

The Mooney Flyer

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

November 2025



Editors

Phil Corman | Jim Price

Contributors

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

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

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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.



My Personal Love Story

Every pilot has a story — that exact instant when flying shifted from curiosity to a calling. Sometimes it's sparked by a ride in a friend's airplane, sometimes by a moment in a movie, or a childhood spent near an airport fence. For me, it came on a quiet afternoon, standing on a hillside, watching a little airplane climb away into a blue sky.

It wasn't a powerful jet or a warbird. Just a simple single-engine piston, sunlight flashing off its wings as it traced a clean line toward the horizon. Something about that scene stopped me. I didn't see a machine — I saw freedom, precision, and purpose woven together. A person up there was doing something both ordinary and extraordinary: controlling a

complex piece of engineering with grace and confidence and commanding three dimensions in a way few ever do.

From that moment, I was hooked. I started hanging around the local airport, the kind with a single strip of asphalt, a row of hangars, and the unmistakable smell of avgas and cut grass. The pilots there didn't know it, but every time they taxied out or returned from a flight, they were teaching me something — that flying isn't just about transportation, it's about mindset. It's discipline, attention to detail, and a deep respect for both the machine and the air it moves through.

When I finally started training, reality quickly replaced the dream — in the best way. Flying wasn't easy. The first time I lined up for takeoff, I could feel my heart pounding louder than the engine. But then came that moment — rotation, the nose rising, the earth slipping away — and suddenly everything made sense. That childhood image came rushing back, only now I was inside the airplane.

Since then, I've come to realize that the "moment you knew" isn't just one point in time. It renews itself every time you roll into a coordinated turn, every time you break out on final, every time you look down and think, I get to do this.

In general aviation, that feeling never really fades. Whether you fly a vintage taildragger, a high-performance Mooney, or a weekend trainer, the spark that first pulled you skyward is still there — quiet, persistent, and deeply personal. I settled on Mooneys because they demand more of a pilot and reward you with more. I have dozens of memories, but two remain with me. First, when the tower asked me to slow down for the 737 ahead of me. And second, on a flight from Missoula MT to Sunriver OR, ATC asked me if I was a piston aircraft since my ground speed was 235kts.

The truth is you don't just decide to be a pilot. You discover you always were one, you were just waiting for the moment the sky finally called your name.

Regarding Mooney Fuel Leaks

I have a leak now	29%
I don't have a leak or seep at this time	28%
I'm going to reseal my leak	28%
I have a seep now	13%
I'm going to patch my leak	2%

[back](#) Voters: 330

Next month's poll: "My Favorite Geography to fly my Mooney is"

[CLICK HERE](#) to vote



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

Need a Mooney CFI?

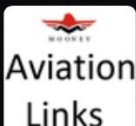
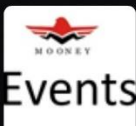
CLICK
HERE

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

Please read the link regarding logging PIC time. The discussion in the Mooney Flyer for this month is not completely correct. The pilot without a Medical may log PIC time as sole manipulator of the controls during a flight review as long as the CFI ACTs as PIC. So, the entry should be logged as both DUAL and PIC.

Regards, Don K

ChatGPT●

[Logging PIC time review](#)

chatgpt.com

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DESERVES SUPERIOR SERVICE & SUPPORT*



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P.S. - We do Tanks, Maintenance, Inspections and Avionics too!

PRESS RELEASE

Houston Tank Specialists, LLC is very excited to announce the release of our new “PUC-SAVERS” System. This is the newest maintenance system now available for your Mooney airplane! The “PUC-SAVERS” System addresses one of the most neglected and abused parts on your landing gear. The “PUC-SAVERS” System adds to the life of your rubber shock disks, tires, and fuel tanks sealer. The “PUC-SAVERS” System takes the full load off of the landing gear rubber shock disks and tires. This allows the shock disks to expand back as much is possible to their original shape during any term of storage. The use of the “PUC-SAVERS” System allows the disks to absorb more of the shocks rather than transmit them to the airframe during takeoff and landing operations. The results from the use of the “PUC-SAVERS” System cause the plane to sit at the proper attitude for takeoff and landing. The use of the “PUC-SAVERS” System helps significantly reduce tire storage flat spots which leads to abnormal wear. The “PUC-SAVERS” System is easy to remove before the flight and quick to install at the completion of the flight.

THE “PUC-SAVERS” WORKS ON ANY MODEL OF MOONEY !!!

Contact Houston Tanks Specialists at PucSavers@HTSLLC.NET, Phone 281-799-8487.



Preparing for Your Flight Review

A Few Facts



Jim Price
Co-Editor

- **Flight Reviews expire on the last day of the 24th month.** For instance, if your flight review was flown on July 2nd, 2020, it will expire on July 31st, 2022.
- **Without a current flight review, you cannot fly as PIC.**
 - **If the flight review is unsatisfactory,** the instructor does not document this as a failure. You simply correct your deficiencies and have another flight review with the same or a different CFI.
- **One Flight Review suffices for all the categories and classes of aircraft that you fly.** If you have a flight review in your very own Goodyear Blimp, you're legal for two more years in your Mooney. (FAR 61.56, 61.57)

NR IST. APP.	REMARKS AND ENDORSEMENTS	NH T/O
	I certify that (First name, MI, Last name), (pilot certificate) (certificate number) has satisfactorily completed a flight review of §61.56(a) on (date). S/S [date] J. J. Jones 987654321 CFI Exp. 12-31- —	

- **When your logbook is endorsed by the CFI, you don't need to carry your logbook with you when you fly.** However, officials from the FAA, NTSB, and law enforcement may ask to see your logbook. Also, an FBO will want to see the Flight Review endorsement if you wish to rent one of their airplanes.

- **If your Flight Review was earned through FAASafety's Wings Program,** that fact will be stored on the FAA's servers.



The flight review does not involve a written examination. However, it does require a minimum of:

A one-hour oral, which includes
a review of FAR Part 91 flight rules
A one-hour flight.

(If you fly less than 50 hours a year, or you haven't flown for a long time, you can expect a longer oral and flight).



Do You Know?

Engine out glide speed for maximum range _____.

The make and horsepower of your engine _____.

Fuel capacity _____.

Usable gallons of fuel _____.

Minimum & maximum oil capacity _____.

Your oil type and weight _____.

Max oil temperature and pressure _____.

Max demonstrated crosswind (limit) _____.

How many people will it carry with a full load of fuel? _____.

Baggage compartment limit _____.

Sea Level takeoff distance _____.

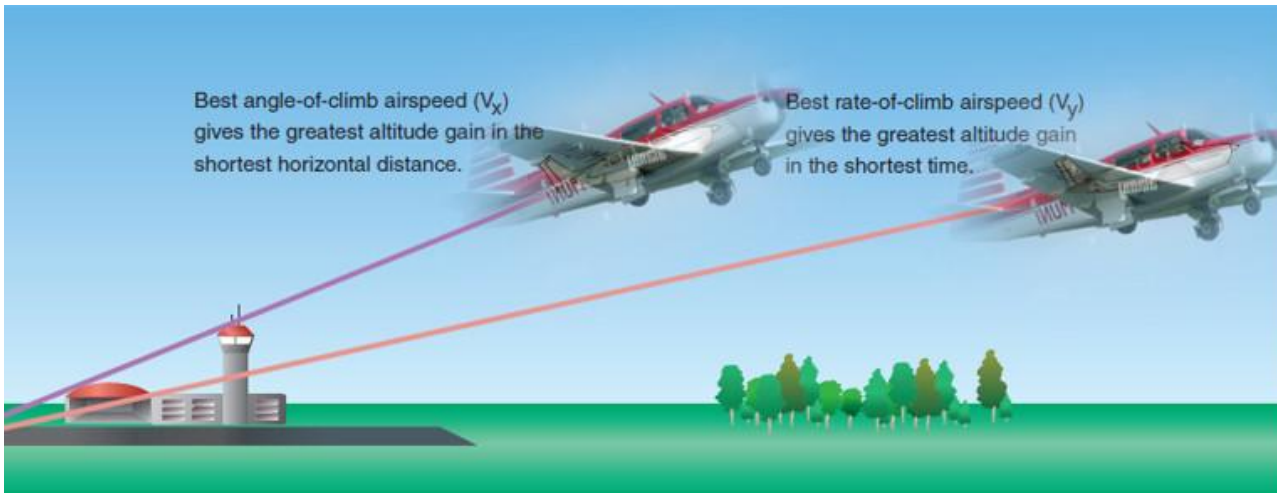
Vs _____ Clean stall speed.

Vso _____ Stall speed in the landing configuration.

Vy _____ Best rate of climb speed.

Normal climb-out speed _____.

Vx _____ Best angle of climb speed.



Normal approach-to land speed _____.

V_{le} _____ Max landing gear extended speed, or the speed it can be flown with the gear down.

V_{lo} _____ Max landing gear operating speed.

Do you understand the alternate landing gear extension procedure? Have you practiced the procedure?

V_{fe} _____ Max flap extension speed.

V_a _____ Maneuvering speed.

V_{no} _____ Maximum structural cruising speed in turbulence (end of the green arc and the beginning of the yellow arc).

Yellow arc speeds are for smooth air only.

V_{ne} _____ Never exceed speed (RED LINE).



White arc—commonly referred to as the flap operating range. The arc's upper limit provides the maximum flap speed. Approaches and landings are usually flown at speeds within the white arc.

The lower limit of the white arc represents **V_{SO}** — the stalling speed or the minimum steady flight speed in the landing configuration. In small aircraft, this is the power-off stall speed at the maximum landing weight in the landing configuration (gear and flaps down).

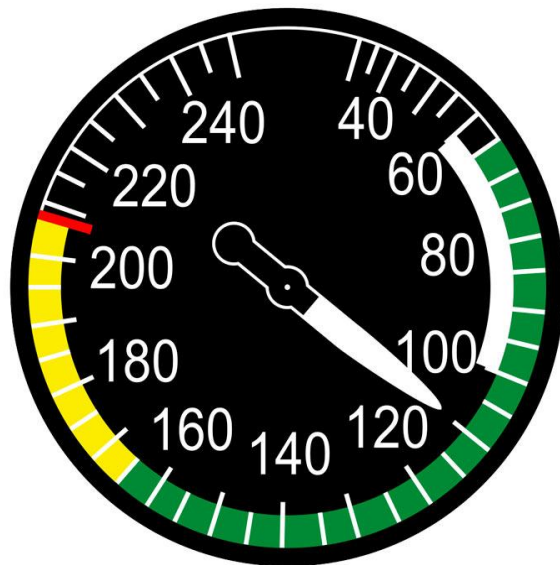
Green arc — the normal operating range of the aircraft.

The lower limit of the **green arc (VS1)** represents the stalling speed or the minimum steady flight speed obtained in a specified configuration. For most aircraft, this is the power-off stall speed at the maximum takeoff weight in the **clean configuration** (gear up, if retractable, and flaps up).

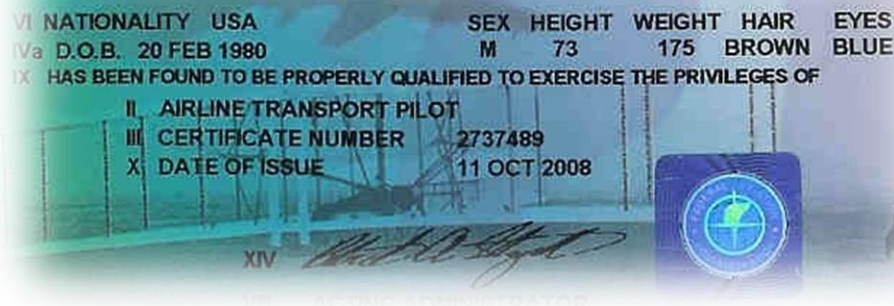
Upper limit of **green arc (VNO)** is the maximum structural cruising speed. Do not exceed this speed except in smooth air.

Yellow arc is the caution range. Fly within this range only in smooth air, and then, only with caution.

Red line (VNE) is the never exceed speed. Operating above this speed is prohibited since it may result in damage or structural failure.



"Airplanes are never impressed by the flying credentials in your wallet."



*Rules are made by those who
are trying to keep you safe.
Laws of Physics are set by the
Almighty. You may find it
necessary to suspend a Rule,
but you do not have authority
to rescind a Law.*

Gravity and Loading an Aircraft



Aft Center of Gravity (CG) Characteristics

- Less wing loading = a slower stall speed.
- Reduced drag. A smaller angle of attack is required to maintain level flight, so the cruise speed is higher.
- Less stable & less controllable.

IF THE CG IS aft of the AIRCRAFT'S AFT CG limit, the aircraft could stall after takeoff or go-ground because there may not be enough elevator authority to recover.



Forward Center of Gravity (CG) Characteristics

- Increased wing loading = a higher stall speed.
- Increased drag and a greater angle of attack to maintain level flight, so the cruise speed is slower.
- More stable & controllable.
- It's harder to rotate, and flare.
- Takeoff rolls are longer.



AvGas weighs 6 pounds per gallon



Oil weighs 1.9 pounds per quart



Water weighs 8.3 pounds per gallon

Winter is Coming!

Winter is coming, at least in the northern hemisphere. Are you and your Mooney ready for it? This checklist will help you prepare your Mooney for the cold weather.



Phil Corman

Co-Editor

Engine Pre-Heating

As it gets cooler than 32°F, you should be thinking about pre-heating your engine before cranking the starter. Even in warm weather, during the first 20-30 seconds after ignition, as the oil makes its way to the top of your engine, there is a lot of friction in the upper parts of your engine. This is more pronounced in Lycomings as the camshaft, etc. is at the top of the engine. In Continentals, the camshaft is at the lower part of the engine and thus bathed in oil.

In the winter, things become more important. Your oil is likely congealed

or much thicker than in warmer months. The oil needs to warm up before it starts working and while it's warming, you are not getting adequate lubrication.

This is why pre-heating is so important. I have [Tanis heaters](#) on my Continental and they are trully a miracle. I plug it in the night before my flight and when I get to the hangar, my engine is ready to crank. I recommend both piston heater and sump heater. The first prepares the cylinder and piston and the sump warms the oil. Another brand of engine pre-heater is [Reiff](#).

If you don't have a pre-heater solution on your engine, there are some other things you can do. Back when I had an M20C, I secured a lightbulb mounted on a platform and placed it below my engine. I then put a horse blanket over the cowling. That worked well unless the temps went crazy cold. Be careful to ensure the area is free of any flammable material so you don't cause a fire. Some pilots have a light heater under the cowling throwing warm air. These solutions work, just



be careful. Ensure there are no flammable items on the ground and that no fuel is leaking through the cowling.



Oil

Oil is another winter consideration. Change it for winter. You may be using thicker oil in the warm summer months and might consider switching to a lighter weight oil. I use Phillips XW20-50 all year and I'm happy with the viscosity after I pre-heat my engine. Also, using CamGuard increases the lubricity and protects your engine, especially the cylinders and pistons.

Ask your FBO for oil recommendations if you are unsure.

Check the Vernatherm

The vernatherm is a crucial component, particularly for Lycoming engines, as it regulates the flow of oil through the oil cooler, based on temperature.

It acts as a thermostatic oil cooler bypass valve, allowing oil to flow past the cooler when the oil is cold and closing off the flow when it heats up, thus directing oil through the cooler for cooling.

The vernatherm is calibrated to maintain a specific temperature range for the oil, ensuring optimal engine performance and preventing overheating.

It is essential for maintaining the engine's efficiency and longevity, as it helps manage oil viscosity and temperature.

Regular maintenance and checks on the vernatherm are vital to ensure it functions correctly and to prevent potential oil temperature issues



Batteries

Batteries that are working in the warm summer temperatures may show their weakness in the cold winter weather.

You can easily check on the capacity of a lead-acid battery. Draw some acid into the device and it will show you the capacity/health. Testing sealed batteries utilizes a different procedure. Follow the instructions with your Concorde or Gill battery.

Another thing to use, especially in winter, is a BatteryMinder, designed for your specific battery. These devices charge your battery and when they sense a fully charged battery, they switch to maintenance mode and pulse your battery to desulfate it. Carry a BatterMinder in your Mooney when traveling so, if necessary, you can charge away from your home airport.

Lubricate Moving Parts

Ensure that all your hinges and rod ends are properly clean and lubricated. I use Tri-Flow for Rod Ends and a Teflon spray on the hinges. This reduces strain on components that become stiff in colder weather.

De-Icing

During cold winter temperatures, ice and frost may buildup on the ramp. This condition should delay your departure until alleviated. Bring de-icing liquid to remove the ice and frost. Even a minute amount of frost on your Mooney can significantly decrease your lift and cause a catastrophe.

Clean & Waxed

Keeping your wing/lift surfaces clean and waxed reduces the amount of ice and snow that tends to buildup during the winter months.

Essentials

In cold weather, it is essential to carry supplies that can save your life and the lives of your passengers.

- A warm winter blanket(s)
- Food with high carbohydrates
- Water
- Matches
- Material for a lean-to
- A Personal Locator Beacon



Plan Now to Become a Safer Pilot in 2026

Learn more about attending a Mooney Pilot Proficiency Program (PPP) at MooneySafety.com

You can also email WT Camp, wtcamp@hotmail.com or call Lela Hughes, 210-289-6939.

Her at 830-315-8008

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Apr 24 – 26, Tucson, AZ



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CLICK HERE TO REGISTER

(Scroll down to the bottom of the page and click on a [Buy Tickets](#) button)



CONTACT



Lo

Mooney Safety Foundation

Mooney Safety Foundation has a newly designed web site. If you are interested in attending a PPP event, sign up as a **FREE** member.



KEEP 'EM FLYING

For decades, Mooney pilots have chased horizons others only dream about. Now it's our turn to return the favor.



The Mooney Assurance Program is your opportunity to help secure the future of your aircraft and ensure that every Mooney continues to soar for generations to come.

Your membership directly fuels certified parts production in Kerrville, Texas — the very heart of Mooney's legacy keeping skilled hands on the floor, machines running, and aircraft in the air.

Join the mission and unlock:

- Priority access to return-to-market parts
- Exclusive discounts on Mooney components
- On-demand technical support
- Full transparency through the Partner Portal

The Mooney Assurance Program is a bridge, a supportive step to carry us through as we secure long-term capital.

For those wanting to help in a way that also includes a more substantial return, ask us about our PPM investment offering.

Join Mooney Assurance

www.lasaraviation.com/join



Personal Minimums

by Parvez Dara, MD ATP Master CFII, MEI



Events shape time. Encounters are events. Some change us, others bend the arc of our futures, while still others send us into a black darkness. Flying is such an encounter. Make a good move and tell stories embellished in gold and silver. Make a bad one and face the music of being a landlubber or worse. All the while, life, while muted yet always recording, stares back at us with total indifference.



Why do we make mistakes? The simple has always been, “to err is human.” That is true, but from those tiny harmless mistakes, we should learn not to repeat the process. Recidivism creates a hurtling meteor of tribulations that has a larger-than-life impact.

So, what gives?

It seems that current societal pressures are forcing us to make the wrong choices. Several of these are worth discussing:

1. **Get-there-it is:** Nothing is more fraught with risk than this behavior. This behavior beckons us all. Sometimes, it is the desire to avoid oncoming bad weather. Sometimes it is a meeting. Sometimes it is a valuable vacation day. At other times, it is a force of habit, inculcated by personality. No matter what the reason, it carries a healthy dose of confirmation bias. Get there quickly one too many times, and the last one bites you. It might be the embedded thunderstorm, icing, or a crosswind and, voila, the bagpipes are out.
2. **Fatigue:** Most Airline pilots have mandatory rest periods before their flights. How they choose to use that time is individually wrapped in mystery, but looking back at some of my recent flights in an airline, at boarding, the pilots looked fresh; a comforting appearance. Yet we, who are flying in our Mooney aircraft, run to the hangar after a hard day at the shop, business, or vocation, and then just when the minute hand confirms the planned departure time, we rush out to the airport, kick the tires and ignite the fire in the combustion chamber for our “relaxation flight.” Therein lies many tales of woe. Fatigue is both mental and physical. The physical will put you in an armchair. The mental will not give you much warning.
3. **Weather:** I don’t know if you have personal minimums, but you should. A personal minimum is like a “non-Negotiable contract.” It must never be violated. If you are a VFR pilot, you should recognize the wind velocities on the ground and in the air, turbulence, visibility, destination weather, Tower/Unicom frequencies and overall runway conditions. If you are an IFR pilot, consider the ceiling, visibility, aircraft equipment, recency of instrument flight in real weather. If you have a glass cockpit, ensure you have the full button-ology knowledge of desired sequential pushing and knob turning. There are tales I could tell, but there’s not enough time and space.

4. **Decision errors:** Recognition of the previous flight decision errors that occurred. Were they mitigated by you with a remedial process, or not? Did you just forget about them? I'm not being judgmental, just the facts.
5. **Recency of Experience:** 3-takeoffs/landings in the make and model in the last 90 days. If night flight currency is required (3-takeoff and landings to a full stop). For IFR, 6 approaches in 6 months.
6. **Sleep:** 8-hours of rest prior to flight.
7. **Charts:** Do you have current charts for the proposed flight or are you relying on the 3-year-old digital data on your Garmin 430?
8. **Are your flying skills rusty?** If so, Ground yourself until you can fly with an instructor!
9. **Health:** Major illness may limit your ability to fly due to your medical certification, but minor colds are grounds for self-grounding. A cold can block your middle ears and lead to some serious spatial disorientation. Even approved medications can play havoc with the senses. Remember to wait 3-4 times the dosing schedule of the medication before you fly. That is, if the drug requires that it be taken every 8 hours, then before flying, you should wait 32 hours before flying. **(8 x 4 = 32).**
10. **Set your own limits:** Add 20% over the required regulations.
11. Keep a list of minimum list violations and review it monthly. Doing so will prevent a lapse from becoming a violation that turns into a harmful/fatal error.
12. Before each flight, always brief YOURSELF of the most viscerally fearful eventualities and mitigation strategies. Briefing before the flight helps you remember the last statement you made regarding mitigation strategy for an eventuality. Example: Before applying power, remember to mentally confirm that if any engine parameter fails to perform, you will abort the flight! If you are on takeoff, fly straight ahead and pitch for glide speed. If at altitude, use Best Glide Speed (Vbg) to an airport, or a road, or an unoccupied field.
13. MAKE your own PERSONAL MINIMUM CHECKLIST and abide by it before each flight, no matter the external pressures that might mount on your shoulders.

I am going to stop at #13. I am sure it has meaning for us all.

To sum it up, we humans are drifting through mortal imperfections. As we live on, hopefully, we learn from each experience. Handicapping ourselves with ignorance or hubris or blindness to reality often leads to an unbidden calamity that is easily avoidable.

So, as life stares at us with indifference, learn to stare back with a fund of knowledge and experience and make a difference in your life and the lives of others.



52 Weeks of Flying

Last September I celebrated 52 trips around the sun. I don't think the wisps of smoke coming up from the birthday candles had faded away before my wife offered up a suggestion.

Kathy said, "A friend of mine did something every week for 52 weeks when she turned 52." As the grandkids looked longingly at the cake, she said, "What if you flew once a week for the next 52 weeks?"

Hmm ... I thought, she's trying to get me to fly more! This is almost as good as back in 2016 when she said, "I know you've always wanted to fly, why don't you get your pilot's license, buy a plane, and fly me to see the grandkids?"

I've said it before, and I'll say it again: I have the best wife in the world.

What would it take to fly for 52 consecutive weeks? I needed to stay healthy, motivated, have no major issues with the plane, and pay attention to the calendar. That all sounds reasonable, right? I told myself that I normally try to fly once a week anyway, so this would be no big deal. It mostly wasn't a big deal, but parts of it turned out to be a very big deal.

The ground rules were that I must complete at least one flight every week, with the week starting on Sunday and ending on Saturday. If I were acting as safety pilot, it wouldn't count. Commercial travel wouldn't count either, but that should go without saying. Crammed into a giant aluminum tube with a few hundred of your best friends that you've never met, just doesn't qualify, even if you have the window seat.

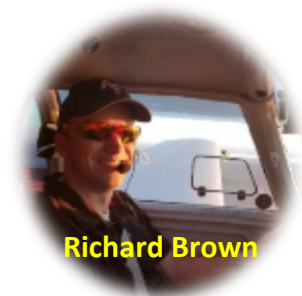
On September 18th, a few days after my birthday, I kicked off Week 1 with some instrument approaches for currency. Two days later I put that to work on an IFR flight from Fullerton, CA, to Mesa-Gateway, AZ, with some actual IMC and a little cloud surfing thrown in for fun. Just like that, I was off to the races.

Over the next 52 weeks I would make a total of 86 flights, logging 131.5 hours. I flew 21,000+ miles, while visiting 26 different airports in 6 different states. Seven of the airports were new to me, and one of the states was a new one that I checked off the list.

I stumbled into the 100-year anniversary celebration at the Compton-Woodley Airport, while giving a friend a ride to pick up his Mooney, and had a great time wandering through the booths they had set up. I was impressed by the local community's turnout. I flew farther north than I had ever been, landing at Pearson Field in Vancouver, WA. I went to some "off the beaten path" airports with a group out of Redlands who have a monthly fly-in. I also gave some folks their first rides in a small plane.

There was one evening that I drove an hour through Southern California traffic to fly one trip around the pattern. It was the only chance I would have that week to fly, and I really didn't feel like flying. (Can I say that aloud?). I definitely didn't want to sit in traffic, but I wasn't going to let that break the streak.

When it came time for an annual, I went flying on a Sunday afternoon to buy myself 13 days on the calendar. Then, during evenings after work, I pulled all the inspection panels and took the day



off Friday to meet my IA for his inspection. After a full day at the hangar Friday and Saturday, I had almost everything completed and I was ready to fly by the following Saturday. I kept the streak alive!



As I look back on the year, there were probably 3-4 times where, if I wasn't trying to reach my goal, I probably would have spent the time on the couch.

The real treasure along the way was spending more time with family; the reason we initially got the Mooney. Mom had a really tough year and eventually passed away on December 11th. That 2nd flight of the 52 weeks, when I went to Arizona, was to surprise mom who was back in the hospital. I just flew out by myself, grabbed an Uber at the airport, and showed up at her hospital room. She was completely shocked to see me come through the door, and at the same time, she was overjoyed.

Mom summoned the entire family—kids, grandkids, and great-grandkids—for Thanksgiving. Nobody was really talking about it possibly being her last Thanksgiving, but I know a lot of us were thinking it. Once again, the Mooney came through, avoiding all the holiday traffic on the roads and giving us yet, another irreplaceable memory.



On September 13th, 2025, we made our last flight of the 52 weeks by checking a couple of sites off the bucket list. We flew up to Half Moon Bay, descending through a marine layer, and had lunch at

the airport. We fueled up and departed into what were now clear blue skies, to fly the San Francisco Bay.



Fullerton Tower has one of the best controllers in the system. When I called for taxi clearance, she surprised me by asking, "What week are you on?" Her husband is also a controller and had seen my posts on social media about the challenge, and they were following my progress. She happened to be the one working on the 13th, and I gave her a heads up as she handed me off to SoCal.

Tower: "Mooney 1015 Echo, have a good trip. Contact SoCal now 125.35, good flight."

Me: "125.35, this is week 52." Tower: "Yippee, congratulations. You made it, huh?"

Me: "Yes ma'am. Thanks, and have a great day."

Tower: "Thanks, you too."

I checked in with SoCal as we climbed toward the thin marine layer above. She had me ident and then started to box me around in the climb to keep me out of her approaches coming into John Wayne.

SoCal: "Mooney 15 Echo, congratulations on your 52-weeks of flying."

Me: "Thank you ma'am."

SoCal: "You're welcome."

5 ½ hours later, the same controller was working the tower when we were inbound after our stop in Half Moon Bay and tour of the San Francisco Bay. She cleared us to land number 2 behind a Cessna.

Tower: "Mooney 15 Echo, and is today the big birthday too?"

Me: "Negative, that will be on Monday."

Tower: "Oh, well happy birthday, I won't be here on Monday."

Me: "Thank you very much!"

Tower: "Congratulations, you did it."

Me: "Yes ma'am, and you passed the info to approach."

Tower: "Yeah, she was so excited."

It was the perfect capstone to a year-long goal. But if I'm being honest, the flight earlier in the week was the epitome of why we purchased the Mooney. I had a niece getting married in Salt Lake, and Kathy was making the wedding cake. So, she went up a few days early. I needed to work so I stayed behind and flew up for the wedding on Saturday. On Sunday, we flew back together, making a stop in St. George to have lunch with our son before continuing to California. A fast trip to see family, exactly the purpose of our Mooney.



What's next now that I checked off the 52 weeks? I think I'll see how much longer I can take the streak before life gets in the way and cuts it off in one form or another. I don't know what the final number will be, but I'm currently at 58 consecutive weeks.



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.

It Seems Obvious to Me How About You?

By Jerry Proctor



I have mixed feelings about writing this article. For many that read my articles, I normally stick to a format of what I call, “an entertaining, maybe a silly article,” but always finishing with a helpful “aviation safety point.” I like to entertain so that readers will finish the article. Thus, I keep it to no more than a page and a half and then get to my helpful safety point.

Not this article. This article is about what I believe all serious aviators already know or certainly feel. Things ain’t like they used to be! The US aviation system is generally safe, BUT in my humble opinion, not as safe nor as reliable as it used to be. The reason I have hesitations in writing is, I am not going to load you with detailed research proof, I am writing based on my own perceptions.

The typing for this article began the morning after two Delta commuter jets bumped into each other on 2 October while taxiing at LaGuardia. One of the CRJs had just landed and was taxiing to the gate. One was taxiing away from the gate to the runway. Initial reports indicated the CRJ taxiing out for departure was told to give way to the plane that was taxiing in. Give way does not mean run into the other jet! Yes, it was at night, but how in the world can either of the crews not be able to see and avoid a ground accident?

To me this is just another example of, “things are not like they use to be.” Here are some examples: The year 2025 started out tragically with the Potomac River incident, where an Army helicopter crashed into an American Airline jet on final approach to Reagan international. This was followed by a [Bering Air crash in Alaska](#) and the [Delta Connection flip over crash in Canada](#).

My quick research shows that there is an increase in US aviation issues, incidents, and crashes. First, let’s briefly discuss near misses. My mind just switched to Minot, ND where a Regional Jet that was cleared for approach, had to do a go around to avoid a B-52 doing a flyover. I am sure you can think of other near misses. Maintenance issues are also on the rise. We can start with the woes of Boeing having the door pop off in flight and the fire on the ground in Denver. How many times have we heard on TV that an Airliner had to return to the departure airport due to an engine fire or another other mechanical issue. Then, one can highlight any number of times that tug accidents are occurring, all too often on the ground.

Then there’s the lack of fully qualified air traffic controllers. Finding a quality FBO/A&P is getting more challenging each year. All the cigar chomping rough old guys have retired. Thus, there is a

lack of skilled aviation maintenance professionals. Then, throw in supply chain issues and aging GA aircraft.

One issue that some might find controversial is generational. Due to the pilot shortage, flight schools are pumping out young CFIs and ATC folks at a very rapid rate. I am speculating, but a lot of young right seaters in airlines, while having an ATP, have hardly left their home training airport. Varied experience makes for a better pilot.

So, to get to my bottom line of this far from lighthearted issue. Things out there in the air, and on the ground in aviation, are not as safe as many of us recall. So, as you contemplate your next flight, contemplate these changes as you are filing your flight plan. Contemplate these changes as you are doing your preflight and definitely contemplate this as you are flying.

Be even safer out there, Jerry



Accident of the Month



This accident occurred on Oct 23, 2025

The pilot told investigators that about 4 hours and 15 minutes after departure, the Mooney M20K's engine lost all power.

He was successful in restoring engine power by switching fuel tanks and turning on the auxiliary fuel pump. However, the engine lost all power again about 5 miles from the destination runway.

He made a forced landing to a field near Lamar, Colorado, during which the airplane hit a fence, resulting in substantial damage to both wings.

Post-accident examination of the airplane revealed that the fuel tanks contained no usable fuel.

The pilot reported that there were no pre-accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

EXPERIENCE

Pilot's Total Flight Time: 6,991 hours

Pilot's flight time in the M20K: 18 hours

Pilot In Command, all aircraft: 6,791 hours

Last 90 days, all aircraft: 32 hours

Last 30 days, all aircraft: 26 hours

Probable Cause: The pilot's inadequate fuel planning and improper in-flight decision making, which resulted in a total loss of engine power due to fuel exhaustion.

WHAT CAN WE LEARN?



A watch, combined with a known starting fuel load, is your best tool for managing fuel consumption.

Plan for a 1-hour fuel reserve, whether you are VFR or IFR.

Fuel planning is critical.

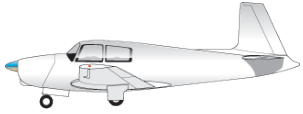


Math
doesn't lie
but fuel
gauges do.

[NTSB Identification: 193338](#)

To download the final report. [Click here.](#)





Mooney Maintenance



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



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Mooney's 100
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Tom Rouch

Founder of Top Gun Aviation, Stockton, California



Send your questions for Tom to TheMooneyFlyer@gmail.com



I have a question, something that puzzles me - not a problem, just something odd. My plane is a 1999 M20R. I have an EDM-930 engine monitor. When I turn on the Master Switch, I see a negative current draw due to avionics, indicating that the battery is being discharged. This negative draw increases if

I start turning on lights without starting the engine. It makes perfect sense, except for the LED Landing Lights. When those are turned on, I see a positive 11 amps, indicating that my battery is being charged. That ain't possible. Do I have something wired weird, or is this normal for a Mooney?

**Tom's
Answer**

Interesting situation but you are correct that the battery can't be charging without the engine running. It would be interesting to put a voltmeter to the battery posts when you turn their landing lights on, but I am sure that there is something of an internal problem with the EDM-930.

I am sure there must be a new problem, anyway I am guessing that inside the 930 the item that selects + or - to indicate amps has failed. I would try to contact EDM directly for a solution. You might be able to just ask Google for an answer. This is not normal.

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Testing begins on new NOTAM system

By [General Aviation News Staff](#) · October 2, 2025

Welcome to NOTAM Management Service (NMS)

NMS promotes Global Aeronautical Information Collaboration, Interoperability, and Standardization

Accelerating modernization of the NOTAM systems to improve the delivery of critical safety information to aviation stakeholders

NOTAMs Processed
141,384

[View More Metrics](#)

What is NMS?

The brand-new NOTAM Management Service migrates functionality, users, and connections from legacy systems to a single modernized NOTAM system. The new service is securely hosted in the cloud with a streamlined interface, and has a scalable and resilient architecture to accommodate current and future needs. It provides near-real-time data exchange, enabling efficient data flows and better stakeholder collaboration. The new system transforms the management of aeronautical information and supports the FAA's mission to improve airspace safety and efficiency.

The first phase of a new Notice to Airmen (NOTAM) service has been deployed.

The new NOTAM Management Service began operations Sept. 29, 2025, initially distributing NOTAMs to early adopter stakeholders, according to FAA officials.

Agency officials said, "This initial deployment establishes the framework for the new service, enabling testing and validation with early user adopters."

The full transition to the new single-source NOTAM service is on track for late Spring 2026.

The new initial services will operate in parallel with the existing legacy NOTAM system for the next few months.

Originally built in 1985, the NOTAM service has experienced multiple outages in recent years, including a nationwide failure in 2023.

More than 4 million NOTAMs are issued each year and according to FAA officials, the new system has a "streamlined, modern interface. It provides near-real-time data exchange, enabling efficient data flows and better stakeholder collaboration, securely hosted in the cloud and has a scalable and resilient architecture designed for high availability."

The FAA used a "streamlined, innovative vendor challenge to cut through red tape to get this work done as fast as possible."

"We built a brand-new NOTAM service from the ground up in record time," said FAA Administrator Bryan Bedford. "It is resilient, user-friendly, and scalable, and will significantly improve airspace safety and efficiency."

The next phase of NOTAM modernization will be completed in February 2026 when the new service fully replaces the legacy and aging US NOTAM System (USNS).

Full transition will be complete in late Spring 2026. This involves migrating more than 12,000 NOTAM users worldwide, enabling the retirement of the second legacy system called the Federal NOTAM System (FNS).

This transition will establish the new system as the single source for all NOTAMs, agency officials said.

ROTOR Act Advances from Senate Committee

Bill from Sen. Ted Cruz would require ADS-B In for aircraft in congested airspace.



U.S. Senate Committee on Commerce, Science, & Transportation Chairman Ted Cruz (R-TX) and Ranking Member Maria Cantwell (D-WA) [Credit: U.S. Senate]

The Senate Commerce, Science, and Transportation Committee voted Tuesday morning to advance the bipartisan [ROTOR Act](#), which would **require nearly all manned aircraft operating in ADS-B out airspace to be equipped with ADS-B In**. The legislation, [originally put forth in July by Sen. Ted Cruz \(R-Texas\)](#) would also put more limitations on when military aircraft can fly without

transmitting via ADS-B Out.

The measure responds to the [January collision](#) near Ronald Reagan Washington National Airport that killed 67 people. The [legislation](#) also directs the FAA to review coordination between civilian and military operators and calls for an Army Inspector General audit of ADS-B usage and pilot training standards.

Sen. Cruz said in Tuesday's Executive Committee that the ROTOR Act will enhance aviation safety.

To read more, [CLICK HERE](#)



Pocket Carbon Monoxide Detector for Pilots Introduced

Powered by an internal lithium battery, the CO-Pocket operates for up to six months on a single USB charge. A standard USB-A to USB-C charging cable is included.

Designed for aviation use, the CO-Pocket is a rechargeable carbon monoxide detector that fits in a pocket, hangs from a lanyard, or mounts on any surface in the cockpit.

The CO-Pocket uses an electrochemical CO sensor tuned to alert at the FAA-recommended 41 PPM threshold. Company officials said, “When that level is reached, the unit issues an audible alarm along with a buzzer and a red strobe flash “that cuts through cockpit noise and sunlight.”

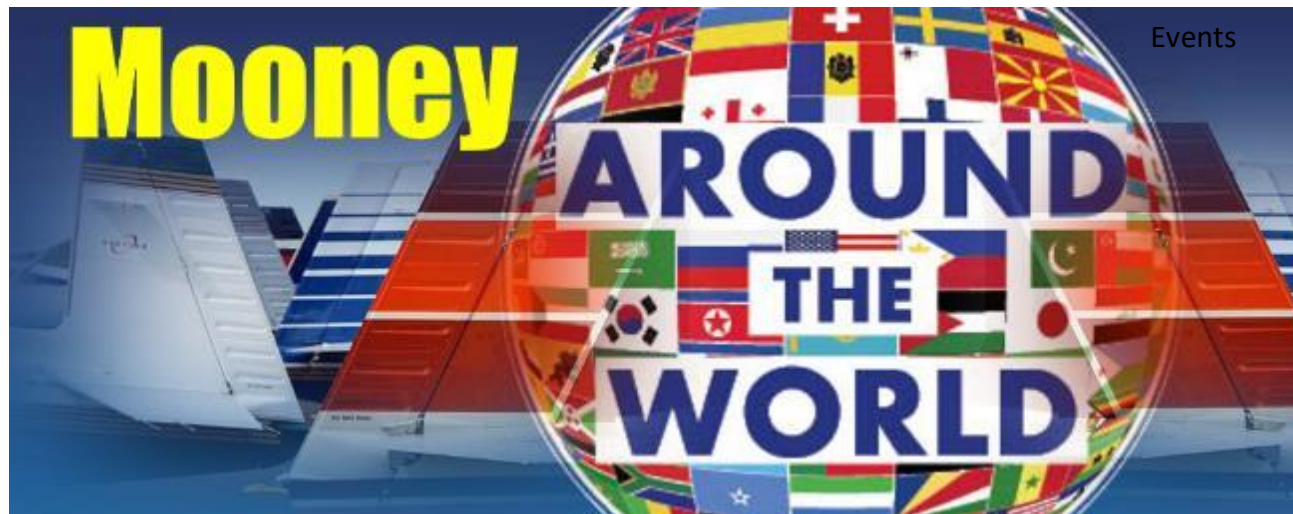
“Pilots asked for a CO detector they could carry anywhere,” said James Wiebe, President and CEO of Radiant. “We listened. The CO-Pocket keeps the same trusted alert logic and visual flash that made the CO-USB line successful, now with a buzzer and aural alarm, all in a compact, rechargeable package that goes wherever the pilot goes. We also added a temperature and humidity gauge.”

“The digital display shows carbon-monoxide level, battery state, temperature, and humidity. As it is a portable device, no certification is required, “making it ideal for experimental, LSA, and certified aircraft alike.”

Powered by an internal lithium battery, the CO-Pocket operates for up to six months on a single USB charge. A standard USB-A to USB-C charging cable is included.

The CO-Pocket is available for pre-order at an introductory price of \$59.95 through Cyber Monday, Dec. 1, 2025, with deliveries planned before Christmas. The regular retail price is \$79.95.

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



Contact Mike Weir at (239) 572-3418, before coming to the restaurant, so they can have an accurate count. Events begin at 11:30

Nov 8: Lakeland ([KLAL](#))

Dec 13: Flagler ([KFIN](#))



Jan 30 – Feb 1, Ocala, FL

Apr 24 – 26, Tucson, AZ

Oct (dates TBD) – Kerrville, TX (with MooneyMAX)

[CLICK HERE to Register](#) (scroll down to bottom of the page)



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Other



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](tel:2172452480) 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.

For Sale: Part #75730 LYCOMING TUBE ASSEMBLY PROP GOV LINE: \$450.00

This Part #75730 when installed on Lycoming IO360-A3B6 provides clearance between the prop governor oil line and the Mooney M20J engine mount. This part is factory new and includes FAA Form 8130. The current online price for this part from Aircraft Spruce is \$767.00. Contact Robert Elliott at rce.elliott@gmail.com or 512-947-4037 (prefer text messages vs. voice calls)



FOR SALE

NEW Slick mag for Shower of Sparks. \$1,200

Rebuilt original starter for IO360A1A About 30 hours since purchase from Spruce. \$300

Email Autotech@Flash.net



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N21530 is only advertised in The
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Asking price: **\$204,000.**

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Contact Phil at:

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 more details, and contact

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 much more

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autotech@flash.net



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- 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

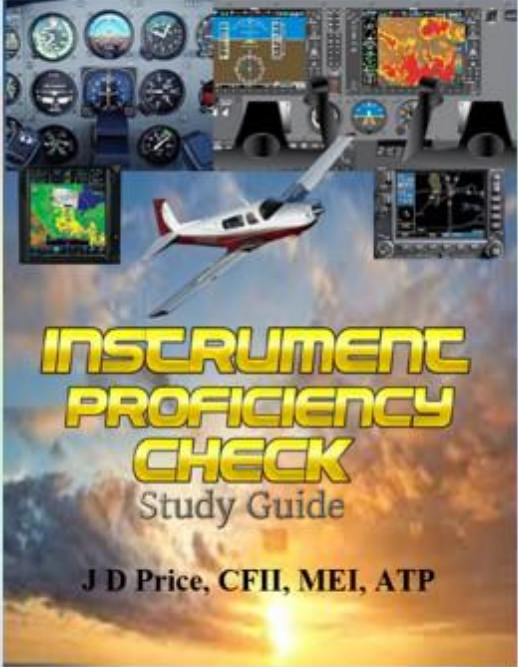
Recent Updates:

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

Aircraft Location:

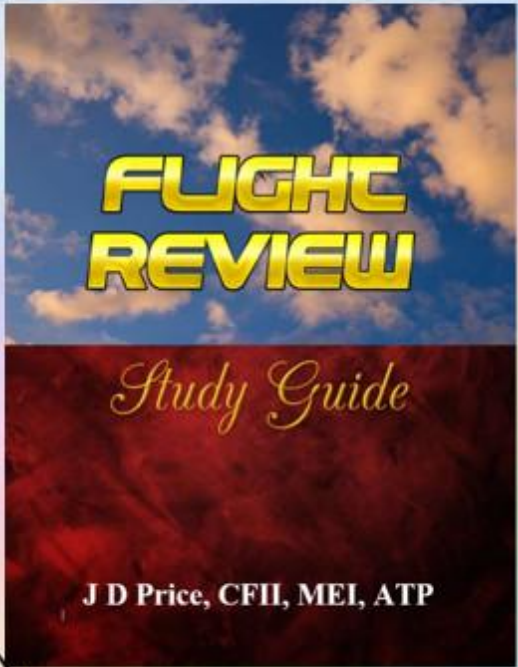
- Based at KPAE (Paine Field)

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