The Mooney Flyer

The Official Online Magazine for the Mooney Community

www.TheMooneyFlyer.com

August 2025

Editors

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Departments

Editor on the Loose – *Nobody Asked; just our Humble Opinion*

Mooney Mail – *Feedback from our Flyer readers.*

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

Upcoming Fly-Ins – *Fly somewhere and have fun!*

Have You Heard? – *This month's Relevant GA news & links*

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

Features

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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.

What's the Most Dangerous Component in Your Cockpit?

It is not your engine or flight controls or avionics. So, what component causes the most accidents? Sadly, it's the Pilot in Command. Gear ups are a significant source of Mooney accidents/incidents. Is it a mechanical issue that causes a gear up most of the time? Nope! It's the pilot's failure to lower the gear. Most of the time this happens because the pilot was taken out of his/her landing routine. This may be caused by being surprised by another aircraft in the pattern, a sick or screaming passenger, or whatever. This takes the pilot out of his or her routine and/or they fail to utilize a checklist. Bottom line: Pilot induced.

Another common cause of accidents is poor fuel management causing fuel exhaustion. Clearly this is not the fault of the Mooney. The causes of fuel exhaustion are mainly: 1) Forcing a flight when fuel is low enroute, 2) Failure to manually check fuel on board before departure and ensuring sufficient fuel to destination plus reserve, 3) Flying to an airport with cheap fuel but insufficient fuel to get there and 4) Stronger headwinds than anticipated. None of these are caused by the airplane. Bottom Line: Pilot induced.

There are also Maintenance induced failures. Yes, technically these are mechanical faults, but if you look closer, these are caused by the PIC's lack of post Maintenance preflight inspection and a test flight around the airport. Always take a look see with your mechanic under the hood after any maintenance work before closing up. Then, test fly it.

When you assume that your traffic system (TCAS, ADS-B, etc.) is the whole picture, especially near an airport. Remember, ADS-B can't see airplanes when their Mode C is not turned on. Equally incorrect is assuming two things: 1) That all aircraft in/near the pattern are reporting (or are reporting their position correctly and 2) Not all aircraft are reporting on the radio. Yikes. Additionally, some aircraft aren't even entering or flying the pattern correctly. The only response is to look everywhere for aberrant aircraft in unlikely places.

Another chief reason for pilot induced accidents is the infamous base to final turn, when the pilot overshoots final and steepens the turn to get back on final. Generally, this is a bad idea and can cause a stall/spin at low altitude, ending in disaster. It's better to go around and do things correctly.

Don't forget a pilot flying from VMC into IMC. Statistically, a fatal accident occurs with two minutes of entering IMC.

The number one cause of accidents is the Pilot. Performing these corrective actions reduces the major cause of accidents.

Regarding Insurance

I'm OLDER than 60 and my insurance is skyrocketing	23%
I'm OLDER than 60 and my insurance has been going up	22%
I'm YOUNGER than 60 and my insurance is skyrocketing	21%
I'm YOUNGER than 60 and my insurance has been relatively flat	17%
I'm OLDER than 60 and my insurance has been relatively flat	9%
I'm YOUNGER than 60 and my insurance has been going up	8%

back Voters: 243

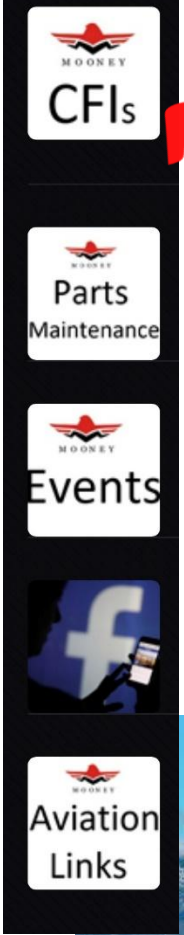
Next month's poll: "Regarding Stalls"

CLICK HERE to vote

CLICK HERE to view the most comprehensive list of Mooney Instructors in the USA

Need a Mooney CFI?

CLICK HERE to find one



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

You can also click on the CFIs icon, found in the website's right column menu.

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.

LTE Letters to the EDITOR

TheMooneyFlyer@gmail.com

I was pleased to see a picture of our Porsche Mooney on page 32 of the July Mooney Flyer. I ordered the plane and watched it come down the assembly line. I owned the plane for a total of 8 years, and it was my favorite Mooney. I have owned 4 Mooneys over the last 45 years. You have to love the tail number.
Mark L

A SUPERIOR AIRPLANE
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AUTHORIZED
MOONEY
SERVICE CENTER

The Art of Maintaining Your Mooney

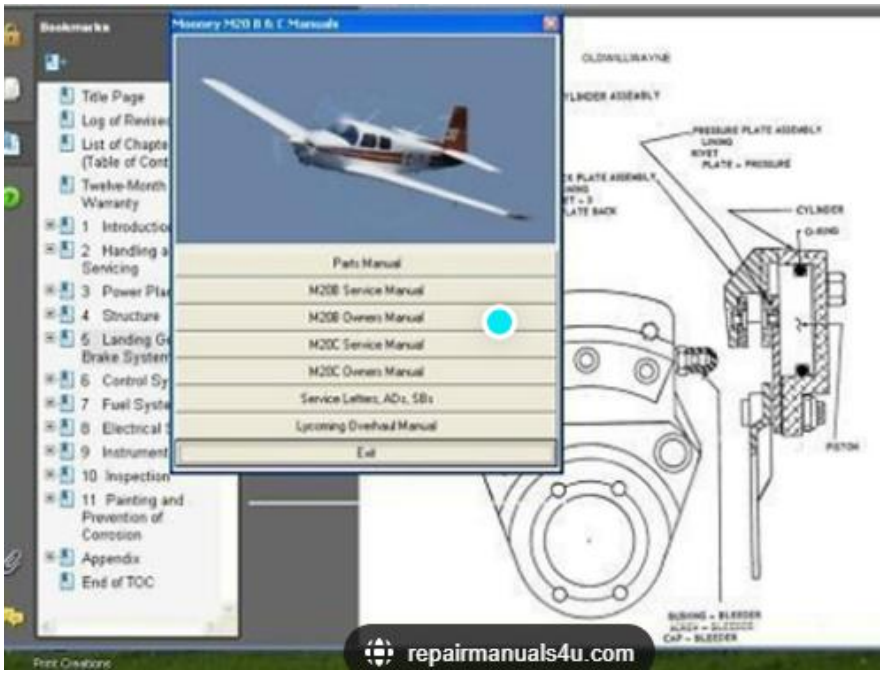
It's hard to find an excellent Mooney mechanic, unless you maintain it yourself. However, most of us don't do the maintenance, and that means that we need to find an excellent mechanic.

We need a mechanic for two main reasons:

- Annuals
- Repairs

The key requirements include:

- Mooney airplane experience
- Mooney airplane experience
- Mooney airplane experience
- A record full of strong customer service and customer reviews



Let's start with annuals. All Mooney annuals are similar. More than 80% of your annual is the engine, which, with minor variations, is mostly the same for all aircraft. So, Mooney experience on the engine is less critical. Clearly if you have a turbocharged engine, then you are looking for a mechanic with experience on your turbocharger. Carbureted engines and fuel injected engines are mostly the same on all GA aircraft.

The rest of the annual requires Mooney experience. Things unique to Mooneys include, but are not limited to:

- Understanding all Airworthy Directives and Service Bulletins for your model
- Johnson Bar mechanism
- Corrosion in side panels, fuselage and wing
- Landing Gear checks and adjustments
- Landing Gear Actuator checks and adjustments
- Elevator Trim mechanism
- Emergency Landing Gear check and adjustments
- Aircraft control rigging

For Repairs, knowledge and experience are still key. A valuable attribute for a mechanic performing repairs is a knowledge of how to get parts and/or assistance.

Always, the key ingredient is “Mooney Experience.” Most of the time, that means choosing a Mooney Service Center (MSC) such as Maxwell Aviation Services in Longview, Texas or Top Gun Aviation in Stockton, California. All MSCs are not equal in competence or skills. Mooney Aircraft no longer certifies an MSC, that we are aware of. So going to any MSC without checking is not a guarantee of quality service.

MOONEY INTERNATIONAL CORPORATION

SERVICE BULLETIN

165 Al Mooney Road North
Kerrville, Texas 78028

SERVICE BULLETIN M20-344
Date: November 28, 2022

THIS BULLETIN DOES NOT CHANGE AIRCRAFT TYPE DESIGN

SUBJECT: This is an informational Service Bulletin to advise all MOONEY owners, The importance to familiarize yourself with the Landing Gear Operation, Warning Systems and Maintenance Checks as specified in the applicable latest FAA approved Mooney Aircraft Flight Manual and Service and Maintenance Manual.

MODELS/ SN AFFECTED: All Mooney M20 Series Aircraft

TIME OF COMPLIANCE: As Required

INTRODUCTION: Mooney International receives FAA reports on all landing gear mishaps, and frequently is called on to evaluate the causes of the incident. It was brought to our attention, that there have been several “incidents” involving Mooney gear-up landings in both manual and electric landing gear aircraft. With the information gathered, we have attached some useful information on how to operate both the manual and electric landing gear and tips on maintenance.

Mooney Engineering released a letter to our Service Center Network, looking for their observations, experience, and recommendations relative to the Johnson Bar system. The feedback we received, was reviewed and most findings were typically the same:

- Nose gear and Main landing gear tensions were not to specifications.
- Failure to lubricate gear retraction components
- Rigging correctly during routine maintenance
- Failure to service springs and linkages after repainting the aircraft.

One of our Service Centers stated; “Through the years, I don't think we have ever seen an accident caused by a properly rigged Mooney landing gear”.

OVERVIEW - LANDING GEAR:

- **INCIDENTS**
  - **a.** Gear Up (Pilot Error)
  - **b.** Gear Collapse (Maintenance Issue)
    - Improper Rigging
    - Worn or counterfeit (unapproved) parts
  - **c.** Indication and Warning Failure (Rigging or Electrical Issue)
  - **d.** Electrical Failure (Use of Emergency Extension)
- **MAINTENANCE - (Refer to applicable latest FAA Approved Service and Maintenance Manual for your model)**
  - **a.** Rigging of the Landing Gear
  - **b.** Warning System, illumination and audio - Landing Gear (Rigging)

So how does one go about finding an excellent mechanic for your Mooney?

- Bring it to Maxwell or Top Gun
- Log into https://mooneyspace.com/ , an excellent source of opinions, and ask for service recommendations in your area. One or more references are key to selecting a good service.
- Go to Facebook and ask for PIREPs on mechanics with Mooney experience and good reviews.
- Call the prospective mechanic. Ask him or her:
  - If they provide Upfront Estimates
  - Do they Communicate during the service period

  - Do they call before starting any work that is not included in the estimate?
  - What is their record for completing work close to their estimate?
- Just because a service center may have had an excellent record in the past, if there is new management, then past performance is not necessarily an good indicator of current performance.

Steps to Take:

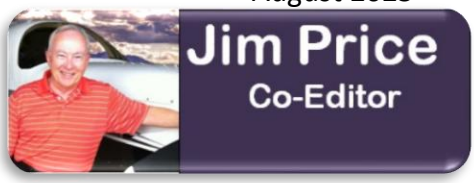
- Get recommendations for a mechanic or shop
- Get written upfront estimates for annuals and repairs
  - For an annual, get an estimate for the inspection part of the annual. Unforeseen discrepancies found during the inspection should be itemized, estimated and sent to you before starting any work. Further, the shop should agree not to start any work until you have signed the estimate. You need to establish this upfront.
  - For an annual, the worklist should differentiate between 1) Airworthy items, 2) Important non-Airworthy items, and 3) Other items.
  - Be clear to the mechanic or shop that you will not pay for any unauthorized work.
- For repairs, if you are not mechanically inclined, we recommend you consider Savvy Aviation Services. Savy is not expensive and provides knowledgeable consultants who will work with your shop on your behalf. This can save you lots of money. CLICK HERE for more information on Savvy Aviation.
- Ask the shop for their hourly rate. A friend of ours got new shock biscuits. He called us and asked if the charge was excessive. It was. How did we know? We asked a couple of MSCs how many hours to change the biscuits and we knew the cost of the biscuits. With that information, it was easy to compute a fair price. So if a price seems excessive, do some background checking.

We hope this article helps you plan for and oversee any work performed on your Mooney.

Although not part of this article, it is strongly recommended that you take your Mooney for a test flight after any maintenance. Mechanics are human and can make mistakes. This rule is written in blood.

If possible, while the cowling is off and/or before the inspection plates are replaced, have your mechanic show you the key repair work. This is cheap and easy insurance. We have seen obvious mistakes like loose bolts, rags, and even tools left inside the engine compartment and/or fuselage. Don't let that happen to you.

Fly safe and Fly Fast



Landing Fees?

A few months after we sold our beloved Mooney M20K 252 to a California pilot, I received a bill in the mail from a California airport, demanding payment for landing fees. I called our amazing friend Richard Simile, who had brokered the sale of our 252. On our behalf, Richard kindly called the billing airport and explained the situation. Soon thereafter, Richard called to tell me that we need not worry, and we could ignore the bill. Apparently, in the FAA's database, the name and address of the 252's new owner had not yet been transferred, so I was the winner.

This California airport had subscribed to a program called *PLANEPASS*; a program designed by Vector Airport Systems. The Vector team installs all the systems to monitor all aircraft operations and capture an aircraft's N number. It uses airport cameras, ADS-B receivers, MLAT, radar, and flight plans. It then automatically bills the aircraft operators for Landing. It can also bill operators for Airspace Overflight, Customs, and Parking.

It combines all of this information to look up an operator's mailing address via their proprietary database in order to figure out where to send the bill. PLANEPASS also serves as the airport's collection agency.

Airport managers can install the system and collect the money. In the process, Vector gets paid.

Fees are usually calculated based on the weight of your aircraft, so the greater the weight, the more you'll pay. Of course, a single engine aircraft is charged less than a Citation. There are other factors that may also affect the landing fee, such as the time of day or type of operation.

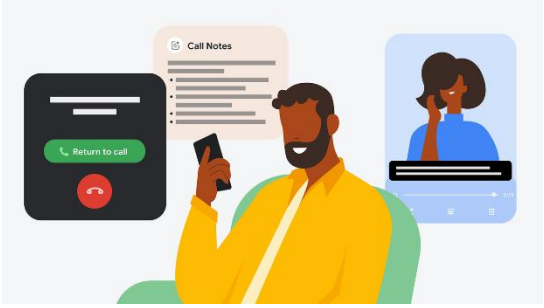
Some airports include other services in their landing fee, while some charge extra per service.

If the cost to operate and maintain PLANEPASS is greater than the fees it collects, it becomes a non-starter for some airport operators.

How can you learn if an airport charges landing fees? See https://pilotinstitute.com/airport-fees/#how-to-check-airport-fees

You can check https://www.airnav.com/ and under "Airport Operations," it will tell you if there is a landing fee. If you are using ForeFlight, click on FBOs to see if they charge a landing fee.

How much will you be charged? Landing fees are not listed on the web or ForeFlight. You'll need to contact the FBO for full disclosure.



They Can Find You

One of the biggest objections to PLANEPASS is how Vector sources its data, particularly ADS-B. This is a technology that was never intended to be used to collect fees. Yet, ADS-B packets are transmitted unencrypted, and thus can be read by anyone.

In the past, the FAA tried to address ADS-B's privacy deficiencies with both its Limited Aircraft Data Displayed (LADD) and Privacy ICAO Address (PIA) programs. The former filters your data from the FAA's official data feed, while the latter obscures your tail number through an alias. But the fact remains that anyone with an ADS-B receiver can access the raw data. In fact, flight tracking sites such as FlightAware rely on private parties to install ADS-B receivers to do exactly that, in exchange for advanced tracking capabilities.

The FAA has just begun to allow aircraft owners to prevent Vector from knowing your home address, by privatizing your aircraft's registry entry.

Recently, Safford Regional Airport (KSAD), an uncontrolled airfield in Arizona, began to use PLANEPASS to collect landing fees. There was a great outcry, and the Arizona flight schools stopped using Safford for training and refueling. After several months, the Safford City Council voted to discontinue airport usage billing.

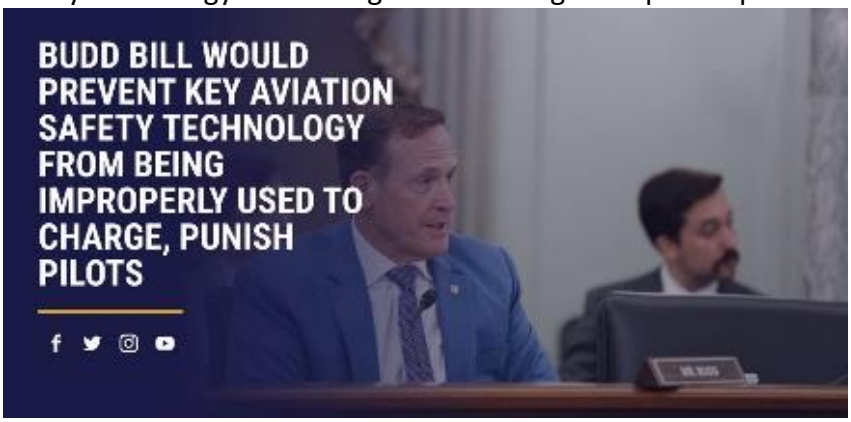
Why did Safford begin to bill for usage? Because sadly, the Arizona State Legislature had been sweeping the funds intended to improve Arizona airports and using the funds for other projects. Currently, a State Senator is fighting to stop the "sweeping" and keep the money in the airport pipeline.

AOPA President Donald Pleasance's Thoughts

In the most recent issue of Pilot magazine (June 2025), AOPA president Darren Pleasance expressed his opinion. He said, "ADS-B data should not be used to charge landing fees, nor should it invade a pilot's privacy or contribute to frivolous lawsuits." Pleasance then ensured that AOPA will "get to the bottom of this" and advocate for airports to seek alternative forms of revenue.

The Budd Bill

Lawmakers are targeting ADS-B data misuse, proposing a bill that would prevent key aviation safety technology from being used to charge and punish pilots.



U.S. Senator Ted Budd (R-N.C.), joined by Senators Dan Sullivan (R-Alaska) and Tim Sheehy (R-Mont.), and Representative Bob Onder (R-Mo.-3), recently introduced the bicameral *Pilot and Aircraft Privacy Act* to limit the use of Automatic Dependent Surveillance–Broadcast (ADS-B) technology and require greater transparency in how airports impose fees on general aviation aircraft.

The Budd Bill Would:

- Prohibit government agencies and private actors from using ADS-B data to identify aircraft for the purpose of imposing fees or charges.
- Clarify that ADS-B data may only be used by air traffic controllers for air traffic safety, efficiency, or for other purposes approved by the Secretary of Transportation following public comment.
- Ensure that investigations cannot be initiated on the basis of ADS-B data.
- Require public-use airports to disclose financial information and the projected impact before imposing new fees on general aviation. The bill requires that any such fees must be used exclusively for airside safety improvements.

Senator Budd has stated, "Flight safety technologies like ADS-B are vital for pilots to ensure safety on the ground and in the skies, but penalizing pilots for using this technology with arbitrary fees jeopardizes both pilot privacy and flight safety by incentivizing operators to avoid using this critical technology. As we enact reforms to keep American aviation the safest in the world, I'm proud to join my colleagues on this commonsense legislation to increase transparency and make certain pilots across the country can focus solely on the safety of their aircraft and their passengers." See Senator Budd's website.

Plan Now to Become a Safer Pilot in 2025

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 210-289-6939.

2025
Groton, CT, Sep 12 – 14
Branson, MO, Oct 17 – 19

CLICK HERE TO REGISTER

MOONEY SAFETY.COM

It Was Those Last Few Miles

by Richard Brown

Our July 4th festivities have been over a year in the making. Though they've evolved, the foundation of getting kids and grandkids together was always there. For me, the first 4–5 days of the month are always busy (translation: "mandatory"), so with the 4th falling on a Friday, it was a chance to get away. The final plan was to camp at Bear Lake on the Utah/Idaho border, spending time at the beach, while catching some fireworks.

On July 1st, Kathy drove up in our new truck, despite not wanting to be the one to "break it in" with scratches or worse (more on that later). I stayed behind to work the 1st–3rd, with plans to fly up the morning of the 4th. On the way, she picked up our son in St. George, and after spending the night at her daughter house on the 1st, they were at the Paris Springs Campground, setting up camp on the 2nd.

I'm not too worried about the weather getting in the way of completing the flight. Afternoon thunderstorms are frequent in the mountains, but if I leave early, they shouldn't be a factor. Even if some pop up, they usually move along quickly, and I can pick my way around them. By July, California's daily marine layer from May and June isn't as prevalent, and if it's there, I just pick up a clearance to get on top.

Kathy wanted me there as early as possible, so I kept my normal weekday alarm of 4:30 a.m. set. I have everything packed the night before, I just needed to get up, get dressed, let the dogs out for a few minutes, and head to the airport. I was halfway to the airport when I realized I didn't have the tanks topped off the last time I was there. Rats! Now I had to pump my own fuel.

When I found out that becoming a lifetime member of the Fullerton Airport Pilot's Association got you self-serve prices from the fuel truck, I signed up immediately. The membership paid for itself hundreds of gallons of AvGas ago. After topping off the tanks at the fuel island, I taxied back to the run-up area and accomplished the run-up and pre-takeoff checks.

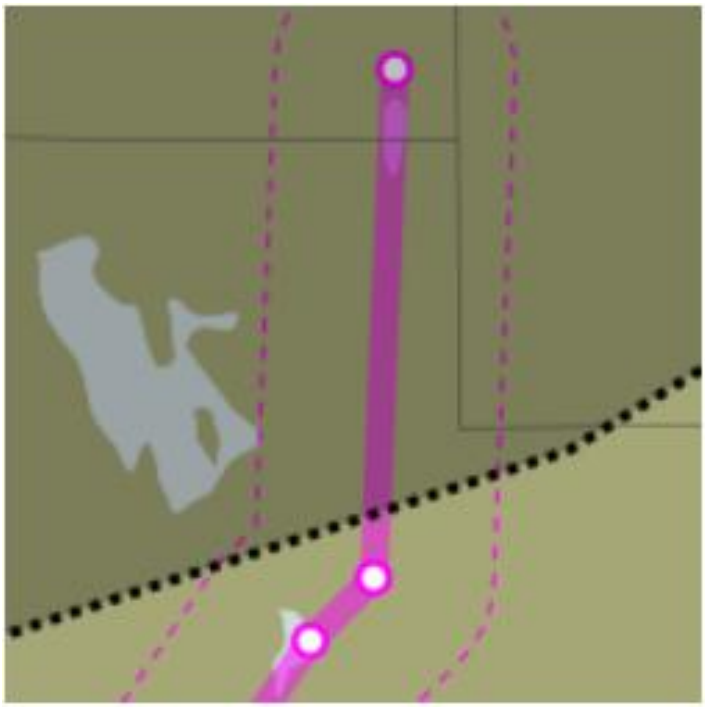
I had an IFR plan on file, and the ceilings were overcast at 1,600 feet, but just to the east, I could see the sun and clear skies. The tower wouldn't be open for an hour and a half. I could call up SoCal on my phone through the Bluetooth connection to the audio panel and pick up my clearance. However, there would likely be little delay this morning, so I decided to head out VFR. I had a great audiobook I've been listening to, and that wouldn't be possible with the radios on an IFR flight plan.

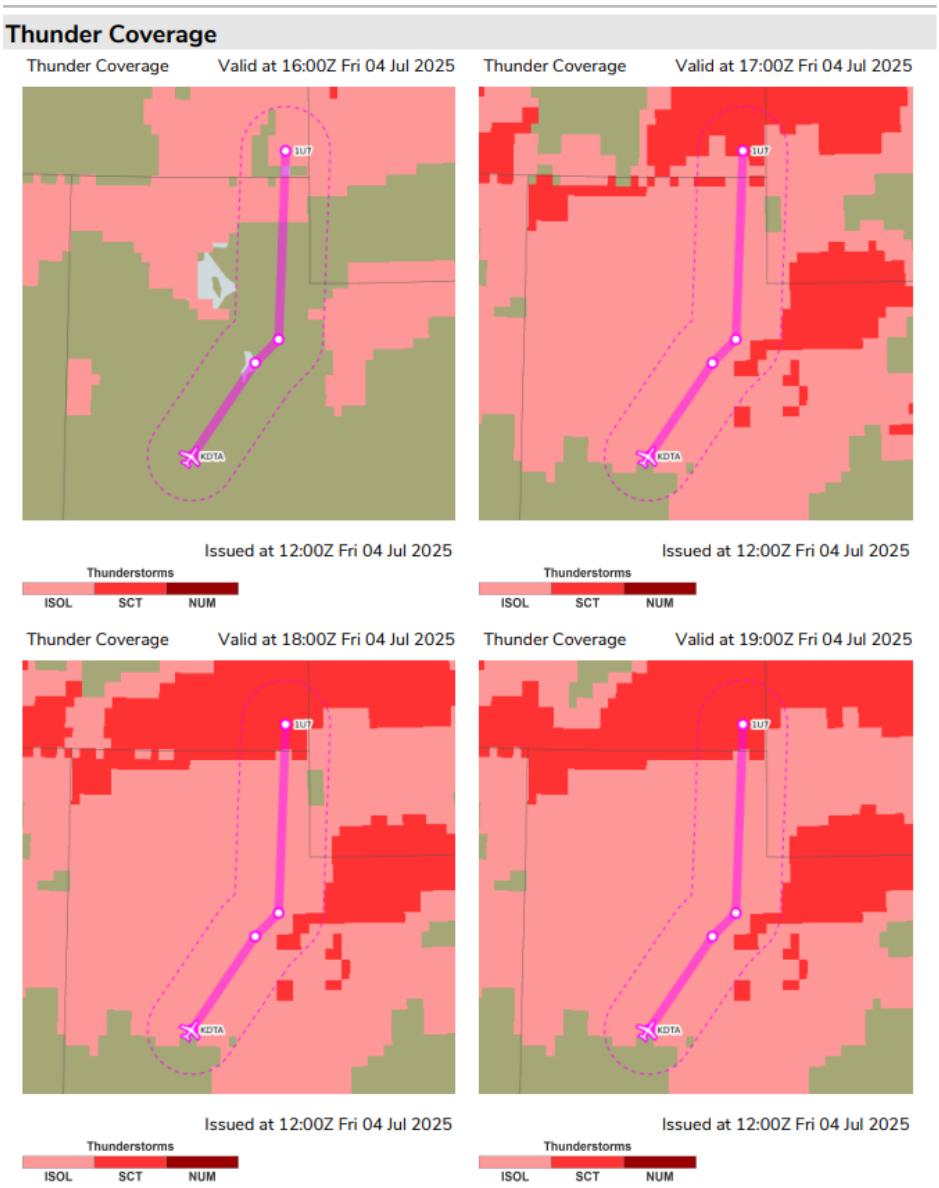
I took off and leveled out at 1,200 feet on the downwind leg for just over a minute, at which point I'm was in clear skies and climbing to my cruising altitude of 9,500 feet. I monitored the approach frequencies until I was in the quiet land of the Center Controllers. There, I switched over to monitoring Guard and turned on my book. The children on Guard with their catcalls and other nonsense make me rewind my book now and then, but it was tolerable. We're getting into "fire season" here in SoCal, and a few small fires had left a haze over the high desert.

Approaching Hector (HEC), I noticed another plane on my tablet headed northeast and overtaking me. He was at 11,500 feet, and like any good, self-respecting Mooney owner, I wanted to know what he was flying since he was faster than me. I searched the tail number and found that it was a Bonanza A36, belonging to a friend of mine. I sent him a text, asking where he was headed, along with a screenshot of both our planes passing a few miles apart. It's often a small world in General Aviation.

Finally, I passed by Signal Peak, just south of Cedar City, and the haze from the fires cleared up. There was a TFR for a fire burning near Pine Valley, and I could see smoke rising from the mountain, along with firefighting aircraft on my tablet. However, the winds were pushing it all to the east.

I planned to land in Delta for fuel. The winds were favorable, and I could have made Bear Lake County Airport (1U7) in one hop. It would have been right at four hours of flying time, leaving me with my one hour of reserve. However, my briefing showed a convective outlook for northern Utah and southern Idaho, and I wanted extra fuel for loitering if I needed to wait for a storm to pass. Also, full disclosure: I put a different camera under the wing that theoretically has a four-hour battery life, and I didn't want the battery to be dead as I flew over the azure, blue waters of Bear Lake.





I landed in Delta, taxied to the pump, and got out, finding that the camera under the wing had died during the two hour and 52-minute flight. Something was NOT right. I wasn't expecting four hours of battery life, despite the marketing claim, but I should have had at least three hours. After fueling the plane and making a quick stop at the restroom, I popped in a new battery and checked some settings. I found the culprit. I hadn't turned off the camera's Wi-Fi, and it ate up the battery too fast. A short 36 minutes after landing, I was back in the air. That was longer than my average 30-minute turn, but I had messed around with the camera. I hoped that it would be worth it.

It was a beautiful flight over Utah Lake and up Provo Canyon past Sundance, Heber, and Park City. The mountains were green, and the lakes were blue. I stopped taking videos on my phone because I would just have it out all the time and there's always something else to look at. I was passing Park City with about 40 minutes left in my flight when my phone rang. It was Kathy.

Me: "Hello?"
Kathy: "There's a big storm over the lake right now. It's moving east."

I had been looking at the ADS-B weather on my tablet and saw the dark red splotch along with lightning symbols.

Kathy: “I didn’t know if the timing would work for you, and there’s lightning and thunder.”
Me: “Yeah, I can see the lightning strikes.”
Kathy: “Okay, it might be gone in 20 minutes. I knew you could see it, but I just wanted to give you a heads-up.”
Me: “I can see it on my tablet—the radar return and the giant towering thunderhead ahead.”
Kathy: “So, do you want me to head to the airport, or do you still want to try and fly over?”

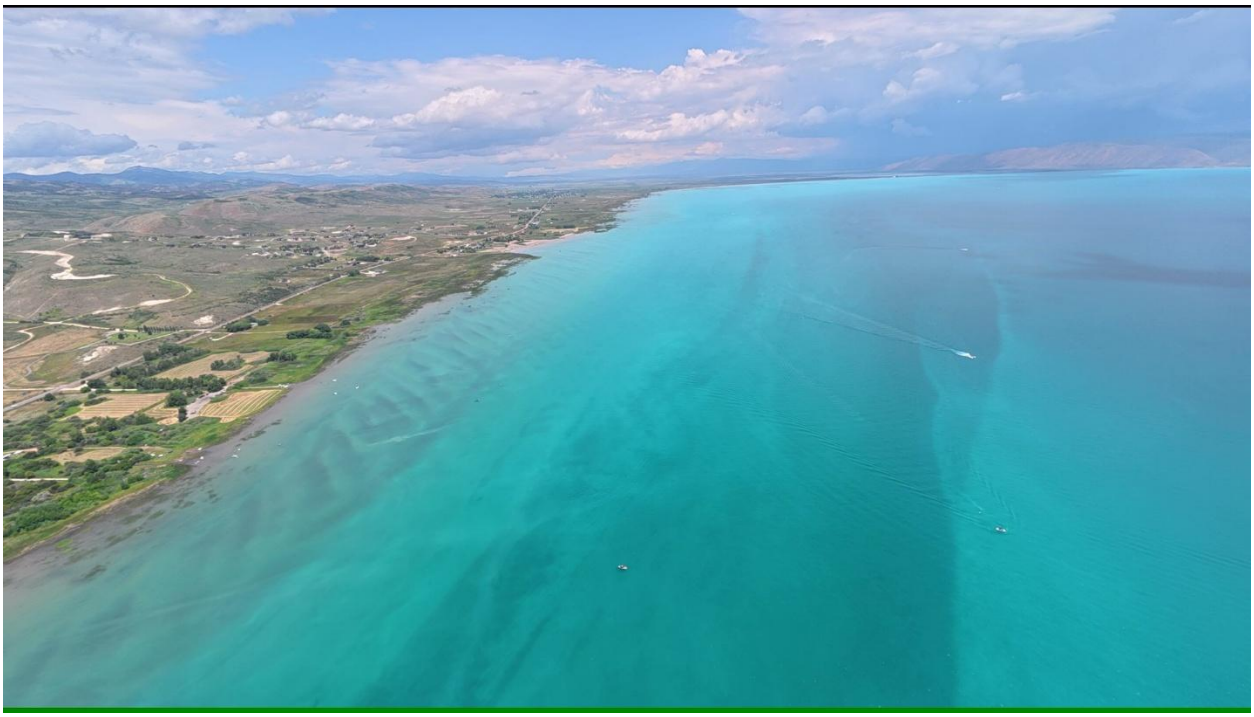
On my way into the airport, I was planning to make a pass over North Beach, where they’re set up.

Me: “No, we’ll just wait and see.”
Kathy: “Okay, see you soon.”

I still had about 100 miles to go and figured the storm would be well east of the lake by the time I arrived. I came over the hills south of the lake and started a descent from 9,500 feet to 6,900 feet, setting myself up to fly over the beach.

Then I had a thought: my friend’s house is right on the way, just a little over a mile from the shoreline. I could make a slight detour and fly right over it. I banked left and headed for the curve in the highway coming out of the mountains. I couldn’t see his house yet, but I knew I would in just a couple of minutes. Sure enough, I found it on my way back down to the shoreline, and I flew over at a respectable altitude of 7,200 feet, about 600 feet AGL.

I was cruising along the western shore when I heard another Mooney check in on its way to the airport. It sounded like my friend Tom, but I couldn’t remember his tail number. I thought about asking on the radio, but although there wasn’t anybody else on frequency, I decided against starting a conversation.



The water in Bear Lake is amazing. It's been nicknamed "The Caribbean of the Rockies," and once you see the water, you understand why. I was continuing up the western shore, about 1,000 feet AGL, until I hit the north end of the lake and turned east to fly right over the beach. Reaching the end of the beach, I rolled into a 45-degree right bank and came around to cross the beach, headed to the airport.

I made a straight-in approach to runway 34, touched down, and began taxiing to the fuel pump. Just before shutting down, my phone rang. It was my friend whose house I had flown over.

Me: "Dan."
Dan: "Hey, our Civil Defense just notified me that a Richard Brown has entered our airspace."
Me: "Are you home?"
Dan: "No, I'm on my way to the airport right now."
Me: "Oh, I buzzed your house on the way in."
Dan: "When I figured out it wasn't Tom, I figured it was you."
Me: "I think Tom landed right in front of me, but I couldn't remember his tail number."

I looked up the row of hangars and saw Tom headed towards me on a 4-wheeler.

Me: "Yeah, that's him. In fact, he's buzzing down here. I'm going to lose you when I shut off the avionics."
Dan: "I'll be there shortly, and we'll get you a hangar parking spot."
Me: "Alright, cool."

Tom and I caught up while I filled the tanks, and then he towed me over to a hangar and opened the doors. We pushed my plane in and tucked it away next to a beautiful Carbon Cub. I was grateful to have it indoors with the approaching storm clouds to the west. Dan arrived shortly, and

we spent some time chatting while I waited for Kathy to arrive.

If you're taking notes, write one down that says, "Don't drive through small towns during the middle of the day on the 4th of July." Paris, Idaho, was essentially shut down for their parade, and Kathy had to take the long way to the airport. We followed our friend back towards town, thinking the parade would be over, but it wasn't. After making the 227-mile flight from Delta to Bear Lake in 1 hour and 22 minutes, it felt like a crime to take over an hour to make the 17-mile trip from the airport to North Beach.

Oh, one last insult for the trip: Our new truck, with less than 5,000 miles, is in the body shop. As I was pulling past a minivan at a gas station, the guy in the front passenger seat opened his door into us, putting a dent just in front of the left rear wheel. When it happened, I looked at Kathy and said, "Well, now you don't have to worry about being the one who breaks in the truck."

We had a great time camping, enjoying the beach, and watching fireworks, despite the parade traffic and the dent in the truck.

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.

Does it Show?

by Don Peterson

When we decided to attend Oshkosh this year, it was to fill the calendar so Maria could qualify for her US Passport. A few months ago, we came to the conclusion that this was no longer a likely, nor desirable goal. But we still had the airline tickets back to the US – so we're booked for the Big, Beautiful Aerial Party.

In for a penny… I decided to sign up for the Mooney Caravan, which I assumed meant same-day-same-way-try-not-to-die flying. Nope. The club requires applicants to attend a weekend class and demonstrate formation flying competency. Being up close to someone you don't know, at a 120 kts, is a stimulating experience. Flying is still fun, after 46 years in the same plane. Being in the *back* seat hoping the two adjacent pilots got game is less fun.

Late last week we departed Carson City headed toward Madison, WI, the marshalling airport for our launch toward OSH. It required two nights enroute, mainly due to afternoon turbulence along the stretch north of the Rockies. Saratoga Wyoming was a curious place. Small rural airport with a half-dozen private jets on the ramp, having delivered their exalted passengers to the Dude Ranches often listed in the Chateau et Relais publications.

This leads me to observe that Oshkosh is not so much a destination as it is an annual Haj, demanding that the loyal adherents experience the trials and tribulations of the trip coming and going, as well as the divinities of Wittman field. For many, a transformative experience

I have gradually absorbed that this Caravan thing is not just a way to guarantee a parking spot at the notoriously over-populated fly-in. It is more of a social club, with shared interests, learning and refining formation flying skills, good beer and marginal food, fellowship, and Mooney pilots showing their skills and disciplines to the FAA and OSH controllers. There is pride in being considered the #1 Caravan that arrives every year, showing up on time and putting our planes on the line in tight order.

Last month I mentioned my curiosity at the "Call Signs" worn and addressed by the regular members. That struck me as something I might have enjoyed during the 50s and 60s as our adolescent selves mimicked the WW2 heroes that dominated our movies and imaginations. I asked and was told that these nom-de-pilotes were awarded to the members who volunteered and aided the Caravan cause in extraordinary ways. Ah. That's different than playing Sky Lord or Ace of the Base. As I've come to know these folks, the call to service can be easily seen among the entire group.

This year the weather forecast was certain to shut down our planned arrival on Saturday. Last minute negotiations with the FAA, EAA, Hotel, and the weather gods allowed us to advance the formation arrival to roughly 5 pm on Friday. Everyone snapped to, a formal briefing was held, bus loaded, off to Madison airport, and soon 60 Mooneys formed a conga line down the taxi ways to runway 23. After a longish wait watching cylinder and oil temps, a couple of airline arrivals, and one Mooney having to pull out due to some sort of problem during the runup, we launched in

elements of three at 20-25 second intervals. I might say that Wisconsin is beautiful this time of year but for the entire 45 minutes I was counting the hairs in my Lead's right ear.

There was one three-ship Element that had to do a go-around going into RWY 36 at OSH, but no real drama. We were efficiently waved to our camping area in the "North 40". With about an hour of daylight left, tents were erected, and all agreed a job well done. In spite of a short notice of our day-early arrival, beer and pizza magically appeared, blessings and celebrations performed, and a sigh that we had not been delayed to a Monday arrival.

The holy road to the OSH semi-ritual has at least three main phases. Getting there. Experiencing everything. Getting home. For me, people are the main events. I've seen airplanes and flown, but humans are infinitely varied and provide the real interest. If we reach out, listen, and encourage, good things happen, and friendships may be formed.

My last visit to OSH was 30 years ago. Afterwards we headed back toward Dallas, stopping into the "College of the Ozarks" airport for fuel and a lunch break. The young lady at the airport explained that the College of the Ozarks was a university dedicated to offering an upper-level education for the children of the area, who do not enjoy the opportunities of wealthier neighborhoods. These students cover their tuition and expenses by working at several local businesses owned by the College.

We got a ride to a local restaurant, akin to the Cracker Barrels, often found near tourist areas. After being seated we were greeted by a charming young lady.

"Hi, I'm Brandy, I'll be your server today!"

"Hello Brandy. Just curious, is this one of the College of the Ozarks companies that help pay the tuitions of local students?"

"Oh yes. I'm studying Art History and European Masters!"

"Excellent. How far along are you?"

Hand flicking rapidly to her abdomen, "Does it show already?"

We will likely depart Saturday to give us time to catch our flight home in Colombia. I'm hopeful the ride back from OSH keeps tossing surprises – of the good sort

Curve Ball

by Jerry Proctor

Well, the older I get, the years seem to fly fast, and all of a sudden, it is time for my annual check ride. An instrument proficiency check (IPC) isn't mandated for a Civil air Patrol (CAP) check ride, but it is helpful to have had a very recent (IPC). I do always maintain IFR currency, flying IFR as often as I can. But, living in AZ, most days, one can't buy a cloud. Thus, I extensively use a BATD simulator for most of my approaches.

For my IPC, I coordinated a date and time with a fellow CFII. I proposed a route that was very familiar, and it would cover all the must dos required by good ole Mother FAA. We met, briefed, did the preflight, talked to the tower and off we went. I knew every inch of the route as I had flown it several times when I gave IPCs and taught in the simulator. As I relayed to departure my intent and approaches at my chosen airport, ATC came back and essentially said, "No can-do GI." Huh?

The controller went on to say that due to higher winds, the crosswind runway was in use at my intended airport, and no approaches would be allowed there. Oh, (fill in your desired four-letter word)!

Do you know who I am? I'm doing an IPC, and I need a couple of approaches.

Helpful as this airport's ATC folks are, he suggested two approaches to Tucson, where I had just taken off, and another approach I will mention in a moment. I turned to a heading of 90 degrees and looked at my CFII. With my hood on, my eyes were saying, "Whatcha think?" He was as surprised as I was, and mumbled, "Um, OK."

I quickly began a wide parallel and turned on George, my autopilot. I asked ATC to give me a minute or two to get set up. I had already proudly programed ALL forward frequencies and even activated the now useless approach. So much for planning ahead. I scrambled to open the new airport approach, plugged away at the G1000 and looked at the approach's must-have data. "OK, Tucson, let's do this!"

Approach number one came out pretty good. You might remember I mentioned strong winds. Yes, they were pretty hot at a 45-degree angle. I had to really lean into the final approach segment. Now I was off to do a different approach at the same airport. I was still scrambling, but not as bad.

Finally, after wanting to get a definite precision approach done, they allowed me to do a full ILS to Davis Monthan AFB (DM). With CAP, I have flown to the nearby DM airport, but all VFR. I asked for vectors. I then noticed my iPad had not updated the DM approaches, but my CFII had it on his iPad. I said to my CFII, all I need is the Decision Height (DH). With that passed to me, I knew I had all I needed for the approach, which by now, I had gotten pretty good at scrambling.

At the DH, I was allowed to unhood and yup, I would have found the runway. So, to complete the IPC with a circle to land, I knew we were just about perpendicular to the Tucson airport having a runway pointed right at the plane. I broke with DM, turned 90 degrees left and leveled at circling minimums. I was lined up for a straight in for RW 22 at Tucson. How about that for an IFR approach and circle to land at a different airport! I am not going to ask if that meets or does not meet the IPC standards.

With all the changes, I got more out of that IPC than many others I have flown over the years. Here is my bottom-line suggestion. Next time you fly for an IPC or just currency. Get a devious CFII or safety pilot. Plan your flight and give him or her full permission to change the plan completely. Better yet, come to a Mooney Safety Foundation, PPP and ask for the same. You will sweat more and get more out of the flight, the more devious he or she is. Now go and get surprised.

Interesting Mount McKinley Flight

by Wolf Wengler

This happened 42 Years ago on June 20, 1983.

I had Flight Following from Anchorage Center, but my returns were intermittent and without Mode C, so they called me.

Anchorage Center: “Mooney 74U, squawk Ident.”

I reached over and pushed the button.

Anchorage Center: “Ahh …. 74U, say type and altitude.”

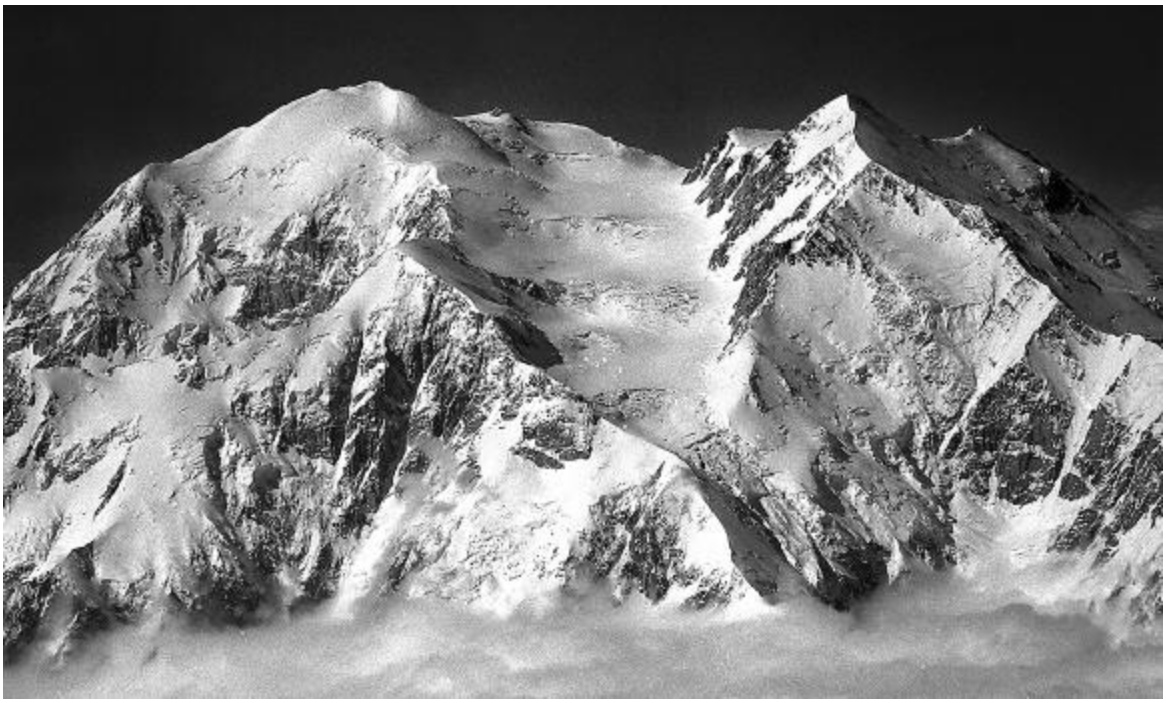
“Anchorage, 74U, we’re a Mooney M20-C and we’re at Twenty thousand one hundred.”

Center: “74U, TWENTY thousand one hundred?”

“Yes sir, TWENTY thousand one hundred for 74U.”

It didn’t sound right to me either, a carbureted 1963 Mooney up in the flight levels, but there I was.

I did some sightseeing and took a few pictures on the climb out of Anchorage, which is at sea level. I explored glaciers and photographed rock formations. I had lunch while snaking my way up through a deck of broken clouds, all the time going higher and higher. Aside from survival gear and an oxygen cylinder, the plane was empty, but the tanks were full. After one hour, I switched to the right tank. But now, a half-hour later, I wasn’t climbing very much.



The VSI fluctuated between 50- and 100-ft/min rate of climb. My airspeed was only 82 mph. I was part glider, maybe getting a little lift from air flowing onto the mountain below me. A tiny bit of flaps had helped the last thousand feet of my shallow climb; at least I thought so. The OAT was minus 10 and the Manifold pressure was a mere 10 inches.

The summit of Mt Mc Kinley, the highest ground in North America, was straight ahead. Foolishly I had planned to see if I could overfly the 20,310-peak. I'd had my airplane up to 18,000 feet before, once when I photographed the first transcontinental balloon flight crossing the Rockies. That was

a piece of cake, but now, up here, balancing on a razor-thin edge, I knew there was no way I was going to overfly the peak. In this airplane, the difference between 18-thousand and 20 thousand turned out to be huge.

My airplane was out of steam and the ailerons were getting sloppy. I had never felt that before. Minimal aileron input was unresponsive and that got my attention. I was way beyond the upper edge of the flight envelope and the last thing I wanted to do was lose control. It wasn't as if I was flying over Kansas and there was 20,000 feet of air below me. The clouds below me were close and they had rocks in them. I thought the engine would be the limiting factor to the Flight Ceiling. The flight controls were starting to lose their effectiveness, which is a factor I hadn't considered. The short rudder in my short-bodied Mooney didn't reassure me either. Gently I pushed my nose over to gain a little airspeed.

In a couple of hundred feet, things started to return to normal. The Airspeed increased and the ailerons were responsive again. With the Cowl flaps closed, I bled off another 1,000 feet of altitude, then I circled around and took some close-up pictures of the summit. In a few minutes, I started a slow descent back to Anchorage.

Why was I there? What was I thinking? I was a photographer for the newspaper in Santa Fe, New Mexico. My trip up the Rockies to Alaska was a vacation/assignment. I had done several picture stories on the way up, and for this stop, I thought I'd get pictures of McKinley. For years I photographed mountains and covered news stories around the southwest with my Mooney. That day I thought, "The weather is perfect, the winds are almost calm, let's just see how high this bird will fly." So 20,150… not 20,200 was the answer! I sold N6774U in 1996.

Thunderbird Aircraft Sales

Specializing in pre-owned Mooney Sales and Brokerage

Hello my fellow Mooniacs,
My name is Richard Simile, and I am the President of Thunderbird Aircraft Sales. Thunderbird Aircraft Sales Specializes 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 always to provide a very pleasant transactional experience for all parties involved and that is a formula that works well. We have three offices, Auburn, AL, Chandler AZ, and Pensacola FL. Please give Thunderbird Aircraft Sales a call **602-884-2111**, or email richard@thunderbirdaircraft.com. We look forward to being of service to you. Thank you.
richard@thunderbirdaircraft.com or 602-884-2111
www.thunderbirdaircraft.com
334-332-2100 Auburn, AL Office
602-884-2111 Chandler, AZ Office
850-723-3644 Pensacola, FL Office

Mooney Stalls by Richard Simile, Thunderbird Aircraft Sales

I hope everyone is having a good month. Recently, several folks have asked me for my thoughts on MOONEY STALLS, so I thought I would revisit the subject. While most of us have been flying our Mooney Aircraft for a very long time, there are always some folks that are new to the airframe. Regardless of where you are on that scale, it is very important to remain intimate with the stall characteristics of your Mooney. As a Mooney demo pilot, I must always be on my toes about stalls and stall margins, when someone else is flying the aircraft. When I am demoing to someone new to the airframe, I always climb up to a minimum of 8,500 ft and demo minimum controllable airspeed in the landing configuration. This is a real eye-opener for someone who is new to the airplane and shows just how stable and roll controllable the Mooney is at the ragged edge of a stall. However, it is also applicable to veteran Mooney Flyers because it shows how well the aircraft handles at near stall speeds. My general thoughts are that doing this minimum controllable airspeed exercise gives me a sixth sense about airframe situational awareness, which is invaluable in the landing pattern. Therefore, I would like to recommend that you consider refamiliarizing yourself with minimum controllable airspeed in the landing configuration at a high altitude (8.500 ft MIN).

The Traveling Mooney – Bar Harbor, Maine

by Terry Carraway

It started with a forum thread that discussed lobster. Of course, that got me thinking about eating lobster, so after a short discussion, Cherry and I decided the Mooney needed a trip to Maine. After looking at the options, we decided to do the typical thing and visit the Bar Harbor area. We did some research on Trip Advisor and Booking.com to figure out where to stay and more importantly, where to EAT.

If you are into hiking or biking, there are a lot of trails in the area to help you pursue those activities.

I called the FBO, Modern Aviation, about parking and fees. They charge $12 per day but waive the first day fee if you buy fuel. The day rate comes up more than expected. If you arrive on Friday and leave on Sunday, that is counted as three days. Most places charge per overnight. I also asked about the best arrangement for a rental car. They suggested Enterprise, so I called the Enterprise FBO desk and arranged for the car to be picked up and dropped off at the FBO.

We decided to do a basic chain hotel, but found out that just because a place says Bar Harbor, doesn't mean it is in or even close to the town. It wasn't far away, but it's something to be aware of in your planning.

Friday came, and we loaded up the plane and departed our home airport on an IFR clearance. We filed for 17,000 feet to take advantage of the turbo and the winds. It was an uneventful departure with a deck at about 3,000 – 4,000 feet, then a smooth ride looking down at the weather. On the descent, we went IMC at about 8,000 feet then we were vectored around. However, the panel makes it easy-peasy. We broke out at about 4,000 and flew the visual into runway 22. The winds were gusting over 20 knots, but pretty much right down the runway. The FBO had a follow-me truck waiting to guide us to parking. There is a second ramp for smaller GA off the main ramp. We were marshaled into a spot and shut down after 3.2 Hobbs time. The ramp guy ran off to park a Bonanza that was about 2 miles behind us on the visual, then he came back. We told him that we had a rental car waiting, and he called, and they brought the rental out to the plane. Then he helped us tie down, unload the plane and load the rental. We visited the FBO to give them contact info and grabbed a couple of bottles of cold water that they offered. Overall, we were very happy with the service from Modern Aviation.

Our first stop was lunch, which was close to the airport, literally across the street. From the

picture you can see the ramp and planes in the background. The place was Gateway Lunt's Lobster Pound, and we started the trip with lobster rolls. That made the trip worthwhile, but it got even better. Blueberry pie is the signature dish of Maine, but Lunt's offered home-made bread pudding, and I love bread pudding. They brought a mug with an awesome apple bread pudding piled high with whipped cream. DELICIOUS.

After lunch we checked into our hotel, which turned out to be further away from Bar Harbor than the airport. However, the traffic was not bad, so no problems. Then we took a drive to Mount

Desert Island, where Bar Harbor is actually located. The scenery was lovely and the cool (compared to our home temperatures), were very welcome. We just wandered around enjoying the sights until it was time for dinner.

For dinner, we picked Stewman's Downtown Lobster Pound in downtown Bar Harbor. It is not by the water, but actually over the water. There is lots of outside seating, but it was getting a bit cool, so we opted for indoors. I started with a dozen oysters on the half shell. Maine may be known for lobster, but they have some wonderful, very tasty oysters. They are a bit small compared to Chesapeake Bay oysters. However, if you like oysters, give them a try. For our dinner we opted to share a 2.5-pound lobster. This thing was HUGE. Each claw had enough meat for a meal. After wading through the lobster, we topped off the meal with some blueberry pie.

For Saturday, we booked an afternoon cruise on the Sea Princess, **https://barharborcruises.com/** The cruise takes about 2 hours 45 minutes and gives you a different view of Mount Desert Island and a lot of history about the area. The website mentions that the morning tour is narrated by a Park Ranger and the afternoon, by "long time narrator." Ours was a former Park Ranger, and in fact, she was the supervisory Park Ranger before she retired. During the cruise, the boat stops at Little Cranberry Island so you can walk around, get a snack and buy some souvenirs. Little Cranberry is interesting as it is only accessible by water and has about 65 year-round inhabitants.

Before heading out, we found a self-paced driving tour that you load onto your phone. Then, as you drive the route, it tells you about the location and what is important. It tags from your phone GPS, so you don't have to drive the route in any order. The Acadia tour has 55 points of interest. The company is Action Tour Guide. They have a lot of driving, walking, and hiking tours all over the country. This is the link for the Acadia driving tour:

https://actiontourguide.com/place/acadia-national-park-self-guided-driving-tour/

We did a part of the tour on the way to the cruise and some after. We were looking for a place to get a late lunch/early dinner but found the Bar Harbor Cellars winery. It was well worth the stop. They have some very nice wines, and we ended up having a nice chat with the owner/wine maker. They don't grow their own grapes, but don't let that cause you to miss their wines. Luckily, the Mooney was not fully loaded, so we had room for a few bottles of wine. The rose and blueberry reserve were very nice and some followed us home.

Based on a recommendation by the wine maker, we went to Abel's Lobster for dinner. It has a lovely view and is right on the water. There is plenty of outdoors seating to enjoy the view. The food was nice, but pricey even for the area, and the service was just a bit off. One positive was that their lobster roll is on a home-made brioche bun.

The plan was to fly home on Sunday, but there was a huge line of thunderstorms causing serious flooding along New York's eastern border. We could have gone a bit north to get around it, but we decided to be cautious and stay an extra day, and it was worth it. After a quick call to Enterprise and the FBO, we were set to stay.

While driving around, we saw several lodgings that were individual little cabins, and we wanted to try this out. We went online and found that LH Cabins had an opening that night. This nice couple has three cabins behind their house and rent them out. They turned a garage into a common area

with snacks, games and a washer/dryer. Each cabin had a kitchenette area and breakfast items were supplied as part of the rental.

In getting to the cabins, we picked up the self-paced driving tour and did more of it, along with driving through part of Acadia National Park. Note, if you want to drive up Cadillac Mountain, you need a reservation through recreation.gov.

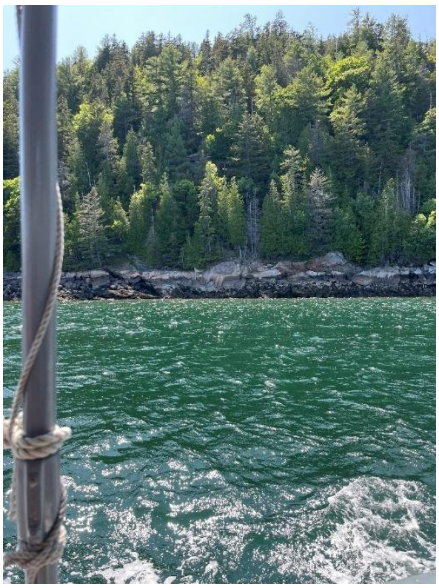
For lunch, we stopped at Travelin' Lobster, which is very highly rated. We wanted to try their Lobster Grilled Cheese panini. This was worth the trip alone. They put a lot of lobster and Havarti cheese on sourdough bread then grill it in a panini press. There was so much lobster that every bite had lobster. I am not sure how we ate the whole thing, but we did.

We did not eat dinner that evening, but we did have some room for ice cream at Seaside Dairy, just a few hundred yards from the cabins. They have 44 flavors of soft-serve ice cream, and they blend the flavors into the soft serve for each order. The only problem is making up your mind which flavor to get.

One other place we found that was fun was The Whistling Bouy. The outside of the shop is covered with lobster pot buoys in all sorts of colors. Inside is a nice souvenir shop and we highly recommend picking up a jar of the Stonewall Wild Maine Blueberry jam. It is not overly sweet with amazing blueberry flavor. I also picked up an orange and black buoy for the hangar to match the Mooney. They are between the airport and Mount Desert Island.

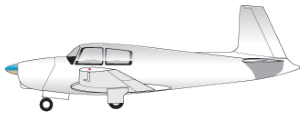
Monday dawned with lovely weather, so we loaded up the Mooney and had a smooth flight back home at 16,000. The winds were a bit more headwind than forecast, but the TAS gains of going high with the turbo are nice which allowed us to look down at the clouds. We shut down at home with 3.8 hours on the Hobbs, for a nice round trip of 7.0.

Overall, it was a very nice trip with some great experiences. We loved heading to Maine for lobster and other things.




SHIP
HARBOR

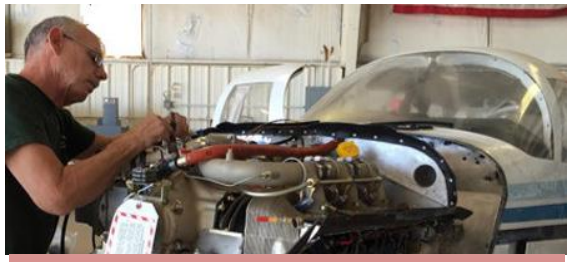

OPEN



Mooney Maintenance

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

CLICK HERE to download Mooney's 100 Hour Inspection Guide



CLICK HERE to find Parts and Maintenance Support

Ask the Top Gun

Tom Rouch

Founder of Top Gun Aviation, Stockton, California

Send your questions for Tom to TheMooneyFlyer@gmail.com

From your amazing experience, what are the strengths and weaknesses of the Mooney that you can offer a prospective buyer?

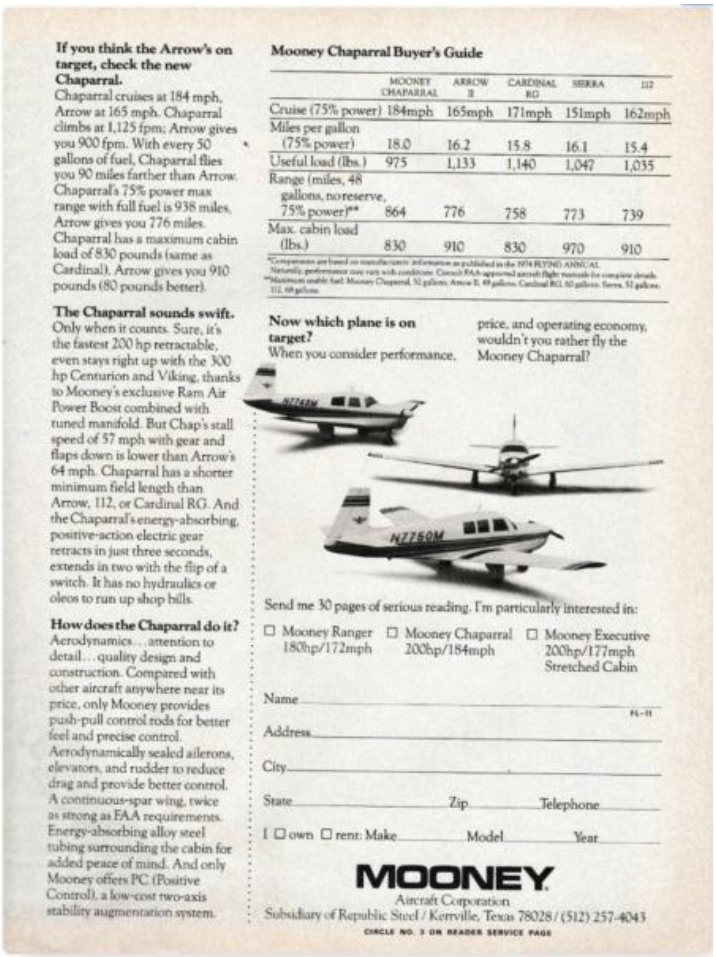
Tom's Answer

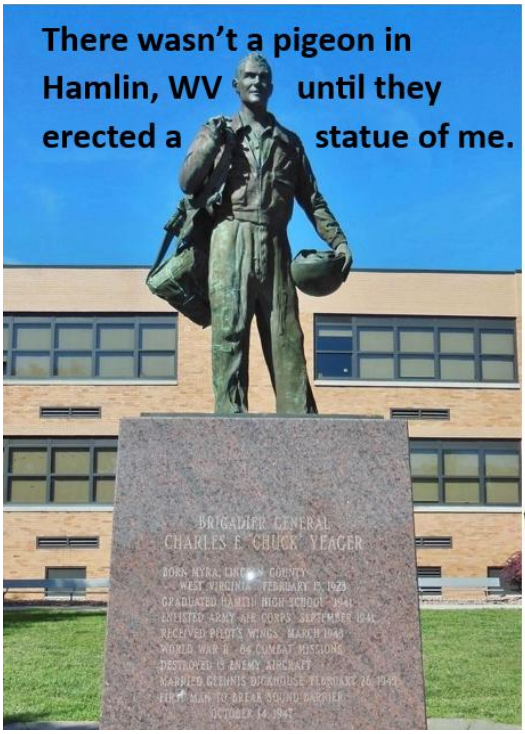
I don't want to answer this question, but I will. In the last century there was no question that the Mooney was the fastest single engine prop plane in the world. When I became involved, they were making over 500 airplanes a year and it was a pleasure to work on them. But now, I will give a 21st Century answer.

In reality, there is no new production and almost no new parts available, except some parts that were after-market parts. Sadly, I feel that in a short period, there will be no parts available. For example, I just checked, and I believe that there are only two new gear actuators available, selling for unbelievable high prices. To me, our Mooneys are in the warbird category, in that it takes thousands of dollars to keep one flying. From a maintenance point of view, you can't afford to store airplanes for the months it takes to get an engine overhauled. The other problem is there are very few mechanics left that have any Mooney experience. That adds to the cost when you try to maintain 10 to 60-year-old airplanes.

I don't like to sound so negative, but as Father Time encroaches on me, he is also marching on the best single ever built, the Mooney airplane.


The Mooney Chaparral is straight arrow
N7749M


If you think the Arrow's on target, check the new Chaparral.
Chaparral cruises at 184 mph. Arrow at 165 mph. Chaparral climbs at 1,125 fpm; Arrow gives you 900 fpm. With every 50 gallons of fuel, Chaparral flies you 90 miles farther than Arrow. Chaparral's 75% power max range with full fuel is 938 miles. Arrow gives you 776 miles. Chaparral has a maximum cabin load of 830 pounds (same as Cardinal). Arrow gives you 910 pounds (80 pounds better).
The Chaparral sounds swift.
Only when it counts. Sure, it's the fastest 200 hp retractable, even stays right up with the 300 hp Centurion and Viking, thanks to Mooney's exclusive Ram Air Power Boost combined with tuned manifold. But Chap's stall speed of 57 mph with gear and flaps down is lower than Arrow's 64 mph. Chaparral has a shorter minimum field length than Arrow, 112, or Cardinal RG. And the Chaparral's energy-absorbing, positive-action electric gear retracts in just three seconds, extends in two with the flip of a switch. It has no hydraulics or oleos to run up shop bills.
How does the Chaparral do it?
Aerodynamics... attention to detail... quality design and construction. Compared with other aircraft anywhere near its price, only Mooney provides push-pull control rods for better feel and precise control. Aerodynamically sealed ailerons, elevators, and rudder to reduce drag and provide better control. A continuous-spar wing, twice as strong as FAA requirements. Energy-absorbing alloy steel tubing surrounding the cabin for added peace of mind. And only Mooney offers PC (Positive Control), a low-cost two-axis stability augmentation system.
Mooney Chaparral Buyer's Guide
MOONEY CHAPARRAL
ARROW II
CARDINAL RG
SIERRA
112
Cruise (75% power) 184mph 165mph 171mph 151mph 162mph
Miles per gallon (75% power) 18.0 16.2 15.8 16.1 15.4
Useful load (lbs.) 975 1,133 1,140 1,047 1,035
Range (miles, 48 gallons, no reserve, 75% power)** 864 776 758 773 739
Max. cabin load (lbs.) 830 910 830 970 910
Now which plane is on target?
When you consider performance, price, and operating economy, wouldn't you rather fly the Mooney Chaparral?
N7749M
Send me 30 pages of serious reading. I'm particularly interested in:
☐ Mooney Ranger 180hp/172mph
☐ Mooney Chaparral 200hp/184mph
☐ Mooney Executive 200hp/177mph Stretched Cabin
Name
Address
City
State Zip Telephone
I ☐ own ☐ rent: Make Model Year
MOONEY
Aircraft Corporation
Subsidiary of Republic Steel / Kerrville, Texas 78028 / (512) 257-4043
CIRCLE NO. 3 ON READER SERVICE PAGE


There wasn't a pigeon in Hamlin, WV until they erected a statue of me.
BRIGADIER GENERAL
CHARLES E. CHUCK YEAGER


GEN CHUCK YEAGER

Lawmakers target ADS-B data misuse

By Ben Sclair · June 29, 2025

Source: Sen. Ted Budd's website.

The Pilot and Aircraft Privacy Act would block the use of ADS-B data for collecting airport fees or launching investigations.

Sen. Ted Budd (R-NC) introduced S.2175, with Sens. Dan Sullivan (R-AK) and Tim Sheehy (R-MT) as co-sponsors. Rep. Robert F. Onder (R-MO) introduced the companion bill, H.4146.

From Sen. Budd's website, the bill:

- Prohibits government agencies and private actors from using ADS-B data to identify aircraft for the purpose of imposing fees or charges.
- Clarifies that ADS-B data may only be used by air traffic controllers for air traffic safety, efficiency, or for other purposes approved by the Secretary of Transportation following public comment.
- Ensures that investigations cannot be initiated on the basis of ADS-B data.
- Requires public-use airports to disclose financial information and the projected impact before imposing new fees on general aviation and requires that any such fees must be used exclusively for airside safety improvements.

“As a pilot with years of experience using ADS-B technology, I understand the game-changing impact it has had on aviation safety. By communicating an aircraft’s identification, airspeed, heading and altitude, ADS-B has dramatically improved situational awareness for pilots, as well as the real-time data air traffic controllers need to keep pilots and passengers safe,” said Rep. Onder. “Unfortunately, some third parties have taken advantage of this data to impose and collect exorbitant third-party landing fees and frivolous lawsuits targeted at general aviation pilots and travelers. These uses of data for purposes other than air traffic safety act as a deterrent for pilots to equip their aircraft with this potentially life-saving technology.”

Since 2020, the FAA has required ADS-B Out for aircraft flying in controlled airspace.

That requirement stems from a rule the FAA finalized in May 2010.

Hartzell’s new Outlaw propeller earns FAA STC for Mooney M20 series

The newly certified carbon fibre composite two-blade propeller, now officially named Outlaw, was developed to deliver the same market-leading performance as Hartzell two-blade metal propellers with significant weight savings and unlimited life blades.

The Outlaw weighs just 38 pounds, compared to 58 pounds for the two-blade metal propeller — a savings of 20 pounds. And the Outlaw saves 28 pounds compared to the 66-pound three-blade option. The carbon fibre composite Outlaw is the latest Hartzell propeller to be added to the Top Prop Conversion Program. **CLICK HERE to read more**

Sporty's New Rechargeable Flashlight

By General Aviation News Staff · July 12, 2025

A built-in digital display puts key information front and center, including:

- Light color (red or white)
- Mode selected (front or sidelight)
- White light brightness level (four options)
- Remaining battery life
- Last-used brightness memory

Other features include:

- Magnetic base for hands-free use on metal surfaces
- Dual side clip for attaching to a flight bag, pocket, or hat
- USB-C charging — use the same cable as your iPad or phone
- A full charge takes 1.5 to 2 hours
- Measures 4.5 inches long and weighs 4 ounces
- Price: $59.95. For more information: Sportys.com

Garmin Adds New Features

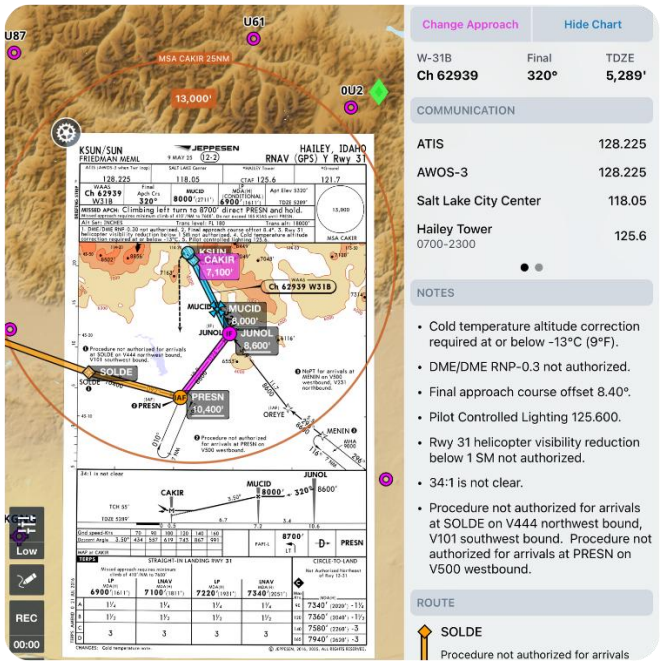
AVweb, July 16, 2025

Garmin announced it has initiated flight log-sharing services with "multiple aircraft analysis services" so pilots can link customized data on engine health, maintenance updates, flight analysis and more with their Garmin avionics. Participating services include FlySto, Crewchief Systems, Savvy Aviation, Flight Schedule Pro, novoFlight and Navi.

The integrated log-sharing is expected to be available on flyGarmin.com beginning in August.

In addition, Garmin Pilot app updates are now available, adding Internet Traffic and recently announced SmartCharts, which now includes a Final Approach Fix (FAF) to Missed Approach Point (MAP) timing table.

The Future of Instrument Flying



Introducing ForeFlight's Dynamic Procedures, a new way to view, brief, and fly instrument approach procedure.

Access everything you need to fly an approach in one clean, interactive sidebar, making single-pilot IFR operations more streamlined than ever.

With context-aware briefings, per-segment guidance, and integrated 3D runway visuals, Dynamic Procedures bring your entire approach to life right on the map and in the Profile view. TAKE A LOOK

Dynamic Procedures will be available soon for all customers during a 3-month preview period, after which it will require a ForeFlight Essential or Premium subscription.

Join a ForeFlight webinar on August 6th and get a first look at Dynamic Procedures.

REGISTER NOW

Can't make it? Register anyway and ForeFlight will share the recording with you after the Webinar.

LASAR Aircraft Takes Over Parts and Customer Support for Mooney

In recent years, Mooney owners and operators have faced ongoing challenges from limited parts availability and strained technical support. Over time, Mooney's limited resources made it difficult to support the fleet with parts, service bulletins and technical updates," says Brett Stokes, CEO LASAR Aircraft.

On July 2, 2025, LASAR Aircraft, based in Prineville, Oregon, was chosen by Mooney International to be the firm's exclusive customer support organization and parts provider.

Jonathan Pollack, CEO Mooney International Corporation says “Given the size and scope of LASAR’s current distribution infrastructure and the recent investments they’ve made in their own parts manufacturing, this made perfect sense. We see this as a winning effort to streamline and improve efficiencies in the distribution of parts to the fleet.”

Stokes notes that LASAR is not just intent in maintaining the status quo. The goal is to move product support up to a new level. LASAR already has launched several upgrades for legacy Mooneys, including aerodynamic speed modifications, full Garmin flight deck conversions, lighter weight and stronger carbon fiber replacement parts and complete interior refurbishment services.

Contact: Robert Brown
4439 Airport Rd.
Prineville, OR 97754
(541) 398-7511

WATCH IT HERE

Aspen Adds Electronics International Engine Data Capability

AVweb, Tuesday, July 22, 2025

Aspen Avionics announced today it has teamed with Electronics International to incorporate integrated engine data into Aspen’s Evolution MAX multifunction displays. The new Engine Instruments package will be available beginning this December.

The engine monitoring solution is designed to integrate with Electronics International’s EDC-33P engine data converter and sensor suite. For Aspen customers, the cost for the upgrade will be less than $5,000, depending on engine type and existing probes, sensors, displays, etc. Mark Ferrari, VP of sales and customer support at Aspen Avionics, said, “Aspen’s new engine monitoring system transforms raw engine data into actionable intelligence. With customizable alerts and historical data analysis, pilots can maximize engine efficiency, reduce unscheduled maintenance, and better manage operating costs.”

Stratus 4 Introduced

By General Aviation News Staff · July 22, 2025

Appareo has released the Stratus 4 ADS-B receiver.

Designed to enhance situational awareness and cockpit safety, Stratus 4 delivers flight data and real-time alerts so pilots are always ahead of the weather, traffic, and the unexpected, according to company officials.

The Stratus 4 offers Apple Find My integration, a G-Force Meter, and a full-color touch screen. The features on the touchscreen can be updated with a firmware release when new features are added, company officials noted. Additionally, it's designed to allow users to replace the rechargeable battery without the need for tools.

The Stratus 4 integrates with a broad range of flight apps for both iOS and Android devices, including Foreflight, Stratus Insight, Garmin Pilot, FlyQ, WingX Pro, and others.

This is the fifth generation of the Stratus, which was introduced in 2012. Stratus 4 will be available for order and shipping starting in September 2025.

For more information: StratusByAppareo.com

iFly EFB X7 Aviation Tablet Debuts

By General Aviation News Staff · July 22, 2025

Adventure Pilot, creator of iFly EFB, and tablet innovator Hugerock have introduced the iFly EFB X7 Aviation Tablet, a 7-inch Android device built for general aviation.

Highlights include:

- 2,600 NITS sunlight-readable display
- Aviation apps pre-installed, including iFly EFB and MyFlightBook
- Multi-purpose mounting bracket and a RAM adapter for installation in any environment

- MIL-STD-810G rated, IP68 waterproof/dustproof, shock-resistant to a 1.2 meter drop, with GPS, WiFi, Bluetooth, and a 7,000 mAh battery
- Heat and cold resistant for real-world flight conditions
- Weighs just under 1 pound

Price: $599 with a free 30-day iFly EFB trial.

Shipping begins in the third quarter of 2025.

For more information: iFlyEFB.com/X7AvTab

Garmin introduces Guided Visual Approaches

By General Aviation News Staff · July 26, 2025

Garmin has introduced Guided Visual Approaches, a new database offering that provides lateral and vertical guidance for pilots flying visual approaches to challenging airports.

Designed in collaboration with Hughes Aerospace, a growing list of 31 Guided Visual Approaches into 25 airports can be purchased.

Pilots using Guided Visuals will experience a similar look and feel as traditional approaches from the time they load them into the avionics all the way to flying them to the runway, according to Garmin officials.

Users can load and activate these “RNAV G” approaches in their avionics just like traditional approaches. Lateral and vertical guidance is provided, and the approaches can be flown coupled to the autopilot.

Additionally, all Guided Visual Approaches have a georeferenced approach chart available, making briefing and flying these procedures a familiar experience for pilots, company officials added.

All charts can be accessed like traditional Garmin FliteCharts on applicable avionics or via the Hughes App from Hughes Aerospace.

Guided Visuals are compatible with Garmin WAAS-equipped avionics capable of RF legs, such as the GTN and GTN Xi series navigators, and select Garmin integrated flight decks.

Guided Visuals can be purchased on flyGarmin.com like other Garmin database offerings. Customers may choose a OnePak purchase that includes the Guided Visuals starting Aug. 7, 2025.

For more information: Garmin.com/GuidedVisuals

Wings to Walla Walla on September 5-7

Greeting Mooniacs, from your fly in organizers. If you're itching to get one more event under your belt for the 2025 flying season, consider coming to Wings to Walla Walla 2025. This will be held in the delightful city of Walla Walla, in Southeast Washington state, home to some of the finest wineries in the US.

It's being held from September 5-7. Host airport is KALW. The **Hampton Inn** has reserved a block of discounted rooms for us. While we're still in the planning stage, we're hoping to have an airport meet and greet on Friday, a special tasting at Caprio Cellars, also on Friday, two or three special tastings on Saturday. We'll have our always fun wine and aviation themed sort of white elephant gift exchange and steal, and a group dinner or two.

Sign up on the mailing list: **CLICK HERE** to register. We're looking forward to seeing old friends and making new ones.

Your organizers Robin, Tom and Henry

Events

	Contact Mike Weir at (239) 572-3418, before coming to the restaurant, so they can have an accurate count. Events begin at 11:30 Aug 9: Bartow (KBOW) at Tantrums Restaurant Sep 13: Okeechobee (KOBE) Oct 11: Sebring (KSEF) Nov 8: Lakeland (KLAL) Dec 13: Flagler (KFIN)
	Sep 12-14: Groton, CT Oct 17-19: Branson, MO **CLICK HERE to Register**
	Learn more at https://www.empoa.eu/index.php/en/
	September 5-7: Wings to Walla Walla Fly In (KALW) Join us for a weekend of wine and food. Organized by Robin Oneal, rightseatrobin@gmail.com **CLICK HERE** for more info. **CLICK HERE to Register**
Other	Oct 16-19: **MooneyMax** (Branson, MO), Thousand Hills Resort Hotel and Convention. Arrive on the 15th, Seminars on 16 & 17th & Play on Saturday. **CLICK HERE to Register**

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)

LASAR Cowl Fairing STC Kit for M20A - M20G (https://lasar.com/stc-kits/cowl-closure-fairing-stc-kit-laskit131)

$275.00 (includes US shipping),

Contact Klem Klemmensen (217) 245-2480 or Tom Alcott tjalcott@gmail.com

Sold my beloved ’65 E Model after 30+ years. I have a few items now looking for a home. See links for manufacturer info. Buyer to pay shipping. I will pack appropriately.

1.

For Sale

- Full set of Kennon sun shields with storage bag. $150
  https://shop.kennonproducts.com/collections/mooney-sun-shield/products/moom20-4010

- Aerox portable oxygen system; 13 cu. ft. (D size) tank with valve, gauge assembly, regulator, OxiSaver cannulas, seat back carrying case; two person set up. $300
  - https://www.aerox.com/build-my-aerox-portable-oxygen-system/

- Ram X-Grip universal holder with yoke mount for 9–11-inch iPads. $50
  https://rammount.com/products/ram-hol-un9u

  Contact: email: stuartgw@aol.com, Phone: 541-788-7286

1997 MOONEY BRAVO FOR SALE
$298,000

This 1997 Mooney Bravo offers a rare combination of performance, reliability, and modern avionics. With a low total time and an upgraded avionics suite, it's ready to meet the needs of both experienced pilots and first-time owners. Equipped with FIKI certification and precise speed brakes, this aircraft is ideal for cross-country and all-weather flying.

Contact Information:

- Email: aeroncadoc@comcast.net
- Phone: 425 780 9483

Key Features

Engine and Airframe Time:

- **Total Time:** 1860 Hours
- **Engine Hours:** 1100 Hours (Since New)

Avionics:

- **Garmin GTN 750:** Primary Navigation/Communication System
- **Garmin 430:** Secondary Communication System (Comm2)
- **Garmin 500 GFC Autopilot:** Advanced Flight Control
- **Dual Garmin G5s:** Attitude Indicator (AI) and Horizontal Situation Indicator (HSI)
- **Garmin GTX 345:** ADS-B In/Out with Bluetooth Connectivity
- **JPI 730:** Advanced Engine Monitoring System

Additional Equipment:

- **FIKI Certified:** (Flight Into Known Icing)
- **Precise Flight Speed Brakes:** For Enhanced Control
- **LED Lights:** Modern, Efficient Lighting
- **Shadin Fuel Flow Monitor:** Secondary Fuel Monitoring
- **Built-In Oxygen System:** For High-Altitude Flights

Recent Updates:

- **New Paint:** Completed in 2023—Immaculate Condition
- **New Front Seats** – Interior is in great condition

Aircraft Location:

- Based at **KPAE (Paine Field)**


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
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