The Mooney Flyer

The Official Online Magazine for the Mooney Community

www.TheMooneyFlyer.com

July 2025

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

Departments

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.

Cataracts

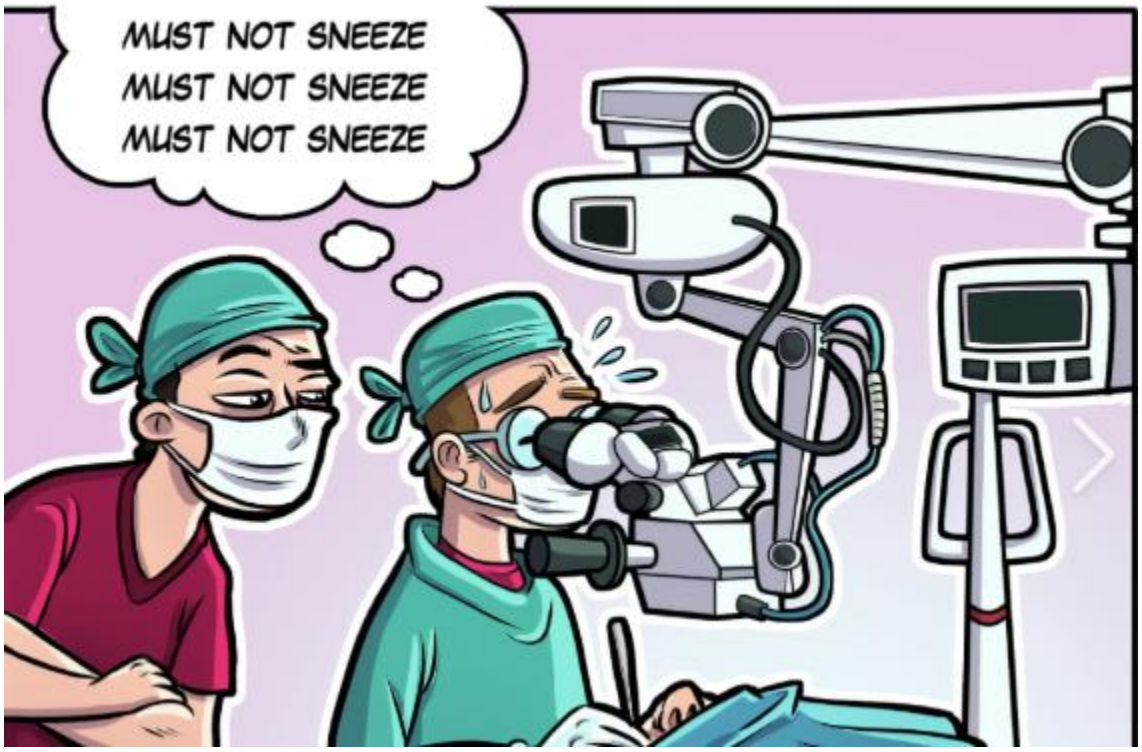
Well I reached another older person milestone this past month. I had cataract surgery.

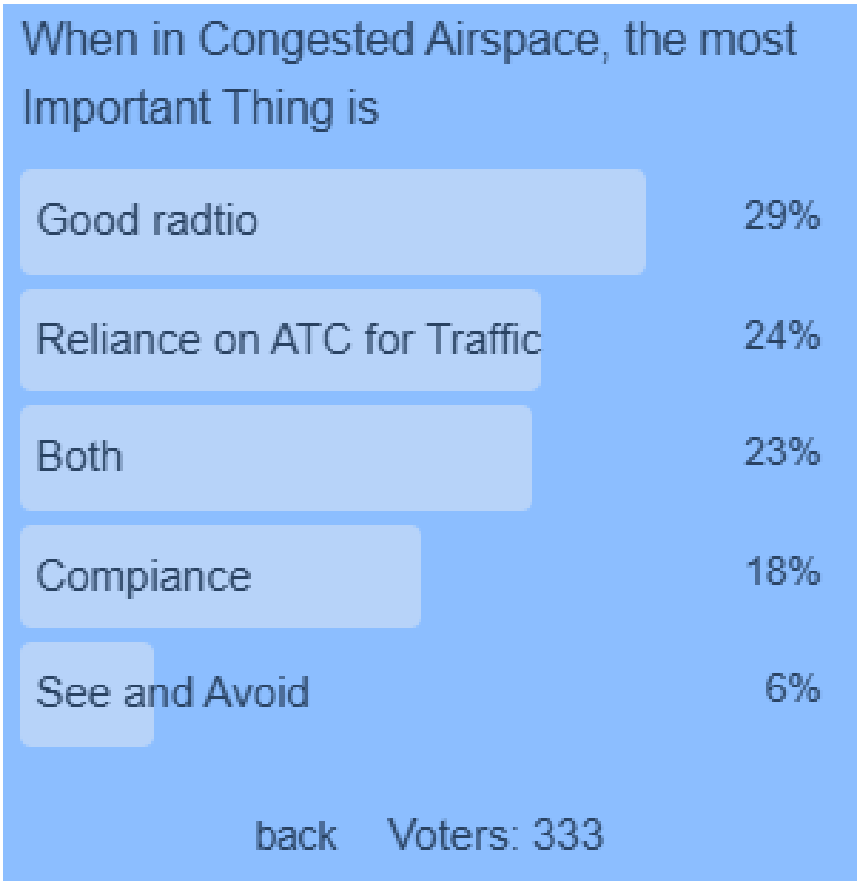
Looking back on this issue, I am thrilled with the results. I can see more vividly and brightly with amazing color.

But the runup to the surgeries which were scheduled 2 weeks apart, per eye, was filled with some anxiety.

The thoughts of someone cutting into my eyes were somewhat disconcerting. The actual procedure only takes 7-10 minutes and then you are on your way. The prep takes longer. Because of the “happy juice” which makes you not care, you need a ride home. There was no sensation during the procedure and mile discomfort after.

My vision is amazing and I no longer require eyeglasses. I am thrilled. I am looking forward to flying and locating traffic at a much greater distance. “I can see clearly now, the haze is gone…”



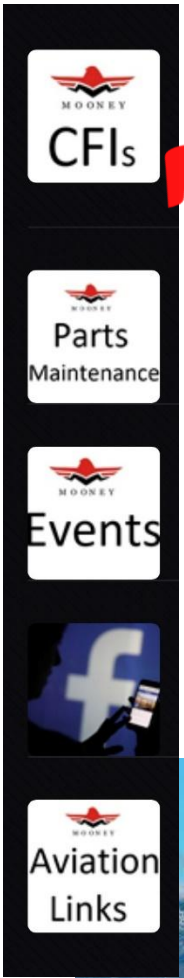


Next month's poll: "Regarding Insurance"

CLICK HERE to vote

Need a Mooney CFI?

CLICK HERE to find one



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

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

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.

Letters to the EDITOR

TheMooneyFlyer@gmail.com

mail

Many, many thanks to Richard Simile for sharing the YouTube video “Breaking Glass, SAS”. I’m a pilot for Wright Flight, and an instructor (as far as I know, the only one to wear both hats). We teach 5th graders the history of aviation in a 10-week course as an optional after-school program. If they pass a challenging test with 85%, and achieve an academic goal agreed to by the student and his teacher, they have the opportunity to go up in a small plane (like my Mooney) and take the controls during a 30–40-minute flight. This video will definitely be a part of our curriculum next year. It is so relevant, no matter what the student’s dream.

Rod C

Thanks Phil, good article. I fly with the Wisconsin Civil Air Patrol (CAP). We are always looking at Safety topics. This topic came up several times in the last year. A CAP plane was involved in an accident in the Las Vegas area where the CAP high Wing 182 was in the pattern of an uncontrolled airport, and a a low wing Globe Swift was entering the pattern NOT at a 45 to the downwind. The Swift never made any calls. The CAP plane landed with no casualties... the Swift driver was not so lucky. Since then, bits of research have shown that most mid-airs happen in the pattern at non-towered airports. And most of those happen when one plane is in the pattern and another plane is entering the pattern, NOT at a 45 to the downwind.

My question for you:

There are two Airports in my local area, KBUU KHXF & they have E / W hard service runways and Grass N / S. During summer weekends here in Wisconsin, the Grass Strips are busy. Now we have two different patterns with the same altitude assigned.

Who has the right of way? The fast moving Mooney is on down wind and has made all the proper radio calls. The vintage high wing tail dragger has no radios and was taxiing and never saw the sleek Mooney take off... the Mooney turns cross wind as the Tail dragger takes off. Mooney now turns downwind and makes his position call and is now and the Tail Dragger... nothing. The tail dragger now pops up in front of our sleek Mooney at our altitude. In order to avoid a midair, our highly trained professional Mooney driver firewalls his throttle and pulls up and flies over the Tail Dragger...

I could go on, but you get the idea. Is this scenario avoidable other than keeping your Beautiful Mooney on the ground during beautiful summer weather?

Thanks, **Dean**

Hi Phil & Jim,

Wanted to let you know that I particularly enjoyed the article by Jerry Hinshaw regarding stalls in general, and Mooney's in particular. So often a well-intentioned article spouts well known platitudes and warnings, especially about stalls. What I really appreciated about Jerry's article was the fact that he backed all of that up with charts and formulas explaining the relationship between bank angle, g loads, and stall speeds. I've always been the type of flyer who wants to understand the physics of flight and stalls. While I appreciate all the admonishments over my flying career regarding stalls, (don't bank too sharply on the base to final turn, etc.), understanding what is going on aerodynamically is when it all comes together for me.

For example, I figured out a long time ago that you CAN safely bank steeply on a base to final turn IF you unload the wing. Jerry's graphs and formulas explain WHY you can do it safely when you unload the wing.

So once again, please tell Jerry, "Great Job!"
Thanks, **Tim H**

Dear Phil,

You responded to a question I posed several years back regarding the “Mooney Bounce,” so I thought you may address this one. I’ve been reading your excellent publication since I purchased my “C” in 2016 and never have I seen mention of a propensity for Mooneys to nibble on a spin post stall. I witnessed this on the flight trial of my Mooney and recently experienced it again while practicing power off stalls on a BFR. Quite disturbing. Perhaps it is a rigging issues with my plane, but if you Google “stall, spin Mooney” a plethora of posts appear so I know I’m not alone. Let me know if you need more info on my experiences before responding and I look forward to reading your expert opinion on this issue.
Ron B

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The pilot took off in his Piper PA-28-140 from Fremont Airport (**14G**) in Ohio. He performed a touch-and-go landing at Fostoria Metro Airport (**KFZI**) and was planning a touch-and-go landing at Sandusky County Regional Airport (**S24**), before returning to 14G.

After an uneventful touch-and-go at S24, during the initial climb, the engine lost all power and he performed a forced landing into a cornfield about ½ mile northeast of S24.

The First Responders came to the rescue, and he was taken to a nearby hospital for his serious injuries.

The pilot later reported that he was unsure why the engine stopped, but stated, "…could be a failure to switch tanks."

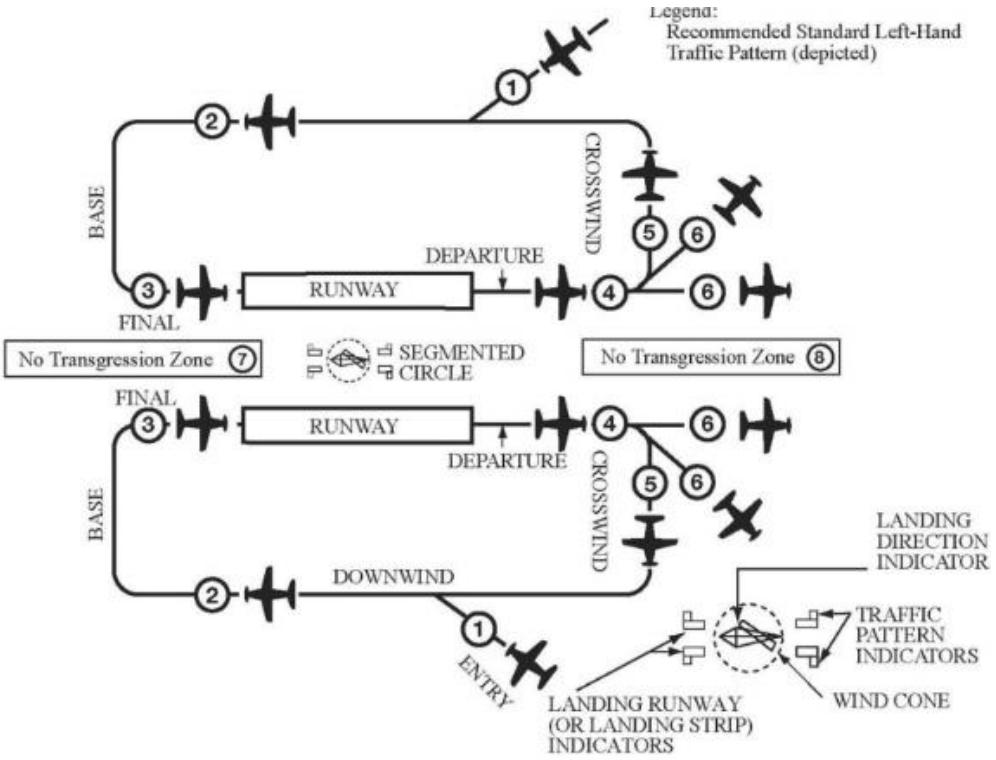
The cockpit fuel tank selector was in the left tank position and when the inspectors drained the tanks, about one quart of fuel was recovered from the left tank.

Traffic Pattern Madness

I've been flying since 1978 and, for all of that time, it seems like traffic patterns at non-towered airports have been somewhat controversial. The intent of this article is to differentiate between what is "Regulatory", "Advised", and "Just Plane Smart." And yes, these are all different viewpoints and none are in conflict with the others.

The diagram to the right represents the "standard traffic pattern" and how to enter it. These patterns are highly recommended, but are not regulatory.

The only FAR on this matter simply requires you to fly a "left pattern" or "right pattern," depending on each airport.



The Airman Information Manual (AIM) recommends, but does not require you to fly the above pattern. So, what does that mean? Well, it means that pretty much any entry is legal, as long as you are making the approriate left or right pattern.

The following entries are all legal:

- A straight in final
- A direct entry to a downwind leg
- A left/right base entry
- A midfield entry from the opposite side and turn to downwind
- A left/right break

The key point to understand is the FAR governing "Right of Way". CLICK HERE to review the FAR.

A straight in final drives many pilots crazy, but it is legal. If you are on final and there is a plane already in the pattern, perhaps on a base leg, it is situation specific on who has the right of way, although the FAR indicates the plane on final has the right of way. However, I remember a midair at Watsonville (KWVI) involving a twin and a Cessna 150/2. Neither gave way, and they both crashed into each other. It's easy for a plane to delay their base leg for the plane on final and equally easy for the plane on final to slow down or do S-turns or a 360°.

It's a similar thing for a plane that enters a direct base leg. Who should give way if there is already a plane on a downwind leg. Again, its situation specific. If the plane entering a base leg is far ahead of the plane on downwind and clearly communicating, it seems fine.

If you are entering the traffic pattern from the opposite side, most pilots feel you should overfly midfield at traffic pattern plus 500' and then make a descending 215° turn to a 45° entry. But doing the following is equally legal: You can enter midfield from the opposite side of the downwind leg and turn directly downwind. This is definitely non-standard, but legal and in my opinion perhaps safer. Here's my thinking. Flying over the runway at pattern altitude plus 500', then performing a 215° descending turn with a wing occluding your view, followed by entering the 45, takes substantially more flying. Yikes. The midfield entry and an immediate turn to downwind has the following advantage. You can see all the traffic as you approach the airport, making it easy to blend in. You aren't making a descending turn into traffic and you get on the ground faster and safer.

Another legal pattern entry is a break entry. In this entry, the plane flies final at traffic pattern. Once over the runway, the plane does a break left/right, depending on the traffic pattern and does a descending 360° turn to the threshold. It's legal and sometimes done, so it's best to be aware.

So what does all of this mean? Well if you are a strict AIM follower, you make all your pattern entries on the 45°. You make your radio call and look for planes on a crosswind or already on downwind. But, you're missing some potential traffic.

You are missing the following:

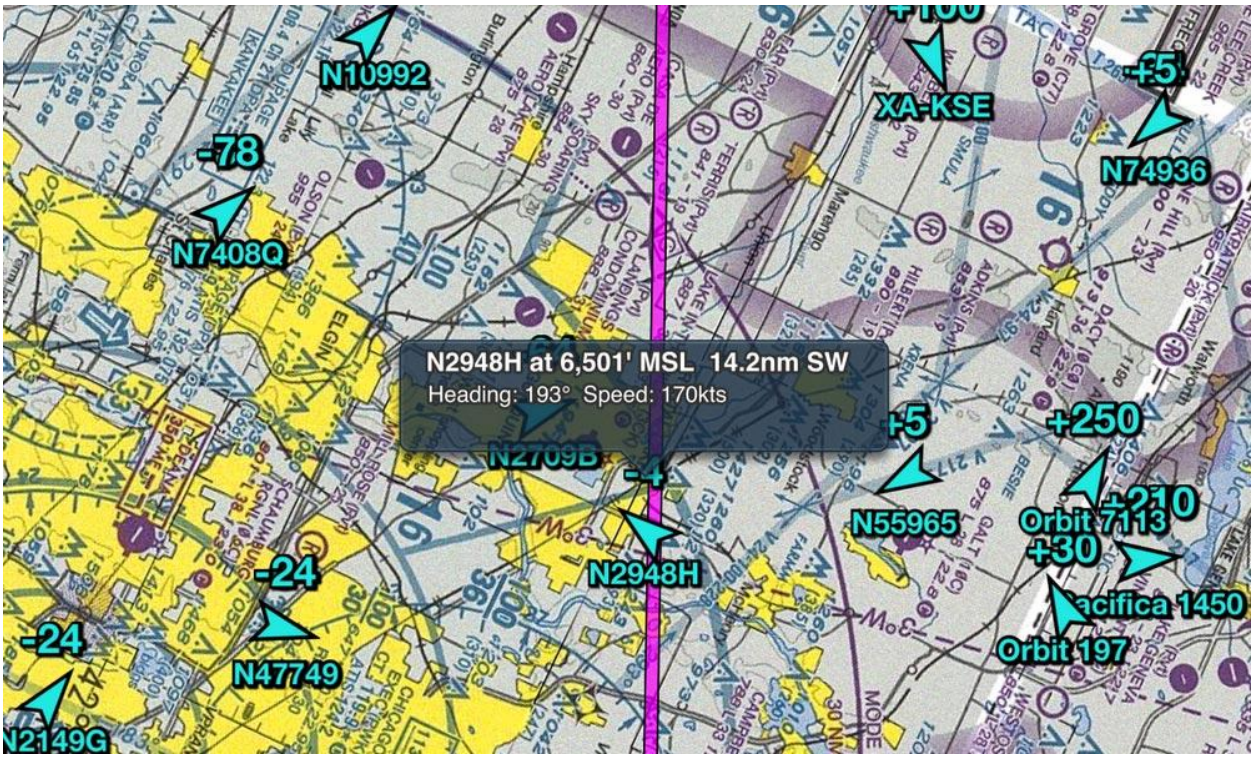
- Traffic that is NORDO
- Taraffic that is mis-reporting their location
- Traffic that is entering from the mid-field
- Traffic intending to do a break entry
- Traffic on the wrong side of the the left/right pattern

So what should you do? Expect traffic EVERYWHERE! Look for aircraft and have a plan for what to do with unexpected traffic that is an imminent conflict. Do NOT trust your ADS-B traffic screen. Only See and Avoid in the pattern.

A good read on Traffic Patterns can be found HERE.

Why You Should Use Flight Following

Some pilots are shy and dislike talking with a controller. Others might be thinking, “Heck, I Have Traffic Information on ADS-B, so why should I bother with Flight Following?”



ADS-B – What it is Missing

What you see on ADS-B is the bare minimum – one step above nothing. It’s just one aspect of the picture of what’s going on in that airspace. Using ADS-B to avoid planes is not enough. You might see ADS-B traffic, but it doesn’t tell you if it’s in an arrival corridor. It won’t tell you if it’s a heavy jet, like an MD-11 that can cause serious wake turbulence.

If you are using Flight Following, the controller can give you lots of vital information. He or she can vector you around the wake turbulence and keep you clear of the arrival corridors.

ADS-B traffic information is a great thing to have but utilizing Flight Following fills in the gaps.

ADS-B’s traffic information isn’t always accurate. You have probably seen your ADS-B ghost you – traffic selfie – showing your airplane as traffic. So, ADS-B traffic isn’t always verified.

Advantages of Flight Following

Air traffic controllers see all the Mode C aircraft, whether they are IFR or VFR. With that information, they can give you the full traffic picture.

Controllers can provide services that you may not be getting from ADS-B, such as weather, which may be delayed on your ADS-B receiver.

ATC Can Keep You Out of Trouble

I have flown in areas that didn't show a Fire TFR on my iPad map. The TFR was there but had not yet made an official appearance. Fortunately, I was utilizing Flight Following and the controller helped me stay out of the TFR. Controllers can give you information on flight restrictions and they can pass along PIREPs that might be applicable to you.

ATC may give you a heads-up if you're flying toward the wrong airport. For instance, if you are flying into the Los Angeles area, headed to Hawthorne airport, and begin to line up for Compton airport, ATC may point this out and give you helpful vectors to your destination.

Departing a Towered Airport that is Under Class Charlie or Bravo Airspace

You can Request Flight Following with Ground Control. For instance:

You: "Palomar Ground, Mooney 257 Kilo Whiskey, with Request"

Ground Control: "Mooney 257 Kilo Whiskey, go ahead"

You: "Mooney 257 Kilo Whiskey, at Western Flight, request VFR flight following to Romeo Mike November."

Ground Control: "Mooney 257 Kilo Whiskey, remain clear of San Diego Class Bravo airspace, departure frequency 127.3, Squawk 1234"

You: "Mooney 257 Kilo Whiskey, remain clear of San Diego Class Bravo airspace, departure frequency 127.3, Squawk 1234"

Ground Control: "Readback correct, are you ready to taxi?"

You now have the frequency to start the process once in the air. Once you take off and change frequencies, ATC will maintain radar contact and seamlessly provide flight following.

Flight Following to Class Delta for Landing

If you are Flight Following with an Approach Controller, but you would like to land at a towered airport, can you enter that airport's Class D airspace if you are still talking to the approach controller?

Nope. To enter Class Delta airspace, you need to communicate with the air traffic control facility in control of the Class Delta airspace. So, before flying into the Delta airspace, if approach control has not turned you over to the tower frequency, give the controller a nudge and remind him or her of your intentions. Just like pilots, controllers are human.

Flight following and a VFR Flight Plan

Flight Following and a VFR Flight Plan are two different and independent things. You open a flight plan by contacting a Flight Service Station (FSS). Once the flight plan is opened, you will not talk to the FSS until you have to close it.

On the other hand, with flight following, you may be talking to ATC during the entire flight. You still have to contact an FSS to open your flight plan.

Flight Following and Emergencies

If you have an engine failure or other emergency, Flight Following allows you to communicate immediately with ATC. Also, if you are missing, ATC can follow you and immediately begin the search and rescue process. That beats the search and rescue parameters of a VFR Flight Plan – Waiting 30 minutes to see if you'll show up at the planned airport and then wondering where in blazes you are.

It is important to note that with flight following, you are not handing over any of your pilot responsibilities to ATC. You must still avoid other aircraft in the area, comply with FARs, and stay in visual meteorological conditions. Although ATC can help, and often does, you are the Pilot in Command and responsible for your aircraft.

Taking the time to familiarize yourself with how to use flight following can be very valuable, making you a safer and more proficient pilot. Please, use Flight Following as much as possible. ATC can save your life.

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/

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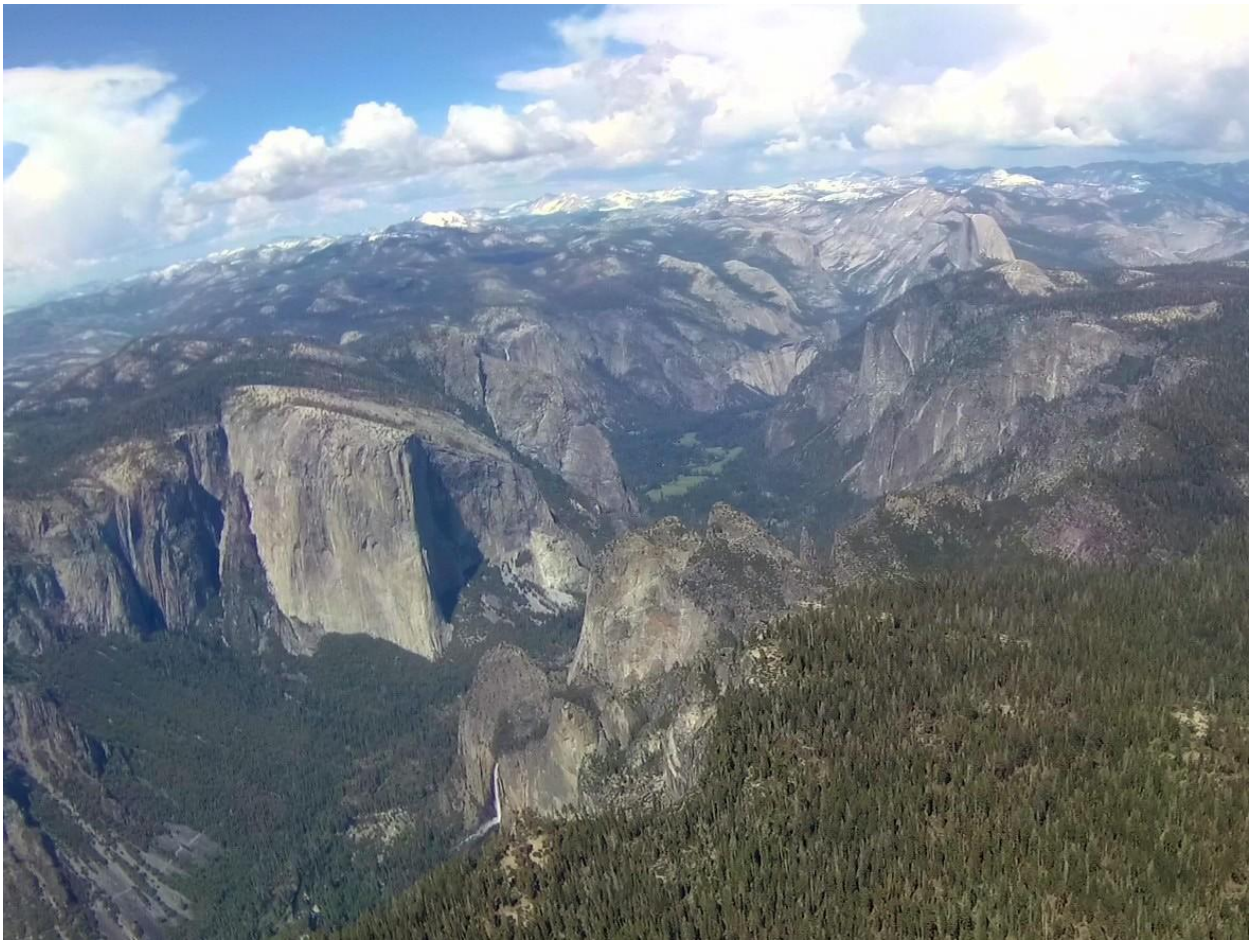
Sometimes Just Fly the Bomber Pattern

A little while ago I read a comment about someone's favorite day trip flight out of Southern California. They fly north, overfly Yosemite, stop in Tahoe for lunch and fuel, then fly the San Franciso Bay and along the coast on the way back. My wife enthusiastically supported the idea.

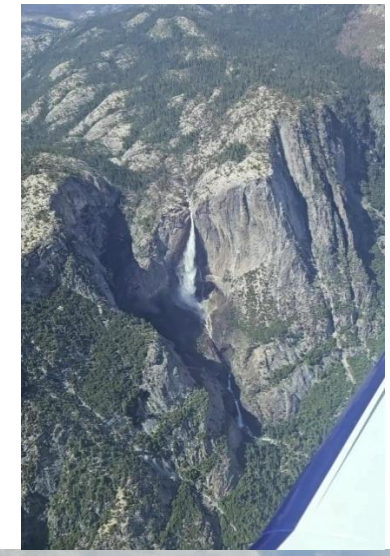
She's tried a few times to get me to overfly Yosemite, but I foolishly thought it wouldn't be that impressive from the air. I was wrong. It was breathtaking from the air. Three and a half weeks later we would explore Yosemite by bike and on foot, offering a unique but equally awe-inspiring view.

Crossing the Central valley at 9,500', we could see Half Dome from over 50 miles away.

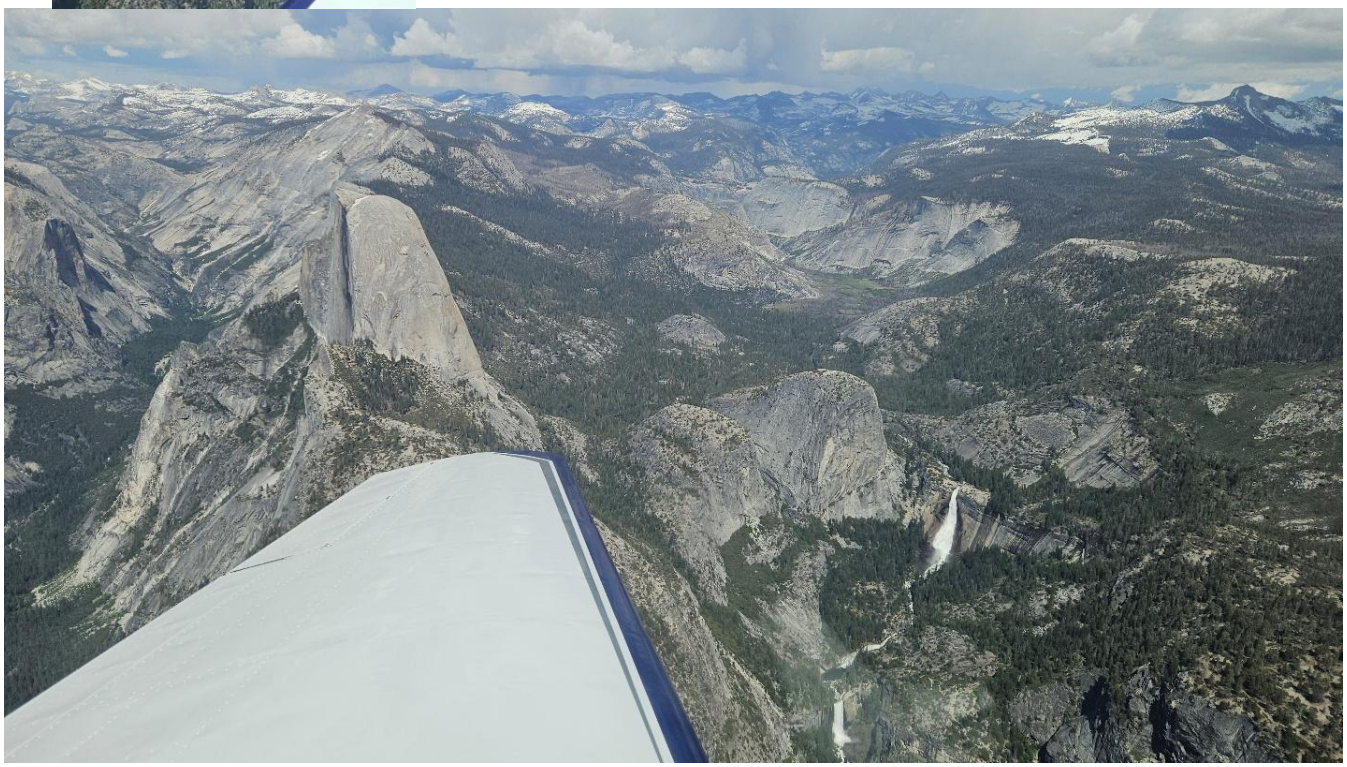
As we approached the valley, its beauty unfolded before us and was so visually overwhelming that I didn't know where to look next. Mesmerized by the sight of El Capitan and the Yosemite Falls, I completely missed Bridal Veil Falls near the entrance of the park, only noticing it later while reviewing footage from my under-wing camera.



We flew up the valley, turned just past Half Dome, and were heading back down when I noticed the 594-foot Nevada Falls off the left wing.



Abandoning the plan to leave the park, I lowered the left wing after passing Half Dome to get a better look at the falls. That revealed the 317’ Vernal Falls. which had been hidden by the wing. It seemed everywhere we looked there was another waterfall.



We flew back across the valley past Yosemite Falls, then made a few turns above the valley before heading southwest. As is so often the case, I wondered as we flew toward home, why I had waited so long.

What does any of that have to do with flying a bomber pattern? Let’s backup to the planning and how we got to Yosemite.

With a rare free Saturday approaching and trying to keep my goal to fly once a week for 52 weeks, I looked at flight times and routes for the proposed trip. I decided on an abbreviated route, cutting out Tahoe, and instead, opting for a stop in Half Moon Bay or Monterey.

As the week progressed, like most plans, this one continued to evolve, or devolve, depending on your point of view. The forecast called for low clouds over San Francisco Bay, and that would likely block a VFR tour. Although flying the approach at Half Moon Bay or Monterey was doable, the absence of the bay tour reduced the overall appeal.

I started looking at other airport restaurant options, and we settled on Paso Robles (KPRB) and Joe's One-Niner Diner. We landed at KPRB when Phil Corman hosted an awesome fly-in seven years ago. It was a great event, but we didn't get a chance to try the restaurant. The only catch was, it closes at 2:00 pm.

We took off at 11:30 am and passed the Mt Wilson observatory, which looked like something out of a movie, sitting just above the clouds. As we flew along, I started doing the math on flight times, including loiter time over Yosemite. I realized we would be cutting it close to Joe's 2:00 pm closing time.

Katy suggested, "Why don't we stop at Paso Robles on the way and have lunch first?"

I thought for a moment and said, "Sure, we can do that," as I turned towards KPRB. Rather than a direct route to KPRB, I angled towards the Carrizo Plain, where you can see the San Andreas Fault Line and Soda Lake. Somewhere off my right wing was a plane zipping past me at 188 knots that I couldn't seem to spot with my eyes. I looked up the tail number and saw that it was a Lancair, but although he passed less than 2 miles off my wing, I couldn't spot him.

Up ahead was a beehive of activity around KPRB. I don't know what was going on, but something was happening. There were multiple planes in the pattern, and more were converging on the airport. About 15 miles out, I listened to the CTAF, cross-referencing that with what I saw on my tablet, and formulating a plan of who I would likely follow in the pattern.

I made my first call 9 miles. At 6 miles out, I made the next call and also announced I had the Cessna in sight ahead of me. I started to slow down so I wouldn't run him over.

Flying into an un-towered airport, I take the Ronald Reagan approach, "Trust, but verify."

Fifteen seconds after my 6-mile call, a Bonanza, (full tail number omitted to protect the guilty), made a call that he was 4 ½ miles to the southeast. I could clearly see on my tablet that he was a couple miles behind me, but he was coming in hot. He was either trying to cut in front of us, or he was just not good with radio calls and un-towered fields. In hindsight, with what was about to happen, I think he was just clueless.

I called on the CTAF, "Paso Robles Traffic, Mooney 1015 Echo entering a left downwind one-niner behind the Cessna, Paso Robles." The Cessna was flying what is often referred to as a Bomber Pattern. We were far outside the normal pattern, and I commented to my wife, "I don't know why he's going that way."

He was clearly the next one to land and I had been following him visually for a few miles. I would have liked to be in tighter to the airport, and while it's possible (but wrong) to fly a tighter pattern and cut in front of him, I just needed to fly the bomber pattern and stay behind him. We were so far out that my wife asked, "Is he leaving?"

Just then, the Cessna announced that he was turning base and I saw him make the base turn. I dropped my gear and as I looked over my left shoulder, I saw another plane about 200' higher than me on a downwind leg, between me and the airport.

I said to my wife, "What the heck is this guy doing here?"

I made a call that I was turning base and the Cessna called turning final. I started a very shallow turn to base, keeping an eye on the plane above and to my left, when he announced, "73 Kilo's turning left base, we have the Cessna on final."

In my head I'm thinking "This idiot! I've been following the Cessna, making calls that I'm behind him, I have him in sight, and I'm on downwind behind him. Does he think I just disappeared out of the air?"

I said over the radio, "73 Kilo we got you in sight, you just cut in front of us, but we'll stay behind you, 15 Echo."

All I got in response was, "73 Kilo, thank you."

I turned away to widen my base leg and buy a little space between myself and the intruder. Looking back at FlightRadar24, he entered the downwind 30 knots faster than the speed I was tracking the Cessna. No wonder he overtook us. We landed and taxied to transient parking and shut down a row away from the Bonanza.

"Are you going to go say something to him," my wife asked?

I replied, "No, he knows he cut me off and there's no point in saying anything else."

As we walked to the restaurant, I saw there is a fly-in event going on, with a bunch of RV's parked together and a BBQ. As we walked behind the Bonanza pilot and his passenger, I noticed he was wearing a Corona Pilots Association t-shirt.

"It all makes sense now," I said to my wife, pointing at the logo on his t-shirt and thinking back to the two years I spent hangered at KAJO. That airport is often referred to as the wild west and has earned that reputation. During my two years there, I saw all kinds of nonsense in the pattern, including planes that knowingly cut off others.

This could have been a very bad situation at KPRB, with a plane barreling into the pattern, apparently unaware of the whole picture. The Cessna was clearly not where he was expected to be in a normal pattern, but anyone listening to the radio calls should have known there were two planes in the pattern and actively looking for both of them. Did I want to fly a Bomber Pattern? Absolutely not! But if the guy in front of you is flying a wide pattern, simply fall in line behind him because it's the safe thing to do. Don't fly a tight pattern inside of him. Also, if you have heard a Cessna followed by a Mooney in the pattern, you don't jump in behind the Cessna.

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.


LES UTOPIES DE LA NAVIGATION
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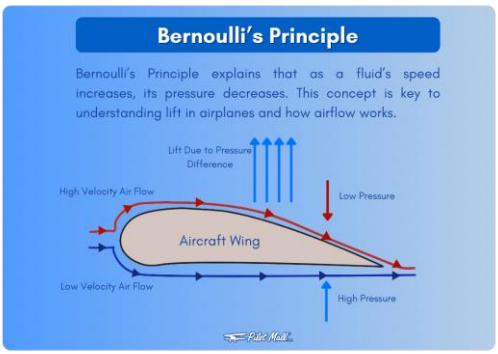
COLLECTION 476
2ème Série (N°3)
ROMANET & CIE IMP. EDIT. PARIS.

The Flying Machines

Parvez Dara, MD, ATP, Master CFII, Agi

A young mind poses questions that mostly remain unanswered. Society molds us this way. On a warm summer's day, standing near the tarmac, I witnessed the spooling engines of a Boeing 707. The shimmering vapors from the exhaust played music to the landscape behind, like a flag waving in the breeze. Soon the shimmer changed to a shuddering thunderous sound, as the engines roared and the beautiful sleek aircraft took leave of the ground and leapt into the air. It was quite a feat. Something inside the engines was making a thunderous clap, and the reverberations clapped onto the eardrums. Just then the fascination for aviation became a reality.



What made the Boeing fly? I looked through various books for the answers. Most defined it as a physics phenomenon based on Bernoulli's principle. The speed of the air interacting with the airfoil (wing), resulting in the low pressure on the upper surface of the wing, creates "Lift." All very interesting, yet baffling to a young mind.

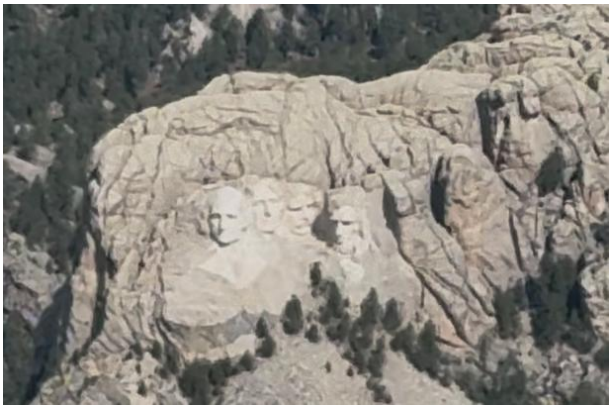
And what about that shimmering wake? It seems something was happening within the engine encasement. Unbeknownst to me, at the time, the "suck," "squeeze," "bang," and "blow," sequence was in play. The turbines and compressors churn the incoming air, forcing it into a combustion, and jettisoning out the exhaust as thrust.

Now we might not all be jet jockeys, but we are all pilots that ferry across the space, just above the earth. Our GA aircraft are no different than those with jet engines, except in the amount of thrust. From 180 to more than 300 horses in a single stage propeller up front in GA aircraft, to 1000s of horses from the jet turbines and compressors. Yet, the four stages sequence remains the same. Only we have pistons banging inside cylinders, rocking to the crankshaft, being moved by the propeller, which is being moved by the banging cylinder in turn after the initial motion, helped along by the battery. From a rotary motion to a linear motion, back to a rotary motion, in an endless loop, until the fuel runs out.

Many years later from that shimmering jet aircraft spectacle, I walked into the Mooney Factory in Kerrville, TX and walked out with a 40th edition Mooney M20J. This pristine flying machine glimmered under the Texas sun. After a week in Flight Safety, I was off to the East Coast in the most efficient aircraft known to man. Then and even now, it boasts the same virtues. It is quite the transportation machine!

Since then, I have sat in the left and right seat of many iterations of the Mooney machine. The latest one was the "Ultra" model. Indeed, we have come a long way baby from those heady days of that trip from Kerrville.

The left seat guy in this last trip was a very efficient and capable pilot who could make his “Ultra” hum into a sweet submission, gliding through the air as if on a solid magic carpet. We visited many a site and he performed all the flight review maneuvers with a degree of knowledge and understanding that is helpful among pilots. We flew from Cheyenne, Wyoming to the lower bounds of South Dakota, taking in views of the Crazy Horse Monument, Mount Rushmore, and back into Wyoming for a view of Devils Tower. On the way back, he did approaches into various airports and performed the necessary skills for an IPC. During the didactic lectures, I asked, “What creates lift?”



The answer was clear to him. Although Bernoulli was correct, our interpretation of his principle might have been due to lack of understanding. The thought had always been that due to the positive camber of the wing, the airflow over the upper surface makes the air move faster than the lower surface and hence the two air molecules, as it was thought, must meet at the trailing edge of the wing, thus creating the lift from the increased low pressure on the upper surface. Turns out, there is no experimental proof of the split air-molecules. So, what else could be the reason? Perhaps Newton’s Law of Conservation, based on the Third Law of Motion fits the bill, where “to every action there is an equal and opposite reaction?” The opposing wind onto the wing surface created an equal and opposite reaction. “Lift is the force that directly opposes the weight of the aircraft and holds the airplane in the air.” - NASA

He was quite sure that the two issues could unite together and create a composite, all-encompassing theory.

But is that all there is to it? Perhaps and perhaps not. If air is a fluid like water, then we can understand the motion of objects through a fluid. The air being fluid like water, needs to contact the surface to create the lift. The “Coanda effect” is one such effect that defines the motion of water over a curved surface, forcing the wake in a curved path. Thus, air being forced over the wing and back of the trailing edge helps with the forced air behind and below, leading to the opposing force of the aircraft in an upward and forward direction.

So, perhaps not any one of these proposed mechanisms are the exact etiologies, but they all do ply a part. The Wright Brothers created a wind tunnel in their bicycle shop to study the airfoil of their aircraft, learning from their friend Otto Lilienthal (1848 – 1896).

Such is the ongoing study in science and reality. There are many nuances that make our Mooneys fly. The fact they do fly is exhilarating. However, the facts that create such an event are sometimes lost on us. Nevertheless, we enjoy the thrill when the wheels, rolling on the runway suddenly stop rolling, and the sound changes to just the engine and the air. It is a feeling only pilots get to enjoy.

From the shimmering landscapes of South Dakota, Wyoming and beyond, the Mooney quietly, with all the moving parts and its four-sequenced rhythmic dance in front of the firewall and on its wings and empennage, with grace and beauty and speed, gives us a look at what the grandeur of these United States and the world at large has to offer.

Caravan Club

By: Don Peterson

Let's hope this is a 2-part feature. The primary obstacle for that being St. Groucho's advice regarding compatibility with Clubs.

Maria and I finished our year+ of Mooney-touring South America, and returned to the US, despite it now being under new management. Our original plan was to continue within the US to accumulate time toward Maria's application for a Passport. Before we abandoned that idea as a fruitless waste of energy, we had committed to take in Oshkosh. The immediate second thought was to join up with the Mooney Caravan. I'd never tried that, so why not?

I've been to the Great Gathering five times. The first time was in 1978, when I accidentally came upon an airshow in the middle of a field and decided to see what was going on. After spending a sunny Sunday walking about slack jawed, I drove straight back to Bloomington, Indiana, turned into the local airport, and tossed my AMEX into the "please eat me" stack. A second visit in 1985 was in my Mooney, where a spurious Press Pass got me interviewed in the Kodak hospitality tent. There, I won a drawing for a free ride in the Concorde, awarded to me by Gordon Baxter. Hard to beat that combination!

The fourth visit was around 1991, with Bonnie (long deceased pilot-wife). She and I were flying from upstate New York. She was in our Stampe SV4, and I was in the Starduster Too. She had more leg room, and I had functional brakes. Nothing was broken. My last visit was 30 years ago in 1995.

To participate in the Caravan requires passing a formation flying school. These appear to be operated by Formation Flying Clubs scattered about the country. We chose San Angelo, Texas (KSJT) as it was along our route from Virginia back to Nevada. The ramp was full of young pilots and younger Mooneys. My E might have been the oldest. There were about a dozen or so planes, and perhaps 50/50 between student/applicants and instructor "lead-pilot" aspirants.

Back when I was pursuing a music degree and profession, (the former not guaranteeing the latter), there was a sign on the department door that read, "The more I understand about music, the less I want to talk about it." The same applies to piloting. I used to fly competitive aerobatics. I had fun and comported myself well, but I hung up my spurs in 2006. I tend not to talk about it much, as competitive aerobatics is not an enterprise many people share or understand. When the Caravan instructors asked me if I'd done any formation flying, I allowed that I'd done a little precision flying, including a few moments of aerobatic formation. I saw a few eyerolls. Youngsters and airline captains do that. I didn't argue with their assumptions. It's reasonable, after all, to assume that 30-year-old skills may need brushing up.

The briefers told us how every year Caravans raid Oshkosh, demonstrating a range of competencies, with occasional unfortunate results. Our instructors emphasized their commitment

to make it all work. I estimate that about half of the attendees were either former or current military, and most of the rest were Airline Captains. St. Groucho's advice was in play.

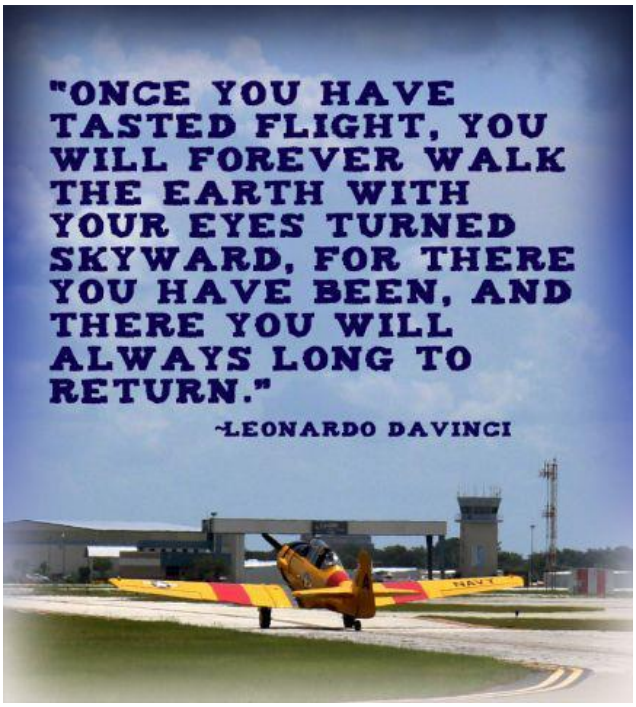
The formation lessons from my youth were clear; ***"If you don't want to be there, don't go there."***

My first instructional ride this weekend was in the back seat of a very large, heavy, complicated late model M20. None of those three descriptors fit my image of a Mooney. Riding in the back seat while a trainee up front tried to avoid hitting or being hit by another large, heavy Mooney, is my idea of sitting on the doorstep of Hell. While I sat quietly, the voices in my head were screaming, "WHY DO YOU WANT TO GO THERE?!?!" However, we survived and if this was the standard expected, I had hopes of passing . . . if no one ran into me.

My first lesson as PIC was in the company of "Joe", the training Jefe. He was ex-military with some sort of call sign. Everyone had call signs, "Buzz Lightyear," "Cold Turkey," "Scrote," etc. I don't recall them all. At 74 yrs, short term memory got up and left. Joe was among the eye-rollers when I admitted to having flown a little formation several decades earlier. But he was also in the "understand enough to not talk too much about it" group. This was a good sign. We had one good session, and he decided I was good enough to avoid major injuries. However, the rules require at least two instruction flights. That was fine by me. The second session went a little better, until the airline-captain lead pilot took an unexpected detour. Nothing tragic happened, but there was some tenseness in the debrief. That's OK. Formation flying tends to raise the anxiety level.

Many dozens of Mooneys will congregate in Madison, Wisconsin (KMSN) for a day or two ahead of the scheduled arrival into Oshkosh (KOSH) on 19 July. I've allowed three days and two nights for us to travel from Carson City, Nevada to KMSN. That's about 1,400 nm and around 8.5 hours. I could do it non-stop if I wanted, but I don't want.

Most of us will camp together in the North 40. I've always camped when I visited KOSH, which is one reason I've stayed away for 30 years. I was a mountain-boy in my youth, but the bones complain a lot these days. Still, the group camp offers a community dining tent and a sort of catered meal service. Maria, my wife and photographer, is a vegetarian. This ought to be fun. The only vegetable likely to be found in Wisconsin is cheese. However, she likes cheese.



All my suspicions aside, I am truly looking forward to one last trip to the big show. The fellows I met at the formation school offered and encouraged shared smiles, sincere enthusiasm, and tolerable humor. I expect we'll all gravitate to sub-groups with shared beliefs in introversion.

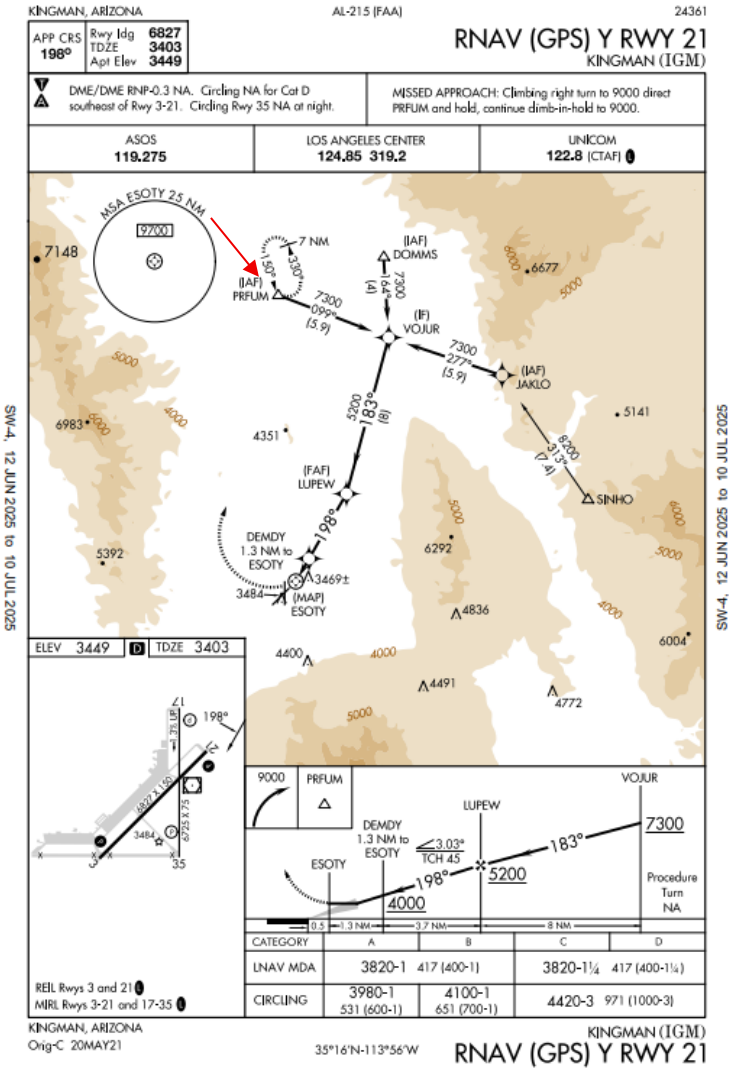
With some degree of good fortune, I look forward to posting a follow up to this story. However, how do you beat a free ride in the Concorde?

Expectation Bias, Circle to Land

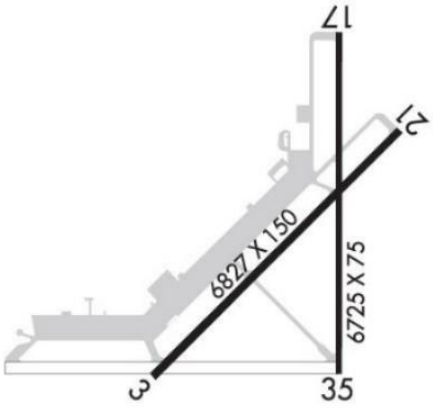
By Jerry Proctor

Okay, I'd like to say I was ahead of this one, but I wasn't. Alas, I finally admit I'm not as perfect as I thought. So, once again, I will start with this all too often used phrase, "there we were." We were doing an IPC, flying out of Henderson, Nevada (KHND), in a recent Mooney Safety Foundation, Pilot Proficiency Program. With 28 attendees, I often like to get out of the fray, so I had my excellent student fly to Kingman, Arizona (KIGM), for approaches.

We planned to fly the RNAV 21 Y, and given the winds were from 350 degrees, clearly this would be a circling approach. We hit the IAF PEFUM and on to VOJUR (interesting fix name), to the circling minimums. I had the pilot remove his foggles and he essentially began a left downwind, base and final for RW 03. All was well and nicely executed. That was so much fun that we flew the missed approach, which put us to the Northeast of KIGM, perfectly set up to repeat that same approach. It was when we were past the final approach fix that I heard VFR traffic inbound for Kingman's Runway 35. Runway 35?? It took a few seconds, and I then mentioned to the pilot that we could do the circle to 35 and thus almost have a direct headwind landing. By the time I got that out, we were on a left base for, good ol' Runway 03.



This is when it hit me. IPCs are required to perform at least one circle to land approach. I personally have significant reservations about shooting a solid IFR approach and having to circle. This would be circling well below pattern altitude and then landing in an opposite (?) direction. That's not my favorite way to get on the ground. In practice, how often do we have someone do an approach in one direction, circle to the right, which puts us in a left downwind for a landing at the opposite end. I contend, it's too many times.



When you look at the runways for KIGM, you can see that we were coming in on a heading of 210 degrees, and we circled right to land on RW 03. However, that is not as good a runway vs., landing on RW 35. A big "Duh," moment hit me. Given the winds were kicking pretty high, a landing on 03, while doable, would defiantly be more challenging than a landing on runway 35. This really got to me, as I was guilty of expectation bias. Just circle to the other end of the same runway you came in on, and land. I urge you, if you ever do have to circle, look at what is the best option.

Final thought. Often, we circle to the right, putting us in left traffic. Would it be better to conduct right traffic to runway 35, vs flying almost all the way around the airport? I don't know. On one hand, circling with right traffic for runway 35 was the quicker landing. However, would it be wise to circle to the left (right traffic) of the runway, thus making it harder to keep the landing runway in sight. My answer is, unless it is darn near VFR, don't circle to land anywhere. Go somewhere else and come back when the weather is mo-betta.

I hope this created some mental juice. Until next month sports fans, Proctor signing off.

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.

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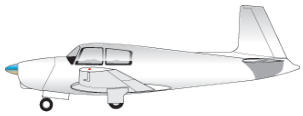
Topic

Richard Simile, Thunderbird Aircraft Sales



Mooney Maintenance

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

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

Ask the Top Gun

Tom Rouch

Founder of Top Gun Aviation, Stockton, California

Send your questions for Tom to TheMooneyFlyer@gmail.com

What differentiates a Mooney Service Centet from just an overall good mechanic?

Tom's Answer

There are a Lot of good independent mechanics out there but let me go through what he needs to be able to do an Annual Inspection on your plane. He needs an IA (Inspection Authorization) certificate from his local FAA District Officer, FSDO. He can do all the work and sign for everything but the Annual Itself. The Airframe & Powerplant license is permanent, but the IA authorization is renewed every year requiring a lot of documentation to prove work done in the previous year. He is required to have access to all the Technical Data that applies to the work he iis doing. For the Mooney, that means Technical manual, Parts manual, Service Bulletins, Service Instructions, Airworthiness Directives, etc. for the specific model he is working on. This is required for every different airplane manufacturer that he works on. Years back it was all in hard copy and I had one office room just for all the tech data and it was quite expensive to maintain. Now, it is all electronic but even more expensive. There is a generic FAA Annual Inspection checklist that is used by many independent mechanics, but they are still required to comply with any manufacturer's special requirements. There are some special tools required depending on years and model, (example , jacks to do a retraction test).

Now to list some advantages of a Service Center, I think the first is obvious, you have direct contact and support from the people that build your plane, and of course access to factory parts. Since you are a Mooney Service Center, all people who work at the Service Center have extensive experience working on the Mooney going back to even 1960 models or even a few older. Through the years, most of the Service Center mechanics have had the chance to visit the factory which is an experience and are able to see an airplane in production which broadens knowledge of the Mooney itself. During the many years of production, the factory at times provides some courses of instruction available to the Service Centers. I remember particularly times, like when they built the Porsche powered Mooney that were problems for us in the field and that is a story in itself. I will add that being a Service Center, like any substantial business, also required substantial insurance coverage which was our biggest monthly expense. I doubt most independent mechanics even have insurance.

The current condition of general aviation is difficult at best and while we have a relationship with the factory, but I like to remember when they built over 500 planes in a year, and I guess you can just say that was "the good old days".

The aircraft engine as redefined by Professor Porsche.

To the engineers at our Research and Development Center in Weissach, the challenge from Professor Porsche to build the next generation aircraft engine was as unmistakable as it was familiar.

As always, it came with only two requirements for the finished product.

It had to satisfy Professor Porsche's obsession with technological leadership.

It had to be a Porsche.

So it should come as no surprise to learn that the new PFM 3200 is an aircraft derivative of the legendary Porsche 911 sports car engine.

One reason. Main component designs have been proven in over 300,000 911 automotive engines.

Another. Light weight, air cooling and six horizontally opposed cylinders. Naturals for aircraft engine design, they were already integral features of the 911.

The similarities end there.

The PFM 3200 carries two alternators, two high tension distributors and has provisions for dual vacuum pumps for complete systems redundancy. These accessories, plus the camshafts, are gear driven.

The electronic ignition system features variable ignition timing which together with an automatic fuel injection system, provides the correct air/fuel mixture at all altitudes to ensure optimum fuel consumption throughout the engine's entire operating range.

A single power lever replaces conventional throttle, mixture and propeller controls. Set the power level and the fuel mixture and propeller rpm adjust automatically for maximum efficiency at all altitudes and power settings. And one control instead of three greatly reduces pilot workload.

Another feature that will surely gladden the heart of any pilot is the reduction of engine noise both inside and outside the aircraft. A neat bit of technological innovation in the exhaust system contributes to a substantial reduction in outside noise, while a new three-point engine mounting system ensures low vibration and cockpit noise levels.

Reading about the Porsche PFM 3200 is one thing. Flying it is to experience the exhilaration that the very latest technology, six years of development, and thousands upon thousands of bench and flight test hours have produced.

An engine that demonstrates its uncompromising commitment to technological leadership.

An engine that does in the air what every Porsche does so well on the ground. Performs.

An engine with the heart to be called a Porsche.

You can fly the next generation PFM 3200 now. In the new Mooney PFM at a Mooney dealer near you. And soon in the newly retrofitted Porsche C-172s and C-182s. To learn more about the new Porsche PFM 3200 general aviation aircraft engine, call or write: Porsche Aviation Products, Inc., Municipal Airport, Rural Route 2, Box 118A, Galesburg, Illinois 61401, (309) 342-0800.

PORSCHE
Porsche Aviation Products, Inc.

WRITE IN NO. 11 ON READER SERVICE CARD

Judge Denies G100UL Motion **AVweb, Jun 2, 2025**

A California judge has ruled that GAMI's G100UL unleaded avgas is not "commercially available" and therefore FBOs and distributors in California cannot be compelled to sell it, particularly to the exclusion of 100LL. Judge S. Raj Chatterjee, of the California Superior Court also said that in order to achieve that status, G100UL needs to be universally available to all gasoline powered aircraft and have "general consensus" from the industry and potential customers that the fuel is safe and appropriate for their use. Chatterjee was ruling on a motion by the Center for Environmental Health to enforce a 2014 consent agreement that settled its lawsuit against 26 FBOs and four fuel distributors concerning the environmental and health impacts of leaded aviation fuel. The agreement says that the FBOs and distributors must sell a lower lead alternative that is "commercially available," but the judge says it's "premature" to find that G100UL meets that requirement.

READ MORE

New Angle of Attack System Gets FAA Approval

General Aviation News, June 4, 2025

Holy Micro!, known for its talking AGL altimeters and voice alert systems — the SkyVoice Alert 500 and SkyVoice Glassy Guide 400 (often called "Bitching Betty" or "Barking Bob" by pilots) — has received FAA NORSEE approval for its newest product: the Absolute AoA system.

Introduced in March 2025, Absolute AoA offers "real-time, accurate Angle of Attack data for all phases of flight — takeoff, climb, cruise, and landing — enhancing safety, efficiency, and pilot confidence far beyond just stall prevention."

A patent is pending on the product, which is priced at $2,400.

READ MORE

Garmin SmartCharts: a pilot's guide to interactive instrument charts

More than just packaging and distributing government charts, this is essentially a new product, complete with the Garmin logo at the bottom of each page.

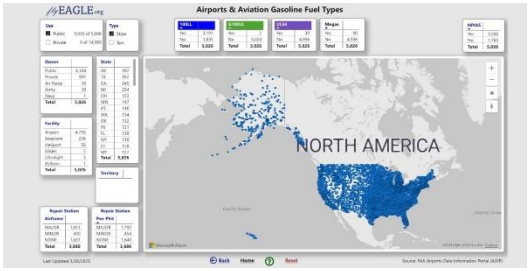
So, what does SmartCharts really change? When might it be useful? How do you access these new charts? And is it even legal?

. . .

READ MORE for answers to all these questions.

New toolkit offers insight into transition to unleaded fuel

By General Aviation News Staff · June 10, 2025



The Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative has introduced a new interactive toolkit to help general aviation keep track of the status of the transition to unleaded fuel. It's available at https://flyeagle.org/

South Africa Rule Could 'Decimate' GA With Mandatory Overhauls

AVweb Tuesday, June 10, 2025

The South African Civil Aviation Authority (SACAA) has decided it will rigidly enforce a little-recognized air regulation mandating that all Lycoming and Continental piston aircraft engines be overhauled every 12 years, regardless of condition or flight hours logged. SACAA calls the move a safety measure. Operators of some Pratt & Whitney and Rotax engines may also be affected.

READ MORE

Sporty's Launches IFR Focus

By General Aviation News Staff · June 13, 2025

Sporty's has launched IFR Focus, a new online publication dedicated to instrument flying.

Designed for active IFR pilots and pilots working toward their instrument rating, the site offers "a practical, pilot-centered approach to staying sharp in the system," according to Sporty's officials.

IFR Focus includes articles, video tips, quizzes, and interactive scenarios written and produced by a team of CFIs, professional pilots, and active instrument flyers, according to Sporty's officials, who add the content is "designed to help pilots fly safer, smoother, and smarter when flying under IFR."

"At its core, instrument flying is about proficiency — not just staying legal," said Eric Radtke, editor of IFR Focus. "This new site is a place where instrument pilots can stay current, challenge themselves, and pick up practical techniques they can use right away."

The free online publication is now live at IFRFocus.com, with an initial library of articles and videos available for browsing. New content will be added regularly, according to Sporty's officials.

MedXpress has been Upgraded

By General Aviation News Staff · June 15, 2025

Upgrades have been made to the FAA's MedXpress website to assist pilots in preparing for their next visit with an aviation medical examiner (AME).

In addition to clear instructions for using the system and a frequently asked questions tab, the upgraded MedXpress landing page also includes educational resources and information on FAA requirements for addressing a variety of common medical conditions.

Also new is a "Know Before You Go" document that walks applicants through the necessary steps in preparing for their AME exam, including gathering any medical records that must be submitted to the agency and guidance on any post-exam procedures that may be necessary.

READ MORE

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

Mooney Florida Lunch Group	Contact Mike Weir at (239) 572-3418, before coming to the restaurant, so they can have an accurate count. Events begin at 11:30 July 12: Fort Pierce (KFPR) Aug 9: Barstow (KBOW) Sep 13: Okeechobee (KOBE)
MooneySafety.com	Sign Up at https://www.mooneysafety.com/ppp-registration/ Sep 12-14: Groton, CT Oct 17-19: Branson, MO
Australian Mooney Pilots Association LTD	
EMPOA	**Learn more at** https://www.empoa.eu/index.php/en/
The Mooney Flyer	September 5-7: Wings to Walla Walla Fly In (KALW) Join us for a weekend of wine and food. As always, hosted by Henry Hochberg. CLICK HERE for more info CLICK HERE to register
Other	Oct 16-19: **MooneyMax** (Branson, MO) Arrive on the 15th. Seminars on 16 & 17th. Play on Saturday

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

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:

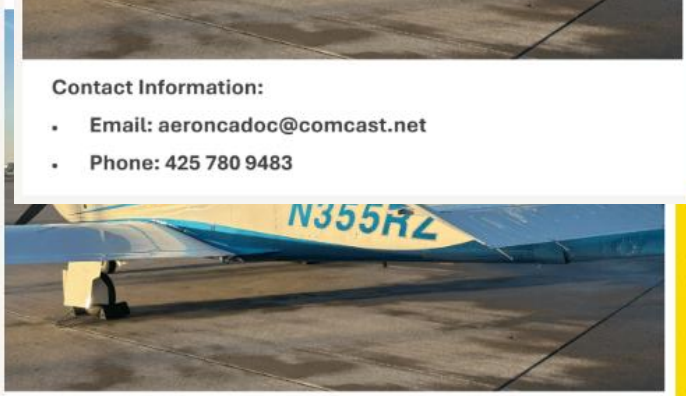
- **FIKI Certified:** (Flight Into Known Icing)
- **Precise Flight Speed Brakes:** For Enhanced Control
- **LED Lights:** Modern, Efficient Lighting
- **Shadin Fuel Flow Monitor:** Secondary Fuel Monitoring
- **Built-In Oxygen System:** For High-Altitude Flights

Recent Updates:

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

Aircraft Location:

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



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Rusty Pilot or Old Pro
INSTRUMENT PROFICIENCY CHECK
Study Guide
J D Price, CFII, MEI, ATP
FLIGHT REVIEW
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