# The Mooney Flyer

The Official Online Magazine for the Mooney Community

www.TheMooneyFlyer.com

April 2026

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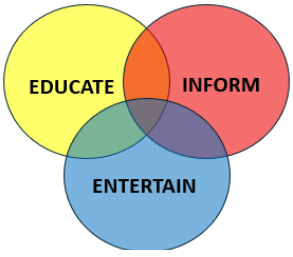
## Departments



## Features








The views expressed in each author's article are their own.
The Mooney Flyer's goal is to educate, inform, and entertain Mooniacs.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We are doing our best to bring you informative and entertaining information on owning and flying your Mooneys safely.

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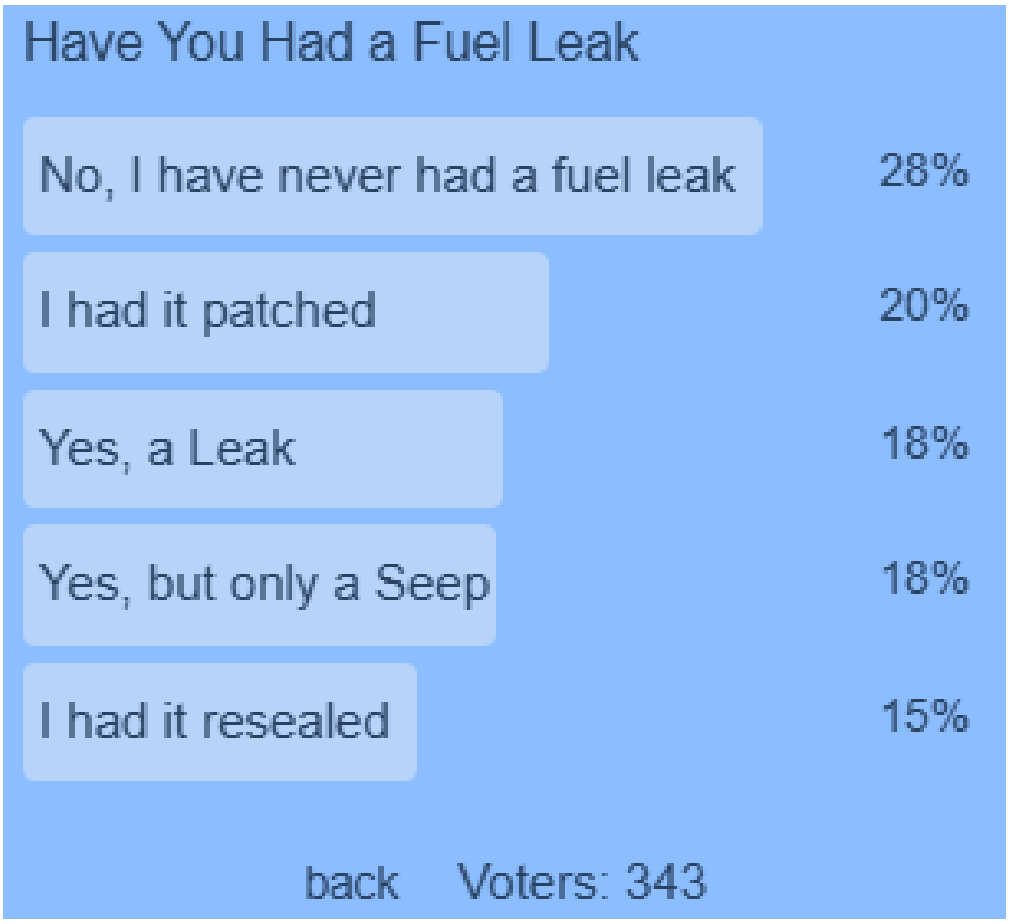
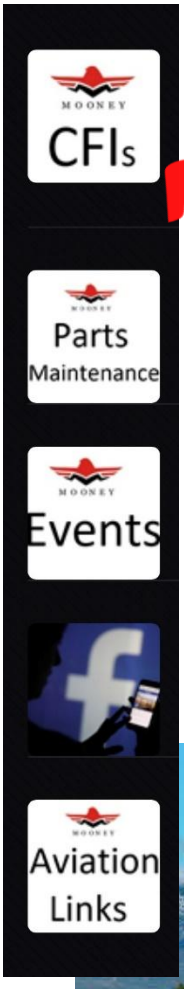



Next month's poll: "I've Owned My Mooney for"

**CLICK HERE** to vote



# Need a Mooney CFI? to find one




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

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

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

**Be sure to include your home base and state.**


**To Editor, Phil Corman:**

**Your article starting on page 14 of the March Mooney Flyer titled Short, Medium and Long Body Mooneys completely misses the first long body Mooney, the M20L or Porsche Mooney. This is particularly troublesome in that you use the picture of our Porsche Mooney on page 31 for your Mooney Safety Foundation poster.**

**We bought that plane new in 1988 and watched it come down the assembly line. Some folks from Porsche helped us with the paint scheme, loosely based on their around the world prototype. We owned the plane overall for about 8 years and ultimately sold it back to Porsche when they decided they wanted out of the airplane business. You have to love the tail number, N911GT.**

**Thanks, Mark L**

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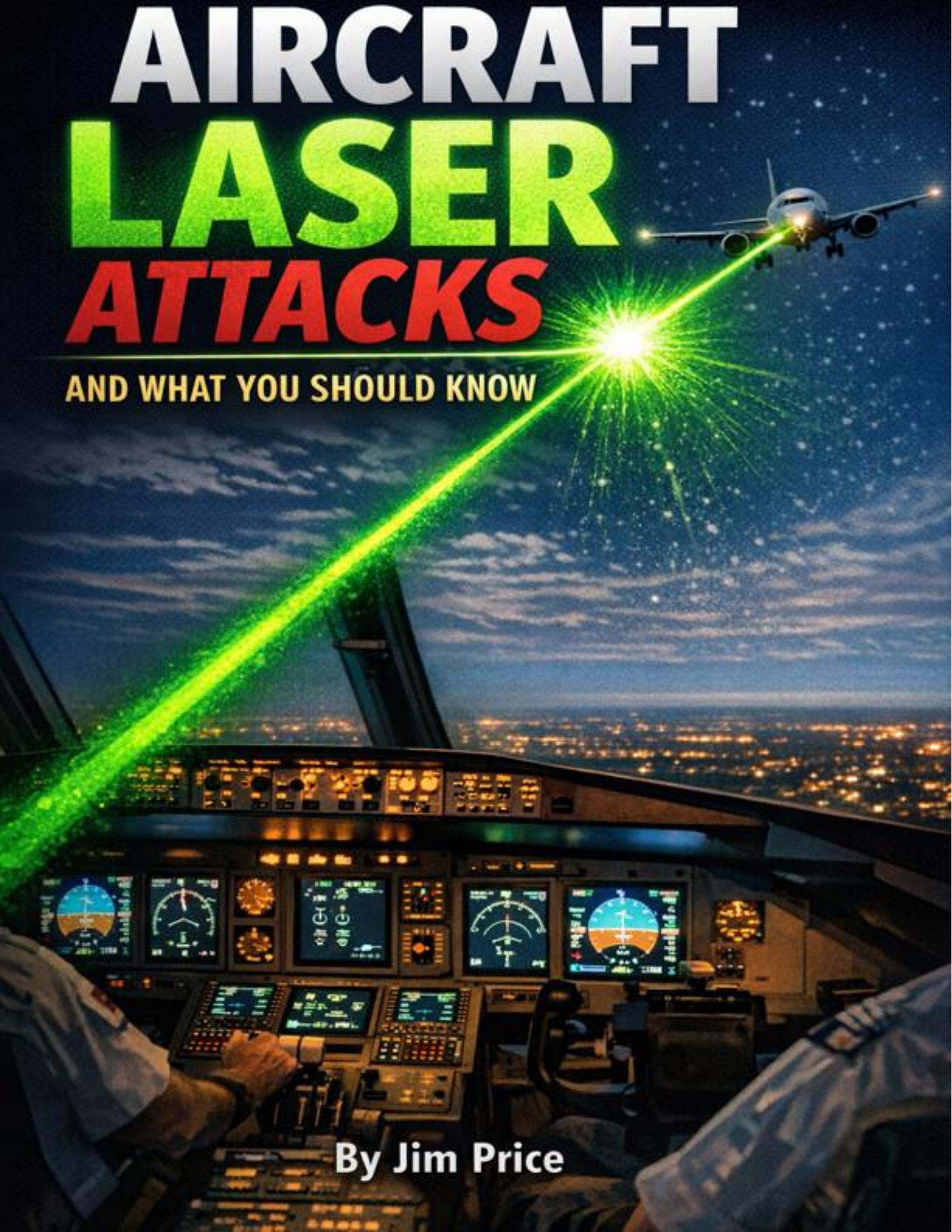
# AIRCRAFT LASER ATTACKS

## AND WHAT YOU SHOULD KNOW



By Jim Price

When laser beams are aimed at any piloted aircraft, whether military or commercial, what might seem like a tiny beam on the ground can blind aircrew, potentially causing a midair collision or other incident.

The winner year when it came to Laser Strike Incidents, was 2023, with over 13,000 incidents. The U.S. Air Force Safety Center's webpage, notes that "aircrew are issued laser eye protection glasses before each flight."

Jim Price
Co-Editor

***Laser Incidents***

| Year | Laser Incidents |
|---|---|
| 2026 | 763 |
| 2025 | 10,993 |
| 2024 | 12,840 |
| 2023 | 13,304 |
| 2022 | 9,457 |
| 2021 | 9,723 |
| 2020 | 6,852 |

## *Laser Incidents*

California has the highest number of reported laser strikes on aircraft in the U.S., with 1,309 incidents in 2025. Texas followed with 1,100, while Florida (654), Illinois (620), and Arizona (574) rounded out the top five.

Laser Strikes are both dangerous and illegal and the FBI is reminding the public to keep their laser pointers out of the sky to protect pilots—and to avoid hefty fines and potential prison time.

## *Green Lasers Raise Red Flags*

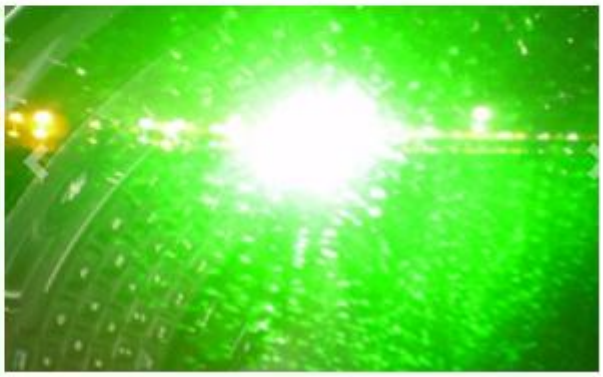
In the mid-2000s, green lasers started becoming more popular than red lasers. The FBI started receiving reports from pilots being struck by green-colored beams
In 2005, the FBI received fewer than 300 laser strike reports, but by 2010, that number had grown to 2,800. That increase concerned the FBI, because laser strikes can distract or cause physical damage to pilots. When laser beams hit cockpit windows, the glare they create can cause flash blindness, a condition in which vision is affected after exposure to the source of light.

The following images (from the FBI's Los Angeles office), depict what that glare looks like from the pilot's perspective.

2,600 feet

1,000 feet

800 feet



500 feet

These photos show what glare from a laser beam located 2,600 feet; 1,000 feet; 800 feet; and 500 feet away from an aircraft looks like from within the aircraft's cockpit.

The last thing that we really want as a society is for people flying helicopters or planes to be blinded any time, but specifically when they're trying to land and take off.

The issue of laser strikes can also have a counterterrorism nexus. Sometimes, the FBI needs to determine whether someone purposefully aimed a laser at an aircraft in an attempt to bring it down.

See KOLD's Morgan Loew (Tucson) and Cary Grant for a demonstration of how Laser Strikes look in the cockpit: Feb. 4, 2024 https://www.azfamily.com/2024/02/05/laser-strikes-aircraft-over-arizona-track-double/

## *The Science Behind the Risk*

Laser pointers don't need to be pointed directly into a pilot's eye to do damage. If you're on the ground aiming a laser pointer at a plane or a helicopter, it's not just that little, tiny point of light. Once a laser beam reaches the aircraft, cockpit windows reflect it, filling the space with blinding

light. By the time it reaches the cockpit and the pilot is looking out, that beam of light might be the size of a watermelon or a cantaloupe.
According to the FAA, laser beams—and their reflections—can be especially dangerous to pilots if the laser pops into their fields of view while they have their sights set on something far away—such as a runway.

Laser exposure is most hazardous when a direct laser beam, or its specular (mirrorlike) reflection, enters the pupil along the axis of vision when the eye is focused on a distant object. The energy density of the laser beam can be intensified up to 100,000 times by the focusing action of the eye.

The further the laser is from an aircraft, the wider the light beam grows.

When FBI agents seize laser pointers used in these kinds of strikes, they give the pointers to physicists and other laser specialists for scientific analysis. These experts then determine the laser's strength and chart out the relative diameter of its beam based on the distance between the laser pointer and the aircraft it targeted.

During a laser strike, because of how the human eye perceives light, green is the most dangerous color of laser. The FBI most often hears reports of strikes by green and purple beams.

If an aircraft is hit with a laser, the best-case scenario would be a distracted pilot, which could still lead to any number of errors. But if a laser strike damages a pilot's retina and cornea, that could cause him or her to make a number of other failures that could be catastrophic, potentially resulting in a mass casualty event.

## *Investigating Laser Strikes*

The first federal laser law was enacted in 2012, when Congress passed it as part of the reauthorization of the Federal Aviation Administration.
Before 2012, the Bureau pursued laser pointer investigations under a law forbidding destruction of an aircraft.

The 2012 federal statute makes it illegal for people to knowingly" point a laser pointer's beam at an aircraft—whether private, commercial, or military—or its flight path. Most importantly, it attaches consequences to this action: A monetary fine of up to $250,000 and/or a federal prison sentence of up to five years. On top of that, the FAA's website notes that it can impose civil penalties of up to $11,000 each time someone aims a laser beam at an aircraft.

This statute made shining a laser pointer at an aircraft a five-year maximum penalty felony.

The FBI commonly catches laser strike offenders in collaboration with federal and local law enforcement partners.

The universally accepted procedure is that an air traffic controller notifies local law enforcement dispatch, who will then notify law enforcement air units and ground patrols, if available.

From there, if a local police helicopter deploys to the scene and gets lased, they can use technology like infrared cameras to pinpoint the exact location from which the laser beam came.

Helicopter crews can then reach out to their agencies for on-the-ground backup or call the FBI for assistance.

Bureau partnerships with local, state, and federal partners—as well as with commercial airlines—are key to ensuring that members of the aviation and law enforcement communities know how to seek the Bureau's help in addressing laser strikes. This is especially important in states and municipalities that lack laser-strike laws of their own, since local or state authorities can ask the FBI to investigate incidents in those areas as federal crimes.

## *Ways for Pilots to Report Laser Incidents*

***Tell the controller where the Laser event happened. Was it at a gas station, intersection, etc.?***

1. Hit the transponder identification button as soon as you are aware of being Lased. This will mark the plane's position on the air traffic controller's radar scope, which may help law enforcement triangulate where the laser light is originating from.

2. Verbally alert ATC of the attack using the phrase "laser attack," including direction and location of the laser source, beam color and length of exposure (flash, pulsed or perceived intentional tracking).

3. Once on the ground, complete the FAA-requested Laser Beam Exposure Questionnaire.

Upon arrival at destination, all pilots and crew members affected by an unauthorized laser illumination are requested to complete the FAA Laser Beam Exposure Questionnaire in order to provide critical information in support of law enforcement efforts to identify and apprehend the responsible parties.

- Report a laser incident at https://www.faa.gov/aircraft/safety/report/laserinfo/report_incident - or -
- You can download and complete the FAA Laser Beam Exposure Questionnaire (PDF) from your personal computer. Completed questionnaires can be saved and attached to an email to laserreports@faa.gov, or can be printed and faxed to the Washington Operations Control Center Complex (WOCC) — (202) 267-5289 Attn: Domestic Events Network (DEN)

## *If a member of the public witnesses an individual aiming a laser at an aircraft*, they should send an e-mail to laserreports@faa.gov and include the following: 1) Your name and contact information. 2) Date and time you witnessed the laser incident.

See https://asagaz.org/ for more information.

When you file a Laser Strike report, you will be asked if the strike had an effect on your performance as a pilot during the flight. **You need to answer "Yes."** If you report "No," then a regulatory violation did not occur, and your Laser Strike report will not be investigated by the FAA.

## *You can Help Law Enforcement Protect the Skies*

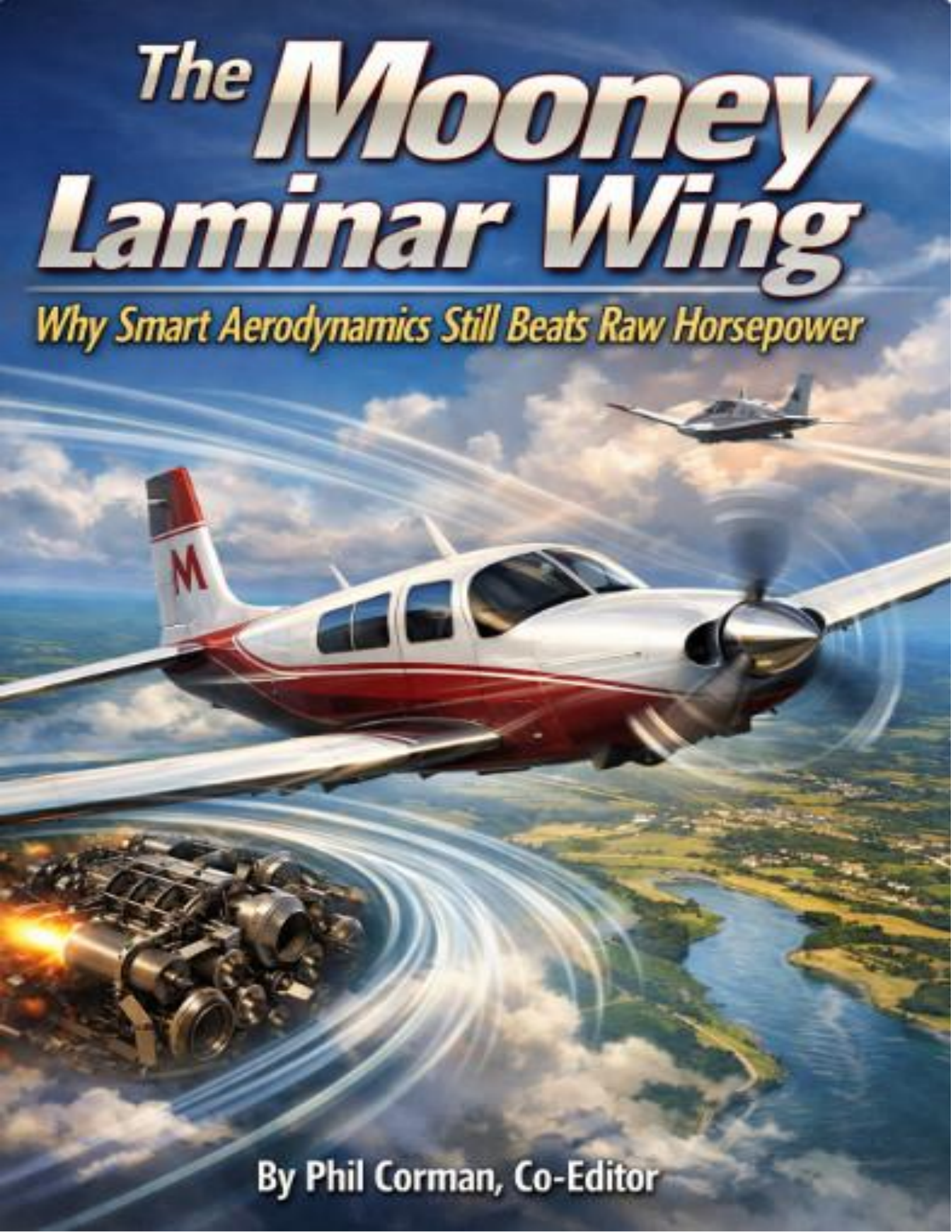
If you spot someone aiming a laser at the sky in a suspicious manner, you can report it to the FBI by calling 1-800-CALL-FBI (1-800-225-5324) or visiting tips.fbi.gov. You can also report laser strikes to the FAA.

You should contact the FBI immediately if you see someone playing with lasers and posing a threat to an airport.

Finally, if you're thinking of gifting a laser pointer to someone—especially if they're a minor—educate them on the very real dangers of misusing these devices.

# The Mooney Laminar Wing

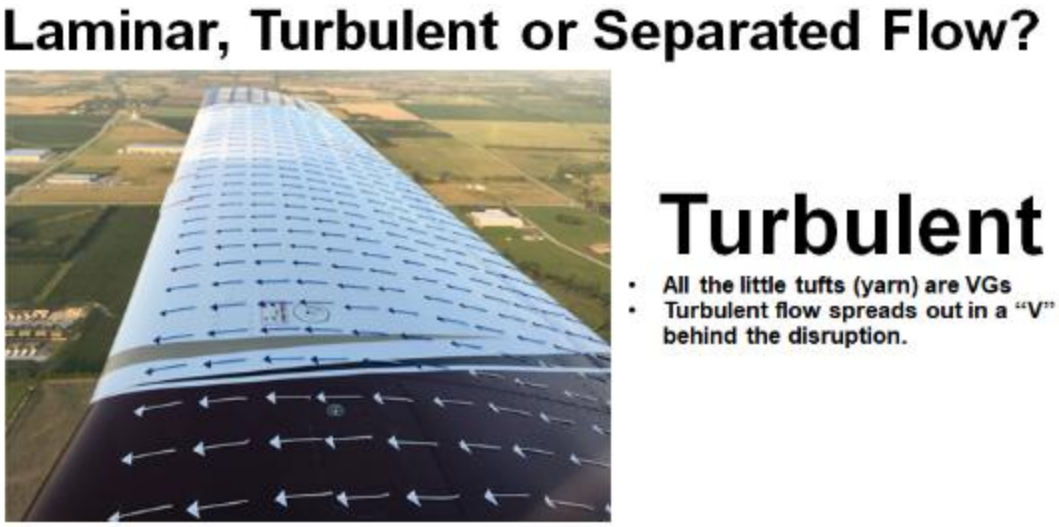
## Why Smart Aerodynamics Still Beats Raw Horsepower



By Phil Corman, Co-Editor


By any objective measure, Mooney airplanes punch above their weight. With engines no larger than their peers—and often smaller—they consistently deliver higher cruise speeds and lower fuel burns. The reason is not marketing hype or pilot folklore. It is engineering. At the center of that engineering success is the Mooney laminar-flow wing.

From the earliest M20s to the last long-body models, the laminar wing has defined the Mooney identity and continues to reward pilots who understand what it was designed to do.




Laminar flow is a very elusive condition. Any bug, dimple, step, etc. will trip the flow from laminar to turbulent. The picture above (of Scott Sellmeyer's beautiful "J") shows beautiful, turbulent flow. People misinterpret separated flow as turbulent flow. We are really talking about the small boundary layer right at the surface. With laminar or turbulent flow, flow velocity on the surface is 0. Hard to believe but true. This is why dust stays on your airplane ... even after you fly. Let's have some fun!

## Designing for Efficiency, Not Excess

While many manufacturers chased speed by adding horsepower, Mooney Aircraft pursued a different philosophy: reduce drag first, then let modest power do more work. That mindset took shape in the 1950s, when aerodynamic research from NACA demonstrated the advantages of laminar airflow.

A laminar-flow wing is shaped to keep air moving smoothly over a large portion of its surface before transitioning to turbulence. Less turbulence means less skin-friction drag—and drag is the enemy of speed and efficiency. Mooney engineers embraced this concept and built an airplane around it.

## What Makes the Mooney Wing Different

The Mooney laminar wing is thin, clean, and carefully contoured. Unlike thicker, high-lift airfoils designed to excel at low speeds, the Mooney's wing is optimized for cruise flight in the 140–180-knot range.

The results are unmistakable:

- Higher true airspeeds on less power
- Lower fuel consumption per mile
- Exceptional range and endurance

This is why a 200-horsepower Mooney can cruise alongside—or ahead of—airplanes requiring significantly more fuel to do the same job.

## Precision Required—And Rewarded

Laminar wings demand discipline. Because the airflow must remain smooth, surface imperfections matter. Bugs, rain, ice, or frost degrade performance more noticeably than on conventional wings. The payoff comes when the airplane is clean and flown precisely.

Mooney pilots quickly learn that energy management is essential. The same wing that delivers remarkable cruise efficiency is less forgiving in the pattern:

- Approach speeds tend to be higher
- Excess energy leads to float
- Insufficient speed leads to rapid sink

This is not a flaw—it is a design choice. The Mooney wing is doing exactly what it was built to do: optimize cruise, not mask sloppy technique.

## A Traveling Pilot's Wing

Once airborne and settled into cruise, the Mooney laminar wing truly shines. Long legs, high true airspeeds, and fuel burns that rival smaller aircraft make Mooneys ideal cross-country machines. Owners often describe the experience as flying "on rails"—stable, predictable, and efficient.

Decades after its introduction, the design remains competitive with far newer airframes, proving that sound aerodynamics age far better than trends.

## Enduring Relevance

In an era of composite airframes and ever-larger engines, the Mooney laminar wing stands as a reminder that intelligent design still matters. Speed does not have to come from brute force. Sometimes, it comes from shaping the air just a little more carefully—and respecting the physics that govern it.

For pilots willing to fly with precision, the rewards are unmistakable:

More speed, more range, and more miles per gallon than almost anything else on the ramp.

# MOONEY PILOTS

*Reaching Their Full Potential*

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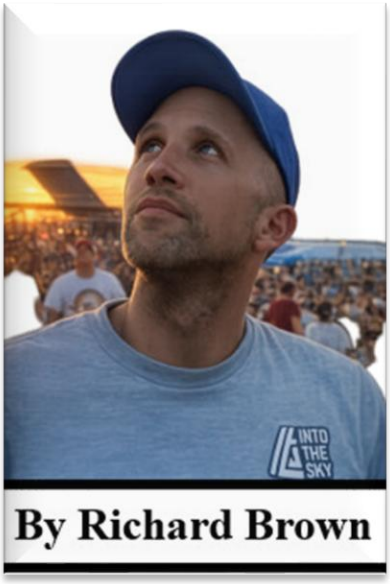
**Fly Smarter – Fly Safer – Fly Mooney**

# GREATEST BURGER RUN EVER


BY RICHARD BROWN




Everyone knows about the $100 burger run. You fly somewhere to get lunch. Perhaps it's just a short flight and you could get there faster by driving. However, like so many flights, it's not the destination but the journey that matters. It's not just the journey that makes flying special, but also the people you meet along the way. Such was a burger run on February 21, 2026.

First, I need to go back more than five years to the end of 2020. Phil was looking for people to start contributing to *The Mooney Flyer.* I had been writing about my flights since my first "discovery flight" on May 28, 2016, and publishing them on my blog. It was a way for me to keep my family updated on my flight training and fulfill a lifelong dream of becoming a pilot.

I was surprised that more than just my family was interested in reading my adventures, so I kept writing and publishing my stories. When Phil mentioned that he was looking for contributors, I sent him a message that I'd be happy to contribute if he was interested in my writing. I was surprised when he said yes and thus began my time writing for the Flyer. It also deepened the friendship that started when I first met Phil at the fly-in he hosted in Paso Robles in April 2018. He's another exceptional individual I've met through the Mooney community. (No, this isn't kissing up to the boss, so he'll keep accepting my articles…)

The first article I sent was in December 2020. I have always put my email at the end of each article, encouraging people to reach out if there's something they would like to hear about, just to say hello, or if they are in Southern California and want to meet up. A few people have sent me emails, and it has been fun to hear from them.

Fast forward to June 2023, when I received a short email from a gentleman in San Diego named Randy. He had noticed I was in Southern California and thanked me for the article. We traded a couple of emails. Randy is not a pilot, but he is a huge Mooney fan, and he builds and flies RC planes. I was currently in the process of building a Mooney RC plane from scratch.

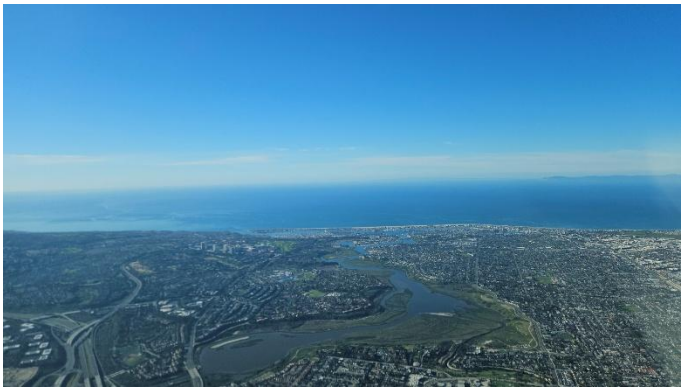
I must confess I'm not the greatest at email correspondence. If I don't answer within a few days, they often get pushed down the inbox and might not get answered for a long time, if at all. Well, that's what happened here, and almost two years went by before I received another email from Randy which included a video of him flying his RC Mooney. It was so cool!

I emailed him back, and then another year went by. Thankfully, Randy is better at maintaining communication than I am. I heard from him in January 2026, wishing my family and me a Happy New Year and sharing some updates from his family. His son had been working on his Private Pilot Certificate. I asked about his son's long cross-country flight, which, as all of you who fly know, is a huge step in the journey. It was coming up in a few days, and that's when the plan started to take shape.

Randy's son emailed me after his long cross-country to tell me about the flight, and then added this:

“This might be a long shot, but it doesn’t hurt to ask. My dad’s birthday is in February, and I wanted to do something special because this will most likely be the last year that I will be in town to celebrate with him, as I will be leaving for college. What are your thoughts on flying down to Gillespie Field Airport in San Diego/El Cajon (SEE)? I can treat you all to breakfast at the café, (maybe $100 burger blog worthy). I think their food is solid, but I am pretty biased. Perhaps you could take my dad on a flight in the Mooney? I would also be more than willing to pitch in a pro-rata share.”

Long shot? Are you kidding? How could I say no to a request like that? I emailed back that I would love to do it and gave him a couple of Saturdays that would work for me. As the plan came together, my wife would fly down with me and meet him and his parents at the airport. After breakfast they could visit while Randy and I went flying.



February can be hit or miss here in Southern California, but the weather that Saturday morning was perfect. There had been some storms earlier in the week, but it was almost a cloudless sky with light winds. I can say that I was more excited than Randy, but that’s only because he didn’t know what was coming. I wasn’t sure how they were going to pull off being at the airport without him suspecting anything, but his son assured me he had it all planned out.


We picked up flight following on the ground at Fullerton (FUL) and we were on our way. Just west of Miramar, there is a corridor between 3,200 and 6,800 feet that you can use to get to Montgomery (MYF) and Gillespie (SEE) fields. Approaching the San Diego Bravo, ATC asked how I was navigating to Gillespie and if I wanted a Bravo clearance.

“Sure, if I can get one, I’ll cut the corner,” I replied.

He cleared me through the Bravo, and we passed just north of Miramar. Kathy and I had been wondering if it was still a secret that we were coming. As we taxied down Delta past the restaurant, I told Kathy, “If he didn’t know before, he’s going to know now.”

We made a right onto Alpha, and as we were getting ready to turn into transient parking, I could see three people standing at the fence by the restaurant, one of them was pointing to his Mooney T-shirt. “That has to be Randy!” I said with a smile.

Have you ever had one of those times when you meet someone for the first time, and it feels like you've been friends forever? That's what this was. We climbed out of the plane, took off our life jackets, and walked around the back to meet them. Randy had the biggest smile on his face, possibly outdone by his son, who had just pulled off the biggest birthday surprise for his dad.

Some people are "huggers" and some people aren't. I'm usually a "hugger," which works out well if the other person is too. If not, it's kind of a weird awkward side hug. I walked up and went to give him a hug, and he almost crushed me in a bear hug. It was great. Over breakfast we visited and talked about everything from family, to work, to flying, and of course Mooneys.

He said that he always wears his Mooney T-shirt to the airport in the hopes that maybe one day someone would invite him to go for a ride. I told him today is that day.

He told me that as we were taxiing by, he saw my plane and said, "Is that Richard's plane? I think it is." Then he saw the tail number and said, "Yes! That is his plane. I wonder if he's going to stop here and I can meet him."

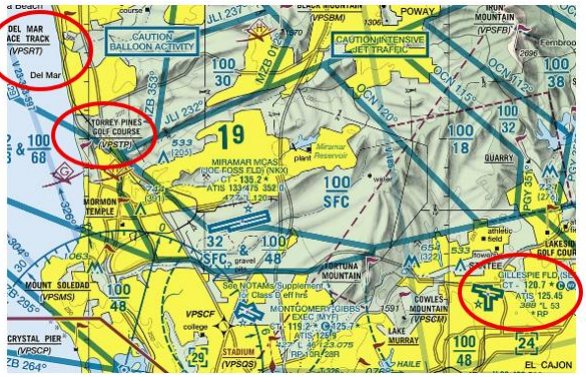
The whole time his son and wife were just smiling, knowing what was really happening.

I don't have any experience taking people flightseeing in San Diego, so I asked his son where they typically go on a local flight. With breakfast done and a flight plan, we walked out to the plane, put on life jackets, told our wives goodbye, and climbed in. His son was in the back seat and Randy, still smiling, was in the right seat.

We took off on 27R and climbed over Montgomery heading towards the coast. At about 3,300 feet, I handed the plane over to Randy and he took us out towards Mount Soledad and north along the coast. It was a little warm by this point in the day, and because I usually keep the back seat ceiling vents closed, I asked his son if he was getting any air. He had opened up the ceiling vents and was doing fine.

“Are you okay?” I asked Randy, then I answered my own question. “Of course you are—you’re flying a plane.”

He corrected me with a smile, “Not just a plane, a Mooney.”


We flew past Torrey Pines and turned inland near Del Mar, towards Escondido. We passed where he works and then turned southeast towards Gillespie. He’s either a natural or the time spent flying a Mooney in Microsoft Flight Simulator was paying off, because he did a great job. In cruise, our altitude stayed within 100 feet and the controls were smooth. I didn’t take over until we were on an extended right base for 27R.

Back at the restaurant we said our goodbyes with promises to stay in touch, then Kathy and I took off for the flight back to Fullerton. People who haven't experienced the General Aviation community have no idea what they are missing. The flying is great, and you get to go places and see things that you wouldn't otherwise experience, but it's the people that make it extraordinary.

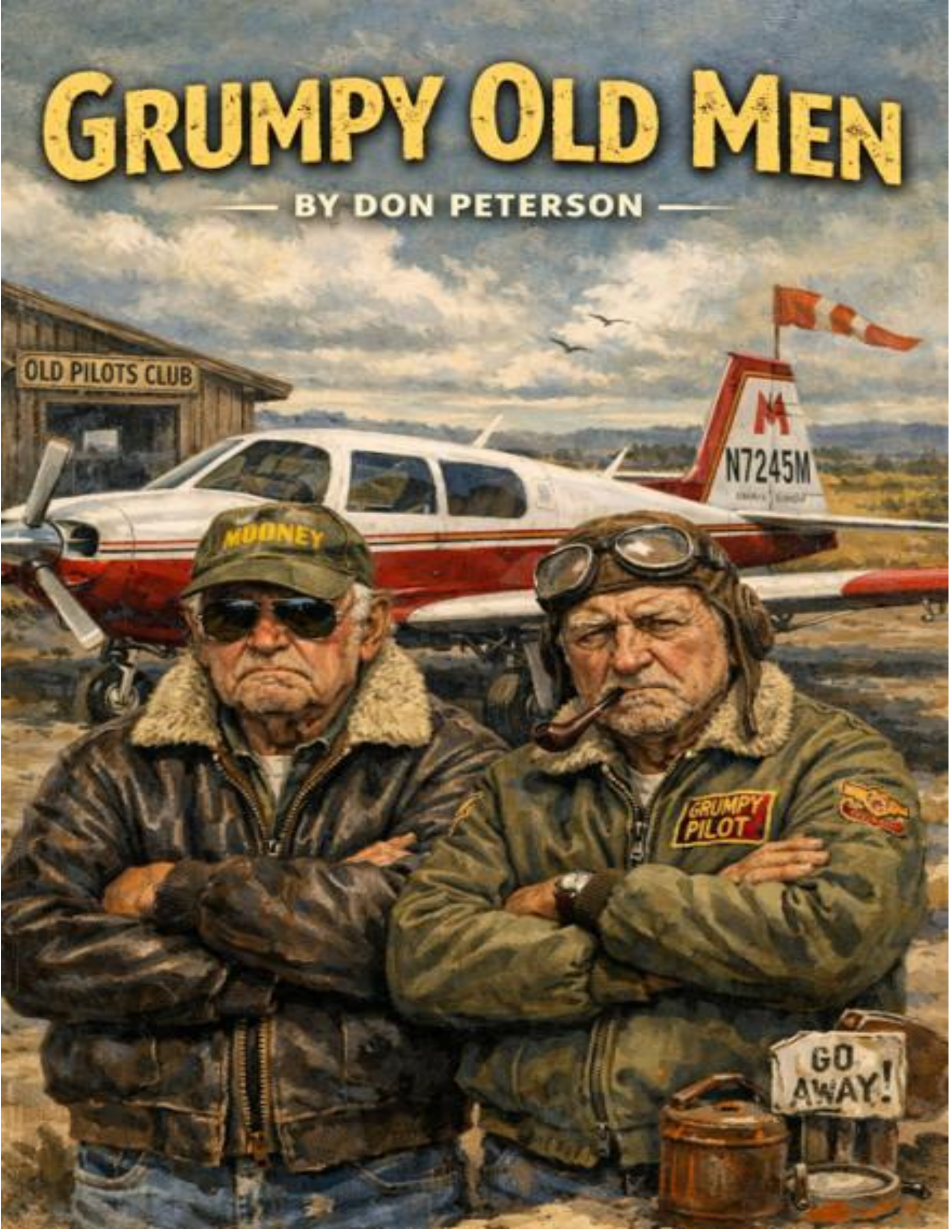
I must give a big thank you to Phil and James for all their work on *The Mooney Flyer* and for giving me the opportunity to write for them.

Without them and their magazine, I probably never would have met Randy and his wonderful family, and I would have missed out on a great friend.

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. Yes, I mean it. 😊

# GRUMPY OLD MEN

BY DON PETERSON



By Don Peterson

An associate of many years ago – not really a friend – we'll call him "Robb," told me about sending a bit of fan-mail to Earnest K. Gann. He expressed his admiration and the inspiration he gained from Gann's tales of flying the DC-3. My buddy related hauling freight around Alaska in an old DC-3, to build the hours necessary to move on up to the big leagues.

Gann returned a short note, along the lines of, "You youngsters don't know what it was like, with your fancy electronics, navigation goodies, and repair stations all over the place."

Robb, being not all that tolerant himself, wrote back, "Yeah, but when you were flying them, the engines were all new."

Not long after marrying Bonnie (RIP), we moved to Binghamton, NY, a cultural backwater of the first order. I had my Mooney, an Instrument ticket, and racked up a fair amount of time traveling around the US and meeting customers. I met a geezer in his 80s, "Gorden Vanwormer." He'd been a Naval Flight Instructor during WW2 and afterward, continued flying for a living. His medical had long been shredded, but he was still the written-exam administrator for our area. Yes, they required a pencil back then. Since giving instruction for a Commercial License did not require the Instructor to be the Pilot in Command, Gordon coached me through the steps and signed me off for the check ride.

As a way of thanking him for his kind generosity, I asked if he would like to take a flight in our 1946 Stampe SV4. After all, his WW2 training was in N3N and Stearman biplanes.


*"If I can get into it, sure!"* He was a pretty stiff, slow-walking relic, and the front cockpit required squirming and twisting into a seat blocked by the upper center section and fit for a 5' tall Frenchman. We lubed him up and got him fitted into the seat pack parachute and double harnesses.

The area around Binghamton is hilly, with rivers and ridges in all directions. After a while, we climbed up to about 3,000 AGL, and I asked Gordon if he'd like to try a roll? He started to put me off but quickly agreed. I explained that the Stampe rolled very slowly, and he should resist using the rudder as it would kill the roll rate. Also, the engine rotation dictated rolling to the right.

He made it half-way around and we fell out at the bottom. I shouted, *"Wanna try again?"*

*"Sure. That was pretty bad."*

He nailed it with a steady roll rate; nose planted on the horizon and rolled out on heading.

*"That was great! Again?"*

*"No. I think I'm going to go out on that one."* And so, about six months later, he did.

After moving to Dallas, I joined up with a bunch of aviators for dinner and foul stories. Most were working age, in their 30's and 40's, frat boys flying on someone else's gasoline.

I looked across the room, and an old man was sitting at a table, all alone. His cane stuck about 3" above his bowed shoulders and head, which was slanted down toward the tabletop.

*"Hi! I'm Don. Who are you?"*

The head rose slowly, wrinkles causing a lot of drag. "*They call me Lucky, pleased to meet you."*

*"I'm curious, how'd you get into flying?"*

*"Well. My first paying job was flying an Army fellow named Lieutenant Lemay on a moose hunting trip up in Montana. After that I got a job flying a Curtis Robin, hauling the mail in the Peruvian Andes."*

I didn't move or breathe for half an hour or more, and when his wind ran out, his head sank back toward the floor.

While visiting my dad on the Caribbean island of Nevis, I spotted a very tall black gentleman walking in a stiffly brisk military style down the road outside, every morning. I stopped him and asked him in for coffee.

*"Hi! I'm Don. I see you walking every morning. Where do you go in such a hurry?"*

*"No hurry, I'm just 85 years old and want to stay healthy. My name is Sergent Major*." (I'm NOT kidding, that's his real name). *"I used to fly cargo in Africa, usually in a Piper Cub. One of my last hauls was a load of dynamite. I got stuck above low clouds with no instruments other than a compass, so I flew out over the ocean, came down below the fog to just above the waves, and headed back toward land where I landed on the beach."*

I regret that I never got to meet my mother-in-law, Esther Manning Shively Westervelt, one of the 28 WAFs. She was transporting military planes during WW2 while she was 5-months pregnant with my future wife. That eventually became apparent, and they let her fly a desk.

While reading her logs we found a just-the-facts story about ferrying a Cessna Bamboo Bomber from its repair depot all the way to a grass feed lot not far off the departure end of the runway. Smoke and flames were coming up from the floorboards, arguing that she get a different plane. They did that later the same day and she continued onward.

We found a photo of her in her WAF uniform, climbing down the port wing of what looks like a captured Messerschmitt Bf 109. She was being helped down by some enthusiastic Army Air Corps boys. The claimed story was this was intended as wartime propaganda, showing how even American women could fly the 109.

Cancer treatment at the VA hospital was denied in 1977 because she was not a "veteran." A couple of years later, representatives from the Smithsonian Institution visited her in the civilian hospital and asked her to donate her uniform. One of the 28 "Originals" would have her memory enshrined. The language and volume of her reply sent the Federal employees scampering out the door in a hurry.

When Bonnie and I decided to get married, we headed off in my Mooney toward Nevis to let my dad know that his introduction had grown roots. It was a regular route for me, normally stopping into Grand Turk, Puerto Rico, and sometimes St. Croix to keep the legs short and the fuel level high. We decided to fly from Florida to Nevis in one day, which was about 11 or 12 hours in the air.

After landing on Grand Turk for fuel, we filed our flight plan and headed to Isla Grande airport on the western end of San Juan. We pulled up in front of the Customs shed, walked in and greeted the agents.

One fellow leapt up, which was not an easy job, as he easily weighed 450 pounds. He had bright red hair, and his shirt was open to past his navel. He was shouting in a Bronx accent and had a 25-pound golden piece of jewelry which hung down onto the bulging shelf of his stomach.

This was NOT what one comes to the islands to enjoy.

He demanded everything be taken out of the Mooney and he reached in and peeled off glued-in side panels from the baggage bay. The entire time he was firing questions and threatening to impound our plane and fine us $5,000 for not calling ahead of time.

We had filed the flight plan with the Grand Turk tower, noting “Isla Grande,” but it seems they notified the main airport – previously referred to as “Isla Verde,” that we were coming.

So much time was lost that we took off into the falling dusk, IFR, with numerous towering cumulus clouds and rain showers ahead. This was before GPS and Loran, with us equipped only with VOR and ADF. There were no ground stations either, so we faced 2-hours of dead-reckoning, dodging the CU and showers, at night.

*“Mooney 28X, you’re departing controlled airspace. Have a nice night, frequency change approved.”*

A little over an hour and a half later, we looked down from 11,000’ and spotted flashes reflecting up from the ocean waves. We circled down to below the cloud bottoms at 1,100’ and resumed our heading. Twenty minutes later we saw bioluminescent breakers hitting the rocks along the St. Kitts shoreline.

*“Sorry 28X, Customs is closed on Nevis. You’ll have to spend the night here on St. Kitts.”*

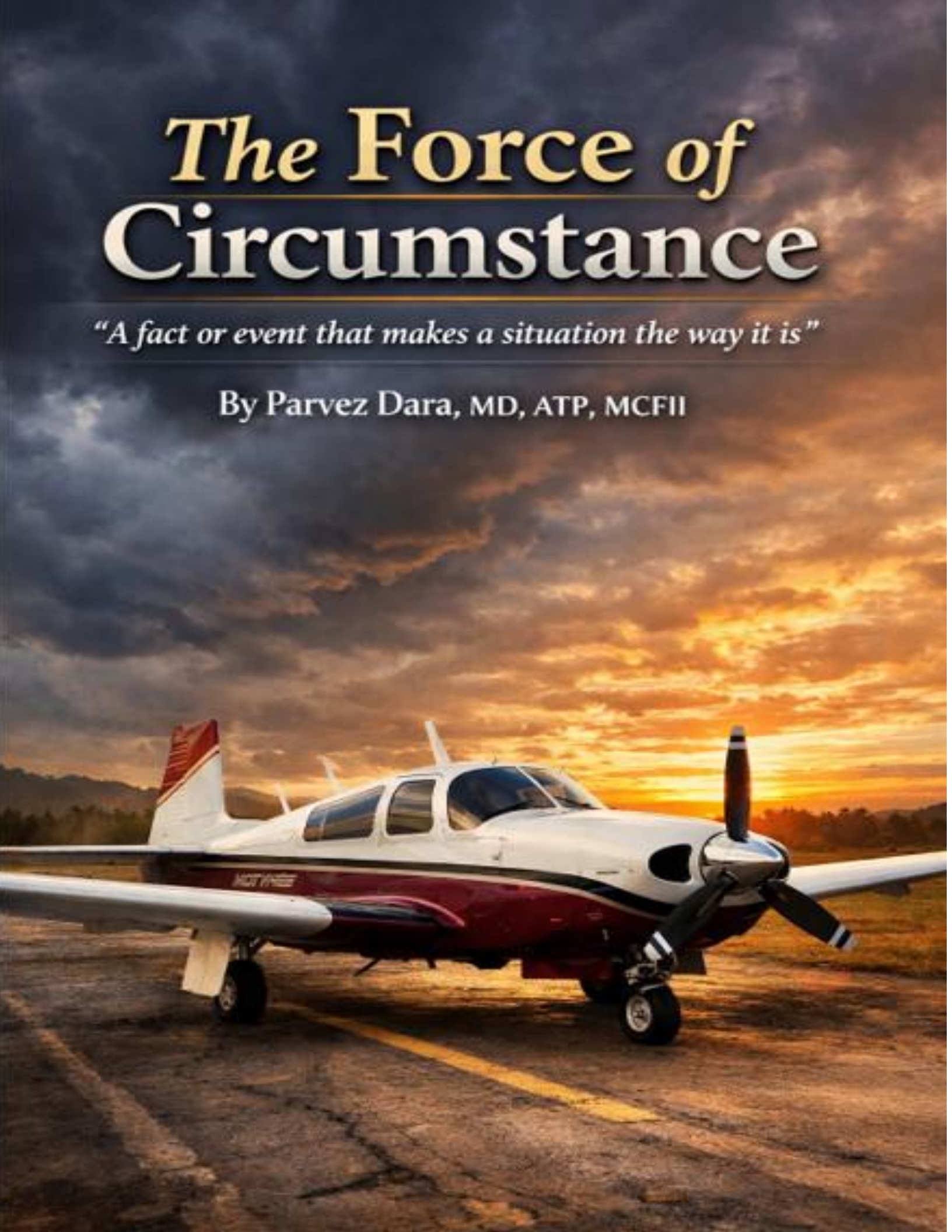
When I wasn’t watching one day, I too became an old grumpy aviator. The load of stories from old pilots, both male and female, sneak up on me from time to time. These grumpy heroes are all gone and not where they can repeat their worthy tales.

We’ve been fortunate to create our own stories. I hope I can remember some of them for a while yet.

# *The* Force *of* Circumstance

*"A fact or event that makes a situation the way it is"*

By Parvez Dara, MD, ATP, MCFII




By Parvez Dara

In the myriads of moments where we as humans interact with nature, the play remains the same. The facts mostly dictate our behavior. Our behavior is an instinctive process garnered by our lifetime of experiences. You know, the sort that defines the current computer logic of IFTTT (If This Then That). It is a primordial, reactionary, self-preserving, event. The lizard brain reacts in the fight or flight moments.
Flying is a continuous series of such moments. From the first moment of turning on the key to the shut-down. Every moment requires thought and action or reaction.

Once after a flight to get an oil change, I performed the mag check and there was an audible rumble that raised the hair on my neck. I repeated the procedure after leaning the mixture to help burn off the carbon on the plugs. The rumble continued. I went back to the shop. They opened the cowling on the M20M and looked specifically at the lower spark plug on the fourth cylinder and determined that it was bad and replaced it. Initially I thought, “Brilliance in workmanship,” but curiosity being my middle name, I asked them, “How did they determine that that was the spark plug that needed change?” I heard hemming and hawing and then one of the mechanics blurted out, “Oh, that was the plug that tumbled to the floor.” Was it a tragedy averted, or was it just another matter-of-fact eventuality that happens in the workshop where busy mechanics are flitting around trying to get things done? Stuff happens!

Another time at the hold short line, waiting for a pilot on a long final, I noticed the drop of more than the usual 30 RPM between the Magnetos. This time it was 50 RPM. I tested the leaning again and again. No dice. I repeated the process and the second time it was close to a 40 RPM difference. I wondered if I was trying to prove the initial event as a minor annoyance or a potential reality that needed to be addressed. Nevertheless, encouraged but cautious, I lined up on the runway after the Cessna pilot landed and gave it full throttle, while holding the brakes. The sound, power, Manifold Pressure, RPM CHTs, EGTs and the TIT all seemed good. I let go of the brakes and again, all seemed good and normal. I circled overhead climbing to a safe altitude away from landing and taking off traffic. I figured it might be a good thing to do a LOP magneto check in the air. That puts the stress on the magnetos, rather than looking for carbon on the spark plugs. At partial power, I performed the Magneto test and there was a moderate rumble and the RPM dropped by 50 RPM on the right Magneto. Aside from the little bead of sweat tracking down my spine, that wasn’t a good feeling at all. I repeated the Magneto check with a slightly higher power, and this time the drop in the RPM on the right Magneto was more than 50 RPM.

I landed safely back at the airfield and taxied back. Before shutting down the engine, I did a ground Magneto check and the RPM dropped to zero on the right. I pulled the mixture and shut the engine down.

Magnetos like all components of the aircraft, are life limited. It behooves us to remember that. Things need service when the POH calls for service. In my case the right Magneto had 550 hours on it.

Preceding the event, I noticed a drop in my IAS that I could not ascribe to any cause. Perhaps it was the migration in the Magneto timing of 22 degrees which TDC had checked, and it was fine? Perhaps it was cylinder issues? However, the Compressions and Borescope analyses were spot on. All the mental energies failed to answer the question of what made the IAS lower than normal by 4-5 knots, given similar atmospheric conditions of altitude and power settings?

This was all because of a circumstance that unfolded at the hold short line before take-off.

The autopsy of the Magneto yielded: “Worn off points and point cam followers, resulting in e-gap (internal timing) drift.

There are circumstances in moments that drift from a previously well-rehearsed play that need to be looked at with rigor and an open mind. With apologies to the Bard, “There are more things in the mechanics of the mechanical pieces that can go wrong than are evidenced in our mental philosophy and mind-set.”

Take every deviation of a known process seriously as an anomaly and a learning experience.

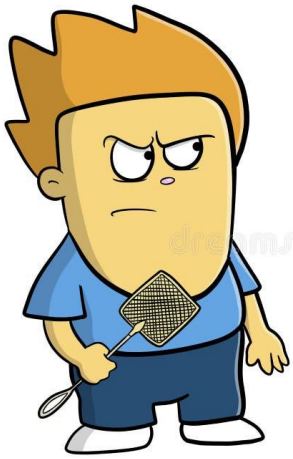
Stay Alert! Fly Safe and never make excuses for variances.

# That Dang Little Bug!



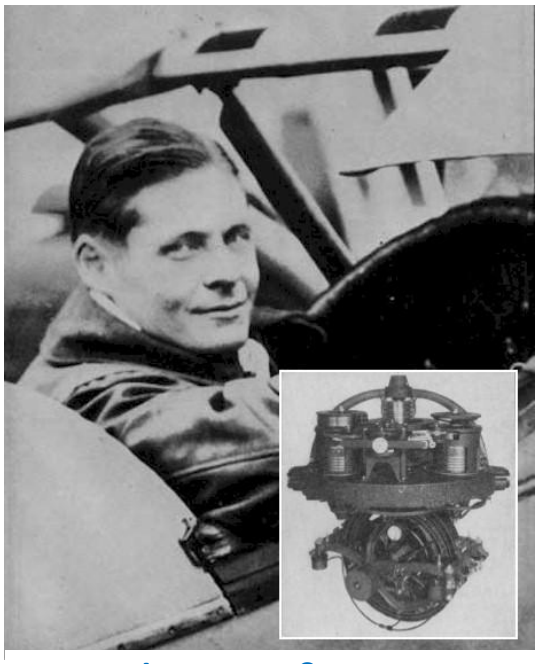
Jerry Proctor

Who here likes bugs? I think there are some scientists and enthusiastic non-professionals that really do like bugs. However, I bet they cuss and swat at flies the same as normal people do. hat said, there is one bug I really, really like. It's the Heading Bug or Heading Marker, which I will henceforth refer to as the Bug.



By Jerry Proctor

This renowned little device has quite a history. Its relative goes back to around the 12th Century when the compass was adopted for maritime use. Then, a Lubber Line was added that helped the sailor keep a constant azimuth. Move forward many centuries and in the 1920s, a well-known name in aviation, Lawrence Sperry of the Sperry Gyroscope Company, created the gyroscope. It was a huge leap forward for aviation, versus the whiskey compass. Then, 10-15 years later, they got a patent for a movable marker, now affectionally called the Heading Bug.



**Lawrence Sperry**

You are probably wondering why I am enamored with this simple little device, especially when I have flown numerous complex airplanes. Well, it really helps my simple mind remember what direction I should be flying. I touch the bug's adjustment knob dozens of times in a normal flight.

First, I use it to line up with the runway. If given a heading, I may use it to remind me which direction to turn after wheels up. Every single heading change I get from ATC, what do you think moves first, the yoke or the heading bug? Well, you guessed it. I always move the heading bug first, lest I forget where I am supposed to go.

You simply can't use the autopilot in heading mode without that dang Bug because it is controlling the whole airplane!

I use it a lot on instrument approaches, even for a correction of only one or two degrees, so that I have a movable home plate to point the airplane. Upon entering a hand or heading flown approach, I don't put my Bug on the exact inbound course. I consider winds and dial in a correction which leans into the winds.

I do love the more modern versions where you can mash the button, and it zooms to your current heading. But I am a simple guy, and this simple device suits me perfectly.

When I am instructing students, they will hear me harp about the heading bug.

Where are you going, or where do you need to turn next? I encourage them to adjust the heading Bug as often as I do. Some set it on the approach course, and some set it on the missed approach initial heading. Either way, that darn Bug has a very important role.

I could go on about my use and like of the simple little Heading Bug, but I think I have made my point. Use this very historic tool. It will keep you out of ATC hot water, wherein you hear that radio call, "Say heading Mr. Pilot."

That Beautiful Bug will keep you headed in the right direction and not on the south side of ATC.

*Fly always Safer,*

*Jerry Proctor*


The pilot intended to get fuel at the destination airport, which had cheaper fuel and was a short distance away.

During the Mooney M20K's preflight inspection, he noticed that the low fuel indicator was illuminated for one tank, and the panel gauge for the other indicated it was one-quarter full, which he estimated would equate to about 20 gallons. He cross-checked the levels with the airplane's fuel totalizer system, which indicated 20 gallons of fuel remained.

While en route, he noticed the fuel gauge level dropping faster than he anticipated. A short time later the engine lost all power due to fuel exhaustion.

He made a forced landing onto a dirt road on a farm, after maneuvering the airplane under a power line. The Mooney hit a fence on roll-out and sustained substantial damage to both wings. The pilot and passenger were not injured.

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

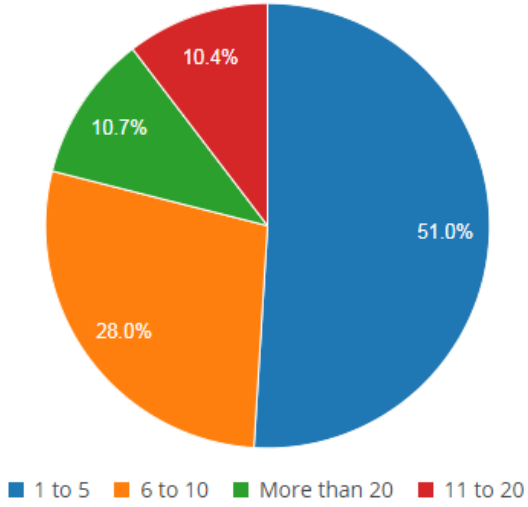
The airplane's low fuel indicators illuminate when about two-and-one-half gallons of fuel remain in their respective tanks. Each tank holds about 9 gallons of fuel when one-quarter full, rather than the 20 gallons the pilot had estimated.

The pilot told investigators that he had mistakenly used the airplane's total fuel capacity of about 76 gallons when making that calculation, rather than half the value that a single tank could hold. He added that he may not have properly adjusted the totalizer the last time he fueled up, so its reading was not accurate. Because the totalizer and fuel tank gauge readings were similar, he concluded that sufficient fuel remained "due to confirmation bias."

The pilot added that he is risk averse, conservative in nature, and has never departed with the low fuel light on before but, he surmised, the cheaper fuel at the destination likely influenced his decision to proceed with the flight.

**Probable Cause:** The pilot's improper preflight fuel planning that resulted in the loss of engine power due to fuel exhaustion.

**NTSB Identification: 193957**




Where do you fit in this pie chart?

**Could you possibly see yourself in the 6 to 10 hours per month area?**

# Monthly Flying

A recent AOPA poll found that most pilots fly 1 to 5 hours per month.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Jim Price
Co-Editor

Since the 1950s, the colossal Phoenix sign has adorned Usery Mountain, overlooking the Rio Salado Sportsman's Club, a steadfast guide for both airborne and ground traffic over the years. Today, it stands as a majestic symbol in the Phoenix East Valley, visible for miles around.


Perched atop Usery Mountain in northeast Mesa, the sign was masterfully crafted in 1956 by the late Charles Merritt, who led Air Explorer Post 13. Merritt was a World War II pilot, and he envisioned a beacon to aid transient pilots as they navigated their way to Phoenix, which was 20 miles away.

**Charles Merritt**

## 5 ½ Year Project

Explorer Scouts were ferried by bus from the old Williams Air Force Base in Southeast Mesa, to Usery Mountain. There, they coated the letters and arrow with white cement, a process which took 5 ½ years and involved 41 dedicated members of Post 13.

## The Recipe

The original paint job was done with a mixture of white cement (1 bag), lime (5 bags), milk (2 1/2 gallons) and salt (5 lbs.). All of the ingredients were mixed with water in a 55-gallon barrel and hand-brushed onto the rocks. The initial painting used around 800 gallons of paint. A repainting in 1980 used around 1,100 gallons.

Stretching almost as long as the Empire State Building is tall, the marker commands attention, visible even from an altitude of 50,000 feet and discernible from Interstate 10 south of Phoenix. Each letter stands approximately 100 feet tall and 12 feet wide, with the entire marker spanning 1,000 feet across, rivaling the size of the Eiffel Tower.

Throughout the years, various Boy Scout troops have undertaken the responsibility of maintaining the sign, which requires significant brush clearing and around 430 gallons of paint to keep it gleaming.



## GUMPS X 3 in 3D

**by Richard Simile, Thunderbird Aircraft Sales**

Lately, as I have increased in age, I seem to be looking for new ways to mitigate ever having a GEAR-UP LANDING. **I do not believe in that old saying, "There are those that have and those that will."**

I am certain that all pilots in this Mooney Group have good pre-landing Gear Check protocol. This year I added an extra dimension to mine, which I wanted to share with all of you. I always use a GUMPS X 3 program for every landing. However, this year I started to enhance it with what I call 3**D AUGMENTATION**. It's quite simple, really. I use my mind to place myself looking back at the aircraft in flight from the 10:00 o'clock position, 75 feet out and VISUALIZING the landing gear DOWN. I then grab the gear handle and hold it until I confirm it is in the down position, by verifying the GEAR DOWN annunciation light is illuminated, looking at the floor window to verify that the gear is, in fact, down. Then I go back to that 10:00 o'clock and 75 feet position to take one more virtual look. At the same time, I feel the energy and "Drag" on the aircraft. It is still a GUMPS X 3 Protocol, and now it has a **NEW 3D AUGMENTATION** for better **Risk Mitigation.**





Send your questions for Tom to TheMooneyFlyer@gmail.com


How do I install the new fuel senders that improve the accuracy of the fuel levels?

Are they worth the price?

**Tom's Answer**

You asked two good questions, and a great deal of the answer depends on your aircraft and how much you value accuracy.

The biggest part of the job is running the wiring to the new transmitters. We must remove almost all the interior, and I estimate that it takes 10 plus hours, maybe more.

If you are keeping the old gages, I don't think it is worth it, because matching digital to analog just doesn't work. Now if you are installing one of the new digital systems which will replace the old gauges, then it is a good upgrade. For me, if I put fifty gallons in my plane it is simple to figure out how long I can fly, but then I am old school. Part of the install problem is you must run power wires from the instrument panel to the transmitters, so you can see where a lot of man-hours are involved. From a shop point of view, the man-hours involved are a plus.

Please remember that many of the parts to maintain the old Mooneys are not available, so there may be limited choices. In that case, I suggest that you invest in an entire upgrade.



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


Which
is for you?
231
201
Your aircraft can be equipped exactly the way you want it.
Mooney
The with extra performance.
The with exquisite economy



# *Court Hands Victory to Watsonville Pilots in Airport Land-Use Dispute*

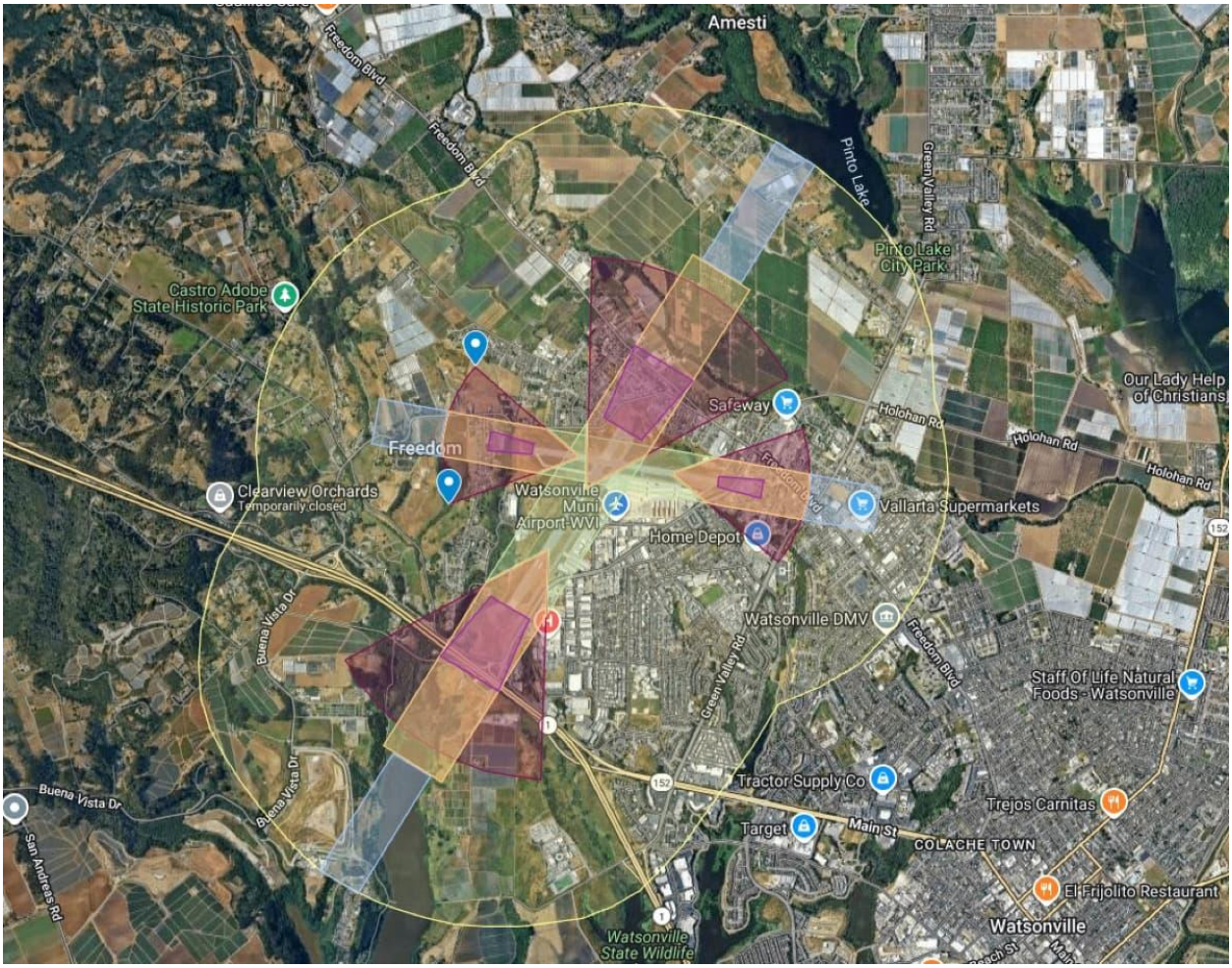
By General Aviation News Staff · March 1, 2026

WATSONVILLE, California — In a decision that reinforces long-standing airport safety protections, a judge has ruled in favor of the Watsonville Pilots Association (WPA), finding that the city of Watsonville unlawfully approved development projects near Watsonville Municipal Airport (**KWVI**) without complying with state aeronautical law and prior court orders.

In a 24-page decision issued Feb. 3, 2026, Santa Cruz County Superior Court Judge Timothy Schmal granted the pilots association's petitions for writ of mandate, declaratory relief, and injunctive relief, concluding that the city acted in violation of the State Aeronautics Act (SAA) and the California Environmental Quality Act (CEQA).

The ruling centers on the city's 2021 approval of a 21-unit residential project at 547 Airport Boulevard, located within the airport's designated safety zones. The court found that the city

approved the project despite failing to incorporate mandatory state airport safety standards — contained in the California Airport Land Use Planning Handbook — into its General Plan, as required by law and by earlier court rulings dating back more than a decade.




**Safety zones around the airport. (Photo courtesy Watsonville Pilots Association)**

“This case is not about discretion,” the court wrote, emphasizing that the city has a “very strong mandate” to adopt all state airport compatibility standards into its General Plan before approving development near the airport.

# *Florida Lawmakers Back Ban on ADS-B Billing*

**AOPA, Mar 12, 2026**

The Florida House of Representatives passed **S.B.422** on March 10, after it passed the Senate in February.

“We’re grateful to Senator Tom Wright and Representatives Doug Bankson and Kim Kendall, who introduced this important legislation and recognized what’s at stake here. Not only will this go a long way to protect the privacy of pilots, but it also ensures this safety-enhancing tool is only used for its intended purpose,” said AOPA Southern Regional Manager Stacey Heaton.

The Florida bill’s passage comes as similar bills gain support and momentum in Congress, which is now considering the Pilot and Aircraft Privacy Act, in other state capitols, and among top aviation safety officials.

“ADS-B data should never be used for accessing a pilot’s personal information or for being used as a cash register. It should be used for its intended purpose—to give pilots situational awareness to help avoid mid-air collisions and for controllers to create airspace efficiencies. When the nation’s leading transportation safety expert, state legislatures, airports, companies,

and hundreds of thousands of pilots all support PAPA, it's time to address this situation," said AOPA Senior Vice President of Government Affairs and Advocacy Jim Coon.

"It's also important to point out that none of these bills—at the federal or state level—would prevent an airport from charging 'necessary and appropriate' landing fees; anyone claiming that is just spreading misinformation. They simply block the use of this safety-enhancing tool to collect them," added Coon. "In light of the DCA accident last year, Congress is debating an ADS-B mandate. That safety goal is undermined as long as this safety tool is being used for collecting fees and not enhancing safety."

In addition to prohibiting the use of ADS-B data to assist in the collection of fees, the PAPA bill (**H.R.4146** and **S.2175**) would also:

- Clarify that ADS-B data may only be used for its intended purposes of air traffic safety and efficiency.
- Expand a provision in the FAA Reauthorization Act of 2024 that would effectively ban any government official from initiating a non-criminal investigation based solely on ADS-B data.
- Ensure airports are transparent about proposed fees and their intended purpose.

In addition to the Florida bill being passed by the legislature, Montana **became** the first state to ban the collection of ADS-B-based fees from most general aviation pilots in May 2025. Lawmakers in more than a dozen other states, including Arizona, Oklahoma, and Minnesota, have introduced or are considering introducing similar bills.

"We are grateful to state lawmakers across the country who recognize the importance of this issue, and its impact on aviation safety. Despite the state-level momentum, a patchwork solution isn't enough to make the skies safer for all of us—only Congress can fully resolve this problem with a uniform law for all states," said Coon.

Airports in a number of states—including Illinois, Massachusetts, Florida, New Jersey, California, and Ohio, among others—have also endorsed PAPA.

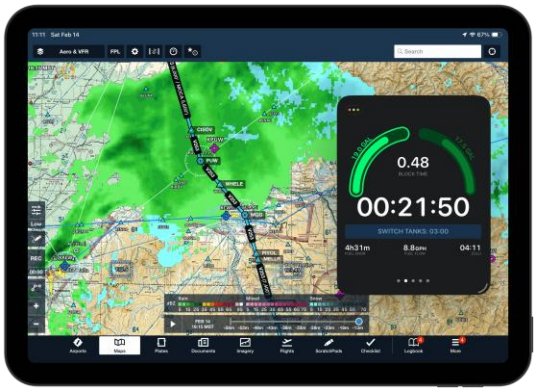
NTSB Chair Jennifer Homendy said the practice "should be prohibited" at a Senate Committee on Commerce, Science, and Transportation **hearing on February 12**.

"ADS-B is a safety tool, and it should be used for safety, not as a revenue generator to charge general aviation pilots ramp fees or landing fees," said Homendy, adding that ADS-B-derived fees could discourage pilots from installing or using the technology.

"There is no question that ADS-B has been a gamechanger for general aviation pilots," said AOPA Air Safety Institute Senior Vice President Mike Ginter. "While we're in one of the safest periods for general aviation in our nation's history, there is a lot of concern out there that the continued use of ADS-B to charge fees would reverse that trend."

# *Monitor fuel status and flight times with SkyTimer's new iPad app*

Sporty's iPad Pilot News, Mar 13, 2026




SkyTimer app will track total time, time out, time off, and time on each fuel tank. Using the fuel burn you entered when creating an aircraft profile, SkyTimer offers updated endurance estimates, fuel load in each tank, and total fuel burn. It's simple, but it's well designed, easy to read in flight and visually clean.

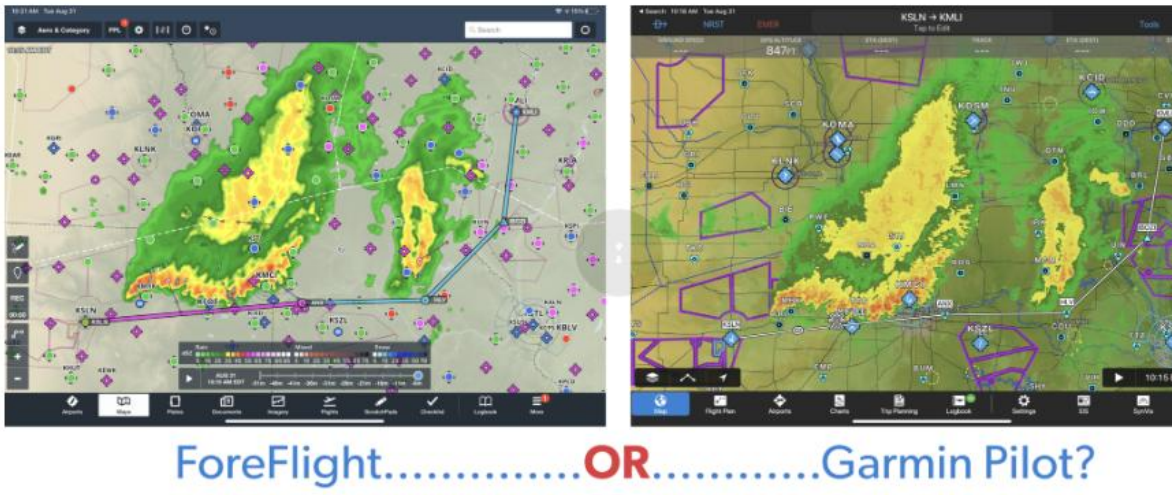
The app has grown significantly over the years and continually adds new features to take advantage of the latest iOS capabilities. It includes support for the Dynamic Island at the top of the iPhone screen, allowing you to monitor fuel status while using an EFB app. It also includes a full-featured Apple Watch app, with support for live SmartStack widgets on a watch.


**Now available for iPad**

The most recent update adds a new iPad app, allowing you to take advantage of all the app's features on a larger screen. The app syncs all of your data via iCloud, so you'll automatically see your aircraft and flight history in the new iPad app. The standout feature is its full support for multitasking, including Slide Over, Split View, and the new windowed mode in iPadOS 26. This allows you to keep the app in view right alongside your favorite EFB app in flight.

# *ForeFlight vs. Garmin Pilot: Key Differences to Help You Decide*

***Sporty's iPad Pilot News, 10 Feb 2026***




You bought an iPad to use in the airplane and now it's time to decide which app is best for your aviation chart and data needs. Here we'll take a look at 3 standout features from each app that serve as key differentiators.


| | |
|---|---|
| FLORIDA MOONEY 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** |
| MOONEY SAFETY.COM | Apr 24 – 26, Tucson, AZ<br>Sep 11 – 13, Manchester, NH<br>Oct TBD, Kerrville, TX (with MooneyMAX)<br>CLICK HERE to Register |
| AUSTRALIAN Mooney PILOTS ASSOCIATION LTD | **Learn More at** https://www.mooney.org.au/ |
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Hangar stored for years, now ready for overhaul(s) and refurbish. * Airframe and engine 1439.1 TT. McAuley prop. O360 engine. Wood-wing.

* Would consider selling only the engine and prop. However, sentimentally prefer to find a Mooney Lover seeking a great project. * Telephone: 419 591 6477 for further information.

This Cowling was removed from a M20E and replaced with a M20J (201) cowling. The cowling is located at Fullerton Airport (KFUL) and is in excellent condition. Offers accepted.

Contact: Bernard Lee – leebern@msn.com (562-865-2547)

P/N 310309-501
P/N 310309-502

These fairings are new and priced @ $280.00 each or $525.00 for both. Priced elsewhere @ $362.69 each.

Contact: Bernard Lee – leebern@msn.com (562-865-2547)

Bushing P/N 914007-003 - 2- Bushings in the original package @ $35.00 each. Priced elsewhere @ $45.00 each.

Bushing P/N 914007-005
1-Bushing in the original package @ $59.00
1-Bushing loose @ $50.00
Priced elsewhere @ $69.00 each

Contact: Bernard Lee – leebern@msn.com (562-865-2547)

Access Covers P/N 3000-901 (2-available) - 1-without nuts attached.
Make offer. Contact: Bernard Lee – leebern@msn.com (562-865-2547)

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

This Part #75730, when installed on Lycoming IP360-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


# 1966 MOONEY SUPER 21

- TT 6023 hours
- SMOH – 532 hours, LyCon of AZ
- STOH – 280 hours, Western Skyways
- Avionics: ADSB in/outStratus ESGi
- KX155 Nav/com with glide slope
- TKM MX12 with VOR
- Texas II speed mod conversion
- Gap seals/wing tips/belly conv.
- Union Industries Elec. Ignition
- ECI engine monitor
- 2-blade Scimeter Prop
- PT/Interior – 7.5

***FOR MORE INFORMATION***

(480) 802-8520 | tarundus@juno.com

# FOR SALE - $115,000

# Mooney M20E 1964 SN 347

**Contact Don Peterson at**
**autotech@flash.net**

One owner since 1979
Factory Rebuilt IO360A1A
"Zero time", *NOT* overhauled
300 hrs on 2,200 hr TBO
Roller-tappet engine
6,850 Total hours AF
Surefly
Scimitar prop new 2007, no ADs
90-Gallon Fuel Tanks
PC wing leveler
New cabin cover

GTN650 GI275 GTX345 GMA340
MK12D w/GS, EDM730
WX500 Remote Stormscope
JPI Fuel Totalizer
Spare MK12D, VOR only
Plus tools, 4-person raft, manuals and much more

***Use QR code to access photos, more details, and contact***

**1997 MOONEY BRAVO FOR SALE**
**$298,000**

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


**Contact Information:**

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

Key Features

**Engine and Airframe Time:**

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

**Avionics:**

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

**Additional Equipment:**

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

**Recent Updates:**

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

**Aircraft Location:**

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


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