one issue, three more seem to pop up. While I was frustrated at the delay, I felt for him, having witnessed it before on many occasions.

Without further unforeseen issues, he would be starting my plane the next week, so I told him I was going to put everything back together and go flying that weekend. When I was done, I would leave it all "as is" so he and his guys could pull it apart. There were more delays, but they did finally get to my plane and started making short work of the task at hand. A day and a half into the job the new engine was hung, and they were working on transferring fittings, the engine heater, SureFly mag, and other items from the old engine to the new one.

The prop, governor, and oil cooler had been sent out for overhaul, and everything he had control of was getting completed in a very timely manner. I even had hopes of getting a few break-in flights completed and attending the fly-in at Paso Robles at the end of June.

The prop came back from overhaul, and I spoke with the shop doing the governor to pay that invoice and get the ETA for its return. Everything was looking good. But then life stepped in with a curveball and dashed my hopes. My mechanic asked if I had heard yet from the shop doing the oil cooler. They were supposed to call me for payment when they were done. I hadn't, so I gave them a call.

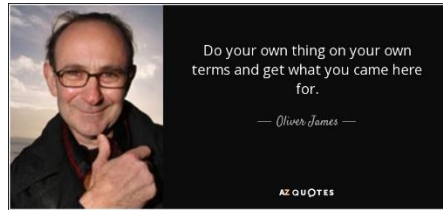
UPS had picked up the shipment, but somewhere en route it was delayed and took a week to get there. It would be another week to ten days before they would have it complete, putting me into the first week in July and missing the fly-in.

The hoses had all been replaced a couple of years prior, as were other necessary parts like the engine mounts/bolts, gaskets for Powerflow exhaust, belt, etc. These were all acquired ahead of time. Everything that could be done on my end had been done. But, like many things, despite your best efforts, life gives you a little something just to remind you that you're not completely in charge.

The replacement should still be done in three weeks, which was the original time he estimated for the job. Without the oil cooler hold up, it would have been completed in just two weeks. We'll call this one a combination of my terms and life's terms, exponentially better than only life's terms.



Unless there are further unforeseen delays, (I just gave a couple quick knocks on the wood table next to me as I sit on the couch typing), next month I will have stories to tell about the engine break in process. Until then, safe flying, and do as much as you can on your terms.



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.





Thunderbird Aircraft Sales

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Hello Mooney Flyer Gang,

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

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.



richard@thunderbirdaircraft.com or [602-884-2111](tel:602-884-2111)
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Soaring Bird Avoidance

Now that we are deep into the summer, one thing to think about is how you might mitigate conflicts with soaring birds. Understand that birds have their own natural thoughts about staying cool. Over thousands of years, they have learned that they have a vertical advantage. On the very hottest of days, many types of birds will soar as high as 8,000 feet to stay cool. So, on these VERY hot days, if you go flying, you should factor in that there might be bird obstacles at considerably higher altitudes than normal. There are limits to a bird's ability to climb. Cloud bases are typically a demarcation point that soaring birds don't climb beyond. The Inversion level is another one that they typically don't climb past. Therefore, any altitude above scattered bases, or an inversion would be a much better option for bird avoidance. It's hot out there, so consider for a moment that you are a "Mooney Bird," and you are talking to another "Mooney Bird" Buddy. You say, "Hey Man, it's too hot down here. Let's take a stroll to 7,000 feet where we know it's gonna be cool!!!" You and your Mooney Buddy fly to that altitude because you are SMART!!! Birds are naturally smart that way. My advice to mitigate bird strikes would be: **Seek to Be Smarter than the Soaring Birds.**

When You're Hot, You're Hot, Part Deux

By Jerry Proctor, Mooney Safety Foundation



Greetings Mooniacs! Now I am sure those that read my June article have waited with bated breath for the promised part two. Therefore, I dedicate this second part to you folks.

I left off describing how to milk your way through a flight review/check ride with slow flight. The next part of the ride should flow right into stalls. There are roughly three types of stalls – straight ahead, departure, and base to final; some with gear and flaps, and some without. Once again, at the end of your slow flight, take the bull by the horns and announce confidently, I will now do a straight-ahead stall. You appear to be in charge. The CFI is required to take you through stalls, and boy is he or she impressed. The only thing you can really screw up in a stall is when you fail to keep the rudder trim ball centered! When I am playing flight instructor, about the only thing I look at on the left side of the cockpit is the trim ball. If that ball is far enough out of trim, you, your check pilot, and your plane are about to go into a death spiral.

That's big time in the NOT good department! You will soon be on the ground, either when the CFI ends the ride, or because you hit the ground in a really bad way. You must recognize the stall, add power and stop the descent, but rudder trim is key. You also really don't have to push your nose down to build up speed, as you do in a Cessna. A good dose of power pulls your nose up and climbs you out of the stall.

Somewhere along the way, your engine is going to 'quit'! It will almost always be an idling engine. If it is for real, likely the CFI will take over. After determining this is an engine idle drill, use this simple acronym...FTFP. **Fly The Flipping Plane**. You need to have your best glide speed tattooed on the back of your right hand. Look around quickly, as most CFIs do this over an area where you can reasonably glide to either an emergency landing area or an airstrip. Pick it out and stick with it. Then, mumble stuff about calling Mayday, pushing fuel levers and knobs and maybe **S** turn to the likely landing place. Sweat not, they are not going to let you go below 1,000' or so.

Now it is time to do some take-offs and landings. I will reveal to you the deep secret that you can, absolutely 100%, nail every landing!! Well, just kidding. There really isn't such a thing, or at least I don't know of it. The closest thing to it is when you really nail your Vref speed. Remember POH Vref speed is at max gross weight, so come in 2-4 knots slower. Also, somewhere in the seemingly endless circles around the pattern, the CFI will say, "There is a Mars alien on the runway," and make you do a go-around. The key is knowing you are in a slick powerful Mooney. When you learned to fly a Cessna 150, you had to really jam the throttle cuz it has no guts. **DO NOT** do this in a Mooney! Add 75% power and that will both raise your nose and stop the descent. Add **right** rudder and take full flaps to 10 degrees and then raise the landing gear. Note I said take full flaps up to 10 degrees first, then the gear. Full flaps are a drag more than the gear. So, after this sterling display of all things aerobatic, the CFI is ready to have you go to the barn. Boom, successful flight review and or check ride.

Remember if you want to get all the previous and this article's described maneuvers, come to a future Mooney Safety Foundation Pilot Proficiency Program (PPP)! If you are lucky you can fly with me. Know that I know, you are going to use all the tools I have given you, so you will get an A+.

Fly safe and have fun!

Jerry Proctor, Mooney Safety Foundation, Director Emeritus

FLYING AND THE A.S.R.S.

by Mario Jimenez



It all started with such good intentions. It was that perfect sunny summer afternoon, and after a few weeks of not flying, all you wanted to feel was the excitement you always have felt in your Mooney. After all, what could go wrong? As you slipped the surly bonds where

neither “lark nor eagle flew,” you noticed your iPad. Suddenly, the excitement vanished because the map indicated that you had entered Class C airspace. As you looked for an exit strategy, the corner of your eye caught an airliner executing a turn away from you at a steep angle of bank and at a co-altitude. Now the knot in your stomach tightened. You knew what was coming; you knew what had happened. It was only a matter of time before you found yourself sitting *“at the wrong end of the long green table, without a glass of water.”*



While this short introductory paragraph is certainly fiction, it could have well happened to anyone. The two main reasons/causes, (based on research found within the ASRS database), are: 1. Encroachment into controlled airspace and 2. Near mid-air collision.

So now that it has happened, what can our intrepid aviator do to protect himself?

How many of us have heard or are familiar with the NASA ASRS (Aviation Safety Reporting System)? What is it that this unique approach to safety can do for us in a situation such as this?

The NASA ASRS system was created approximately 34 years ago, with the main purpose of identifying hazards to the overall approach to safety. In doing so, there had to be some caveats which ensured its success. Perhaps the greatest one being that whatever information was disseminated through this process could not, BY LAW, be used in any type of enforcement against the reporting source. In our case, the source would be the pilot. Furthermore, and in the interest of safety, NASA ASRS would remove all identification which would correlate the incident with a particular individual before being passed on to any agency that searched for cogent details of the event.

In the history of the ASRS reporting system’s hundreds of thousands of reports, there has not been a single breach of that confidentiality.

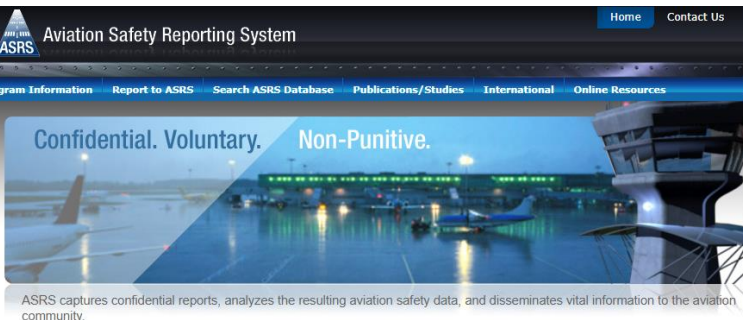
Below you will find information which will answer most questions you might have regarding the ASARS database.

WEB LINK: <https://asrs.arc.nasa.gov/>

Here are some of the more important aspects of the program.

“Accordingly, although a finding of violation may be made, neither a civil penalty nor certificate suspension will be imposed if:

- ***The violation was inadvertent and not deliberate.***



- ***The violation did not involve a criminal offense, accident, or action under 49 U.S.C. § 44709, which discloses a lack of qualification or competency, which is wholly excluded from this policy.***
- ***The person has not been found in any prior FAA enforcement action to have committed a violation of 49 U.S.C. subtitle VII, or any regulation promulgated there for a period of 5 years prior to the date of occurrence; and***
- ***The person proves that, within 10 days after the violation, or date when the person became aware or should have been aware of the violation, he or she completed and delivered or mailed a written report of the incident or occurrence to NASA.***

BOTTOM LINE:



Unless you were a real “knucklehead,” you will be protected. This “GET OUT OF JAIL FREE” card is only good **once every five years**. You have 10 days from the date of the actual incident to file this report.

CLEARLY UNDERSTAND: If a violation is found against you, the violation will stay as a permanent part of your airman certificated record, however you will not have to surrender your certificate and

you will not have to pay any monetary fines, if so warranted.

Prohibition Against the Use of Reports for Enforcement Purposes

- **Background.** Designed and operated by NASA, the NASA ASRS security system ensures the confidentiality and anonymity of the reporter, and other parties as appropriate, involved in a reported occurrence or incident. The FAA will not seek, and NASA will not release or make available to the FAA, any report filed with NASA under the ASRS or any other information that might reveal the identity of any party involved in an occurrence or incident reported under the ASRS. There has been no breach of confidentiality in more than 34 years of the ASRS under NASA management.
- **Regulatory Restrictions.** Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.25 prohibits the use of any reports submitted to NASA under the ASRS (or information derived therefrom) in any disciplinary action, except information concerning criminal offenses or accidents that are covered under paragraphs 7a(1) and 7a(2).
- **Non-ASRS Report.** When violation of the 14 CFR comes to the attention of the FAA from a source other than a report filed with NASA under the ASRS, the Administrator of the FAA will take appropriate action.

BOTTOM LINE: The information you provide will be de-identified 100% (by NASA ASRS). Having said that – if the FAA finds out about the incident from another source (i.e., ATC) then you will have a letter of inquiry (LOI) sent to you from your local FAA office. You will be required to respond to this letter.

Reporting Procedures

Forms in the NASA ARC 277 series have been prepared specifically for intended users, (including ARC 277A for air traffic use, 277B for general use including pilots, 277C for flight attendants and 277D for maintenance personnel). These are preaddressed and postage free or are available online for access

and filing electronically. Additionally, organizations may elect to securely transfer copies of reports from their internal reporting system to NASA ASRS directly. Forms with a narrative report should be completed and mailed to ASRS at NASA, Aviation Safety Reporting System, P.O. Box 189, Moffett Field, CA 94035-0189, or filed electronically with ASRS through the NASA ASRS Web site at <http://asrs.arc.nasa.gov>.

BOTTOM LINE

The easiest way to do this is online. Remember, you have a maximum of 10 days from the date of incident to accomplish this.

WHEN IN DOUBT – FILE!

This form can be submitted AS MANY times as needed. In other words – you think you “Gooned Up,” so you send a form for CYA purposes, and NOTHING comes of it. “No harm-no foul” applies. The once in five years is for action taken against you by the FAA. So, when in doubt- FILE!!!

Processing of Reports

- NASA procedures for processing Aviation Safety Reports initially screen the reports for:
 - Information concerning criminal offenses, which will be referred promptly to the Department of Justice and the FAA.
 - Information concerning accidents, which will be referred promptly to the NTSB and the FAA; and

NOTE: Reports discussing criminal activities or accidents are not de-identified prior to their referral to the agencies outlined above.

 - Time-critical information that, after de-identification, will be promptly referred to the FAA and other interested parties.
- **Reporter Identification (ID) Strip.** Each Aviation Safety Report, in paper or electronic format, contains an ID strip that contains the information that identifies the person submitting the report. NASA will time stamp and return the ID strip to the reporter as a receipt by NASA. This will provide the reporter with proof that he or she filed a report on a specific incident or occurrence. The ID strip section of the ASRS report form provides NASA program personnel with the means to contact the reporter if there is a need for additional information to understand more completely the report’s content. Except in the case of reports describing accidents or criminal activities, NASA does not create or retain a copy of an ASRS form’s ID strip for ASRS files. Prompt return of ID strips is a primary element of the ASRS program’s report de-identification process and ensures the reporter’s anonymity.

De-Identification

All information that might assist in or establish the ID of persons filing ASRS reports and parties named in those reports will be deleted, except for reports covered under paragraphs 7a(1) and 7a(2). This de-identification will be accomplished within a timely manner after NASA’s receipt of the reports.

Enforcement Policy

- **Administrator's Responsibilities.** The Administrator of the FAA will perform his or her responsibility under Title 49 of the United States Code (49 U.S.C.) subtitle VII and enforce the statute and the 14 CFR in a manner that will reduce or eliminate the possibility of, or recurrence of, aircraft accidents. The FAA enforcement procedures are set forth in 14 CFR part 13 and FAA enforcement handbooks.
- **Enforcement Action.** When determining the type and extent of the enforcement action to take in a particular case, the FAA will consider the following factors:
 - Nature of the violation
 - Whether the violation was inadvertent or deliberate.
 - The certificate holder's level of experience and responsibility.
 - Attitude of the violator.
 - The hazard to safety of others which should have been foreseen.
 - Action taken by employer or other government authority.
 - Length of time which has elapsed since violation.
 - The certificate holder's use of the certificate.
 - The need for special deterrent action in a particular regulatory area or segment of the aviation community; and
 - Presence of any factors involving national interest, such as the use of aircraft for criminal purposes.

Availability of Forms

Electronic reporting forms (NASA ARC Form 277-series, Aviation Safety Reporting System) are available for access and secure electronic filing from the NASA ASRS Web site at <http://asrs.arc.nasa.gov>. Alternatively, forms from this site may be accessed, printed, and completed by hand, or accessed and completed by computer and then printed. These may then be mailed to NASA Aviation Safety Reporting System, P.O. Box 189, Moffett Field, California 94035-0189.

BOTTOM LINE: This ONLY works for a suspected FAR/FAA violation. If you are involved in an actual aircraft accident: DO NOT USE THIS FORM. Read below and the best of luck to you.

REPORTING AN AIRCRAFT ACCIDENT OR INCIDENT:

Federal regulations require operators to notify the NTSB immediately of aviation accidents and certain incidents. An accident is defined as an occurrence associated with the operation of an aircraft that takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage. An incident is an occurrence other than an accident that affects or could affect the safety of operations. (See 49 CFR 830.)

To report an accident in any transportation mode, contact the NTSB's 24-hour Response Operations Center at 844-373-9922.

A phone call is sufficient initially, but a written follow-up will be required. Should you be directed to complete Form 6120.1 - "Pilot/Operator Aircraft Accident/Incident Report", please do as follows:

FILL IN FORM 6120.1: PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

- Obtain the form from the requesting NTSB office or [download a form-fillable PDF version](#).
- The form-fillable version can be edited and saved repeatedly, or simply printed and filled out manually using the free Adobe Acrobat Reader (or equivalent software).
- Sign the form and submit it by FAX or mail.
- To submit by mail, print your choice of regional Business Reply Mail (BRM) cover page from the list below.

Should you have a question regarding which form you must use, please contact NTSB Headquarters or the [NTSB regional office](#) nearest [to you](#).

SUMMARY: Fellow aviators, this is a great program; it has proved a total success for many years. It does work, and it works every time. Prior to retiring as the 5-year director of the human factors program at a major airline and multiyear check airman (instructor), I saw these utilized first-hand many times. This program has not only fostered and enhanced safety, but it has also kept many pilots flying – that otherwise would have been grounded for extended periods of time and/or faced significant monetary fines. I have personally used this more than I wish to admit; I encourage every one of you to do so as well.

Fly safe and soar high.



That's a Bit of a Stretch!

By: Don Peterson



Forty-five years, four motors, three and ½ panels, one new paint job and interior, plus renewals and refinements. Fifteen countries, two continents, countless islands. I'd say, that's a successful partnership.

I earned Instrument, Commercial, Instructor, Instrument Instructor, A&P and IA tickets while riding Rambo. My long-departed wife, Bonnie, gave him the name Rambo due to the relative strength required to push and pull the various controls. A friend described these as "anti-theft devices." Once familiar, these knobs and dials became second nature, and reassuring.

He's coughed up only one major in-flight engine failure caused by a dropped exhaust valve at 1,100' AGL over downtown Dallas. A fabulous glide ratio plus a throttled-back, prop-retarded, violently rocking engine got us to a nearby suburban airport. Less than 24 hours earlier, Bonnie and I had flown night IFR from Las Vegas back to our home at an airpark south of Dallas. We used the ILS approach into Redbird, broke off on final, and found our home airport about 7 miles south.

Rain, coming through the radio cover panels, shut down my primary nav-comm, as one afternoon, I came down the glideslope into Gadsden, Alabama. The NDB continued to point to the beacon, and I broke out in time to spot the runway. A mag shed a gear over West Virginia. Rambo managed a 63-knot wind down the runway into Deming, New Mexico. We noted the gas pump had iron chains connecting its top to rungs set in the concrete. On the whole, well done, pig.

My dad lived for the last 30 years of his life on Nevis, an island in the Windward Caribbean, next to St. Kitts, and not far from St. Martin. I lost count of my trips down that way. Eighteen trips, I think, and we'll be returning there again in September on our way back from touring in South America. For the earliest over-ocean trips, I had a tube-type Narco, King KX70, and Narco ADF. The NDB stations in the islands always seemed to be inoperative. I never had a Loran, and GPS finally jumped into my panel in 2012. Thus, dead reckoning was the norm when ocean flying. It was entertaining at night and cleared IFR, to dodge tall buildups between Puerto Rico and Nevis, and hear the ethereal voice say, "November two-eight X-Ray, now departing controlled airspace. Have a nice night." After about the right amount of time, we made a rapid descent from 11,000' to 1,000', just below the bases and rain shafts, finding St. Kitts by spotting phosphorescent waves breaking on the rocky shore.

My six-week-old grandson, Donavan, flew in the hat rack to meet his great grandfather who had returned from Houston for some emergency medical work. My dad made it another two weeks. "Four Dons" all in one, last photo.

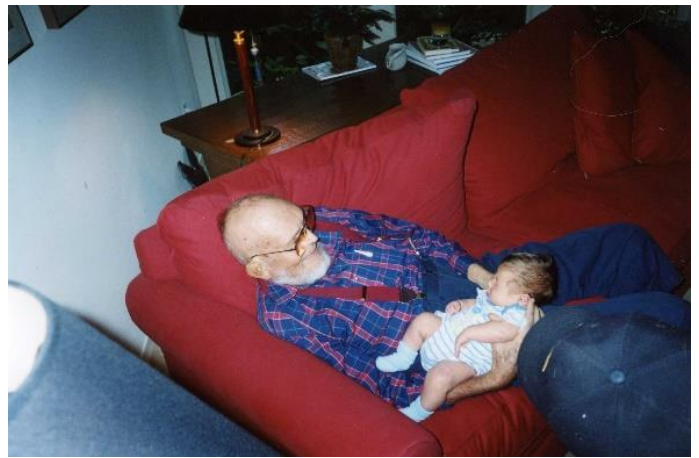
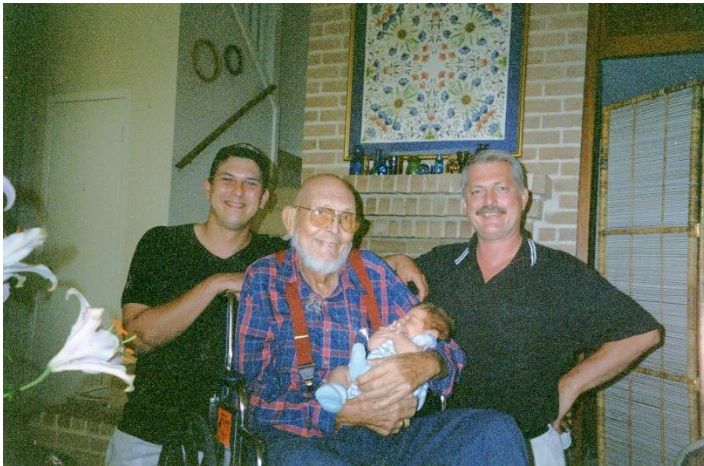
D5 became a regular passenger in the front seat of Rambo, including a three-month trip to South America, after being jail-broke from second grade over the objections of his School Principal. It took her a few moments to grasp that a ten-year-old boy might learn something while roaming off the beaten paths in a foreign land. His last Mooney flight was a trip to Austin for a visit with my mom, who was 93, and well down the dementia slope. Donavan was 16, and nearly 6' tall, but banished to the back seat for the 7-plus hours spread over two days. My newish wife needed to be introduced to "The Evil Genius" before time ran out.

We found my mom staring blankly ahead, not so much as a twitch, when addressed by my familiar voice. I suggested that Donovan walk over and speak directly into her ear, despite her wearing hearing aids. He loudly asserted, "**Meemaw, I'm Donovan, your great grandson!**" She raised her head sharply, squinted at the teenager, and spoke the last words I ever heard her say, "**That's a bit of a stretch!**" Dropped mic.

We have largely completed my bucket-list items for touring South America in a small plane. The earlier run with my grandson was a tentative sampling of the waters and research for a possible permanent relocation. The first branch of the current adventure began in September of 2023, and took us from Nevada through the Caribbean, and on to French Guiana, Brazil, with a pause in Uruguay. The second leg relaunched in March 2024, covering the interior of Argentina and over the southern Andes into Chile. Low-level cruising around the southern Chilean Lake District included volcanos, fiords, tsunami warnings, bays, wrecked boats, and mobs of whales, while dislocating my jaw and breaking the limits of imagination. Weather allowed us a little more than a week, so we turned the corner and headed back towards Uruguay. The final bite will be in August and September 2024, when we return Rambo to his barn in Carson City, Nevada.

A small airplane, regularly used, does not simply take us to vistas and experiences. It leads us to who we become. It exposes who we already were.

We've been told that a great grandson is expected in August. Ya'd think the lad and his novia could have planned a little better. I plan my big trips more than a year out, so I need more warning for these important dates. Nevertheless, I'm hoping we can all share one last Mooney ride before Rambo finds his new family.



Let the Games Begin, Update 4

by Terry Carraway

Well, this update was supposed to be the “it’s done” and how great it is to fly it update. BUT.....

It really is virtually done. The only “avionics related” thing to do is install the latest updates and do the test flight. The test flight will also include the calibration of the AOA system. Today the plane was weighed, and the magnetometer was calibrated. The pictures show the panel with power.

The current issues include a leaking rocker cover gasket that is driving everyone nuts and preventing a test flight. There is also an issue with the #2 alternator, but that does not stop me from flying the plane. It just stops me from any real IMC flying. More work on these last couple of issues on Monday.

The interior is 85% done, and the rest should be installed on Monday. If things come together, maybe I’ll fly it Tuesday or Wednesday.

BTW, the panel is FULL. This is the most you can stuff into a mid-body panel. There is not room for one more breaker. I do have one spare hole for a switch.



Garmin GTN-650/750Xi Com issues

There have been some threads around the web about issues with the receivers in the Xi series GTN GPS/NAV/COM units. It has been traced to the squelch settings. Garmin just released updated software for the units (20.42) that increases the range that the Carrier Squelch can be adjusted to.

A couple of guys over on BT, who are professionals in radios, have evaluated things and produced some recommended settings. Even if you do not have 20.42, you can still improve receiving performance.

For the Noise Squelch, for all software versions, set it to 0. The default is 57 and a lot of people have missed a lot of radio calls with this setting. Changing this to 0 has greatly improved their performance when receiving.

If you are updated to 20.42, set the Carrier Squelch to -25. For earlier versions, set this to 0 also. They feel that with 20.42 and these settings, the Xi receiver is one of the best available on the aviation market.

The Mooney Flyer

QUIZ TIME



1- What is a MOA?

- a- Mountainous Operations Area
- b- Maneuvering Operations Area
- c- Military Operations Area

Answer is c: A MOA, or Military Operations Area, is an area defined by vertical and lateral limits in which airborne military training/operations take place. You don't need permission to enter a MOA. However, I will tell you that military aircraft are not looking for your aircraft. They are concentrating on maneuvers or winning a shootout. I recommend that you stay out of the MOA unless ATC tells you it is "cold" or inactive.

2- What are the Class G weather minimums at 12,500' during the day? (above 1,200' AGL)

- a- 1 statute mile visibility, 500' above, 1,000' below, 2 sm horizontal from clouds.
- b- 5 statute mile visibility, 1,000' above, 1,000' below, 1 sm horizontal from clouds.
- c- 3 statute mile visibility, 500' above, 1,000' below, 1 sm horizontal from clouds.

Answer is b: If you are above 1,200' AGL and above 10,000' MSL, regardless of the time of day, the weather minimums are at least 5 sm visibility and you must remain 1,000' above, 1,000' below, and 1 SM horizontal from clouds at all times. (FAR 91.155)

3-When a control tower tells you to contact "ground point niner," what frequency should you call ground on?

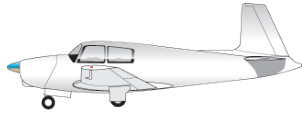
- a- 119.9
- b- 120.9
- c- 121.9

Answer is c: Many tower controllers use the abbreviation "ground point niner" when they want you to contact ground control on 121.9.

4-Ground control instructs you to "taxi via Alpha, Charlie, cross Runway 17/35." Do you need to stop for clearance at Runway 17/35's hold short lines before crossing the runway?

- a- Yes
- b- No

Answer is b: Taxi instructions start with the assigned runway, then specify the taxi route and any initial runway crossing and/or hold short instructions. You've been cleared to cross the runway.



Mooney Maintenance

Visit our Website for all kinds of maintenance resources

The Mooney Flyer
Magazine for the Mooney Community

Click here

Click here

Download Mooney's 100 Hour Inspection Guide

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

Click here

[CLICK HERE](#) for the FAA's Airworthiness Directives (ADs) for all Mooneys.



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Tom Rouch

Founder of Top Gun Aviation, Stockton, California



Send your questions for Tom to TheMooneyFlyer@gmail.com



I have speed brakes on my Mooney. What do you recommend for maintenance?



Speed brakes are about as trouble free as any system. I have on rare occasions seen one side not work and only once did one side stick up. As far as maintenance, they don't require anything special, but I recommend testing before takeoff since they are usually only operated on landing. Then, it is too late to find out if there is a problem. At Annual you should do a physical inspection for wear at the pivot points and any other sign of corrosion or any accumulation of dirt or debris at the installation. I am not sure if they require extra care in areas with freezing temps. However, I suspect they might, especially in areas with freezing rain. I would recommend adding a little light oil at the pivot bolt areas.

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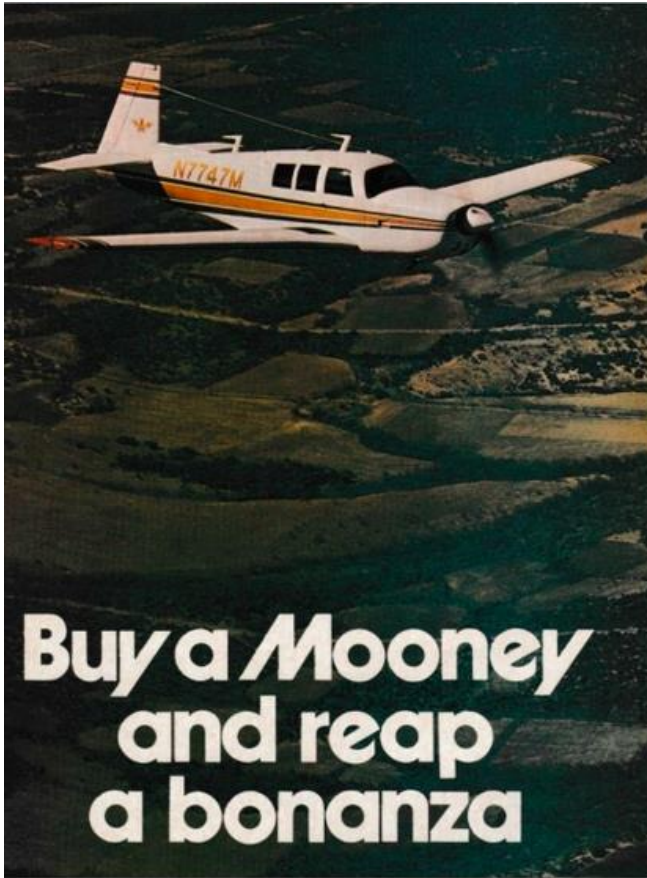
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Avionics Repair and Installation Services now available on site thru J&R Electronics



You know the Bonanza. Now get to know the Mooney Executive.

You'll find qualities that have made the Bonanza such a fine airplane in the new Mooney Executive. They're both high-performance retractables and each delivers faster cruise than the other aircraft in their horsepower categories. They both have positive-action electric gear which cycles faster than hydraulic or electro-hydraulic designs. (The Executive's gear is actually a little faster than Bonanza's.) They both appeal to the serious pilot because of rugged, strong construction. (The Executive even has a continuous-spar wing twice as strong as FAA requirements, and energy-absorbing steel roll-bar cabin design.) And they both have the attention to detail and systems to provide years and years of low-maintenance service.

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In its own price class, the Executive has the numbers. You get more performance and load-carrying ability... you demand good range. You have a serious need for transportation. Scrutinize the Mooney Executive. It cruises at 177 mph (up to 26 mph faster than other 200 hp retractables). It delivers up to 100 more miles range with

Mooney Executive Buyer's Guide

	MOONEY EXECUTIVE	ARROW II	CARDINAL RG	SIERRA	112
Cruise (75% power)	177mph	165mph	171mph	151mph	162mph
Miles per gallon (75% power)	17.4	16.2	15.8	16.1	15.4
Useful load (lbs.)	1,100	1,133	1,140	1,047	1,035
Range (miles, max fuel, 75% power)	1,100	776	949	835	1,049
Climb rate (feet/min)	1,055	900	925	893	920
Max cabin load (lbs.)	830	910	830	970	910

*Comparisons are based on manufacturer's information as published in the 1978/1979 ANNUAL. Naturally performance may vary with conditions. Consult FAA-approved aircraft flight manuals for complete details.

every 50 gallons. The Executive's useful load is virtually the same as the Arrow, Cardinal RG, 112, and Sierra. The Executive has longer range. And only Mooney has these extras: push-pull control rods for precise control; steel roll-bar

cabin design; sealed ailerons, elevators, and rudder for less drag and better control, and a continuous spar wing twice as strong as FAA requirements. Get the picture? Find out more about the Mooney Executive. Keep a bonanza.



Send me 30 pages of serious reading. I'm particularly interested in:

- Mooney Ranger 180hp/172mph
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- Mooney Executive 200hp/177mph Stretched Cabin

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Major Changes to FAA Mental Health, Cardiac, and Vision Policies

In June, the FAA released a substantial update to their Guide for Aviation Medical Examiners that includes major improvements for the agency's protocols for mental health, coronary heart disease, and some ophthalmologic conditions. The "AME Guide" serves as the main public-facing document for medical policy published by the FAA. In the following story, we will summarize the highlights of these policy changes by diagnosis category.

Mental Health

Among the most anticipated changes are those to mental health policy. For the first time, individuals with a history of certain "uncomplicated" diagnoses that have been treated by psychotherapy (including active treatment), have not been medicated within two years, and meet other screening criteria for risk factors can be approved for a medical certificate directly by the AME without a special issuance.

Diagnoses eligible under this new policy include the following. An individual can have a history of up to two of the following diagnoses, quoting from [the policy](#):

- *Anxiety:*
 - Generalized anxiety disorder
 - Situational anxiety (aka adjustment disorder with anxiety)
 - Social anxiety disorder
 - Unspecified anxiety
- *Depression:*
 - Postpartum depression
 - Situational depression* (aka adjustment disorder with depressed mood)
 - Situational anxiety and depression (adjustment disorder with mixed anxiety and depressed mood)
 - Unspecified depression
- *Other:*
 - Obsessive compulsive disorder (OCD)
 - Post-traumatic stress disorder (PTSD)
 - V code^ (DSM)/Z code (ICD-10) table items

An AME can directly issue a medical certificate to individuals with these diagnoses, even under active treatment with psychotherapy, if they meet the criteria on the FAA's decision tool.

The FAA also rolled out a "Fast Track" for individuals with a history of attention deficit and hyperactivity disorder (ADHD) last summer. This allows those with an ADHD diagnosis, no medication use in the past four years, and no current symptoms, to obtain a medical certificate from an AME after a report from a licensed mental health professional.

These new policies cover the "easiest" cases to certify. Many other individuals who do not meet the simplified criteria (i.e. current medication use, more complicated histories, other diagnoses, etc...) are still eligible for special issuance authorizations with a more thorough evaluation by the FAA.

Coronary Heart Disease

For decades, a common complaint from EAA members with coronary heart disease* was the time and expense of the annual recertification process. This often involved annual stress tests and other expensive procedures that insurance frequently refused to cover. Since 2017, many GA pilots in this situation have understandably gone to BasicMed.

Now, the FAA has rolled out a [simple recertification status sheet](#) for the treating cardiologist to fill out upon renewal for those pilots who qualify for an AME Assisted Special Issuance (AASI). Stress testing and some other procedures will still be required on initial certification, but now the FAA will accept a simple affirmation from the cardiologist that the individual's status has remained stable in the past year and that there are no significant medical concerns for most pilots. This is a major win for anyone with coronary heart disease who requires FAA medical certification.

Lattice Degeneration

Lattice degeneration is a condition of the eye's retina that affects 1 in 10 individuals, according to the American Academy of Ophthalmology. [In a new protocol](#), the FAA has announced that individuals who otherwise meet the vision standards for the class sought and have no complicating symptoms can receive a normal issuance from the AME. As always, those with more complicated cases may still be eligible under a special issuance.

New Monitor for Oxygen Systems

The Cylinder Sentinel Wireless Oxygen Cylinder Monitor allows pilots to monitor oxygen capacity in flight via an iOS or Android app with no external batteries or wires.

The monitor, which is available on all Aerox and SkyOx Portable Oxygen Systems, is \$250.

For more information: [Aerox.com](https://www.aerox.com)



Sporty's Flight Gear Emergency Backup Battery



Sporty's has introduced its Flight Gear Emergency Backup Battery, designed to provide backup power for your electronic flight bag (iPad/iPhone) and other portable devices.

Features of the Flight Gear Emergency Backup Battery include:

- **Dual Charging Cords:** Both Type-C and Lightning charging cords are integrated into the battery
- **Universal Compatibility:** Whether you have a smartphone, tablet, Bluetooth headphones, or other USB-powered devices, the backup battery is compatible with it
- **Compact Design:** The backup battery can be attached to a key ring or slipped into a pocket for access whenever you need it
- **LED Indicator:** Monitor the backup battery level with a built-in LED indicator, so you always know when it is time to recharge
- **Built-in Flashlight:** A built-in flashlight also can be used as a strobe light with the click of a button.






Sporty's Flight Gear Emergency Backup Battery is available for \$14.95 at [Sportys.com](https://www.sportys.com).



Mooney

Events

AROUND THE WORLD

	<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 July 13: Williston, (X60) August 10: Fort Pierce (FPR)</p>
	<p>Sign Up at https://www.mooneysafety.com/ppp-registration/ 2024 Event locations: Burlington, VT, Sep 6-8 Dallas Ft Worth, TX, Oct 18-20</p>
	
	<p>Learn more at https://www.empoa.eu/index.php/en/</p>
	



Window Heat Reflectors

Protecting your Mooney when it is out in the sun is a primary concern. In the summer, if the temperatures hit in the 90s, the cockpit can get considerably hotter even for a short stopover for lunch.

Covers, like those from Bruce's Covers do a wonderful job of covering the cockpit and windscreen, and do help considerably with cabin temperature.

But an even better solution is to fabricate reflective window covers. My wife sewed up a set of covers for the windscreen, pilot and copilot windows and left and right rear windows.

She measured each window and made a paper pattern. The reflective material comes in a roll from most Recreational Vehicle supply stores. My wife cut them to form from the paper patterns. Then she sewed a hem around the edges of each. Finally, she cut a hole and placed suction cups through the holes and sewed them tight so they would not pop out.

Our cockpit is amazingly cool, even in mid 90-100°F temperatures.

There are a couple of added advantages. First, they are light and smaller than a cover which makes it easier to deal with on trips. Secondly, they suction from the inside so there is no way for prying eyes to peer into your cockpit when your Mooney is unattended on the ramp.





Parts for Sale

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

Mooney gear actuator and parts FOR SALE

- Plessey actuator removed. 7743 hours. Back clutch spring has 1166 hours.
 - Spare Plessey back clutch spring. Purchased in 2012 with "several hundred hours".
 - Manual extension Spool and Cable for Plessey. Installed 2021, 206 hours.
- Best offer. Parts will be sold separately.

Contact: CarolAnn Garratt, cagarratt@gmail.com or leave msg at 352-342-7182.



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*



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FLIGHT REVIEW

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