The Mooney Flyer

The Official Online Magazine for the Mooney Community

www.TheMooneyFlyer.com

January 2026

Editors

Phil Corman | Jim Price

Contributors

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

Departments

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

Mooney Mail – *Feedback from our Flyer readers.*

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

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

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

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

Features

If you love ***The Mooney Flyer*** and want to keep it healthy,

Click HERE to Donate

and we will email you when we publish a new issue.

Click HERE to Subscribe

Find all the back issues, starting in 2012.

Click HERE to view the Archives

The views expressed in each author's article are their own.
The Mooney Flyer's goal is to educate, inform, and entertain Mooniacs.

Happy New Year

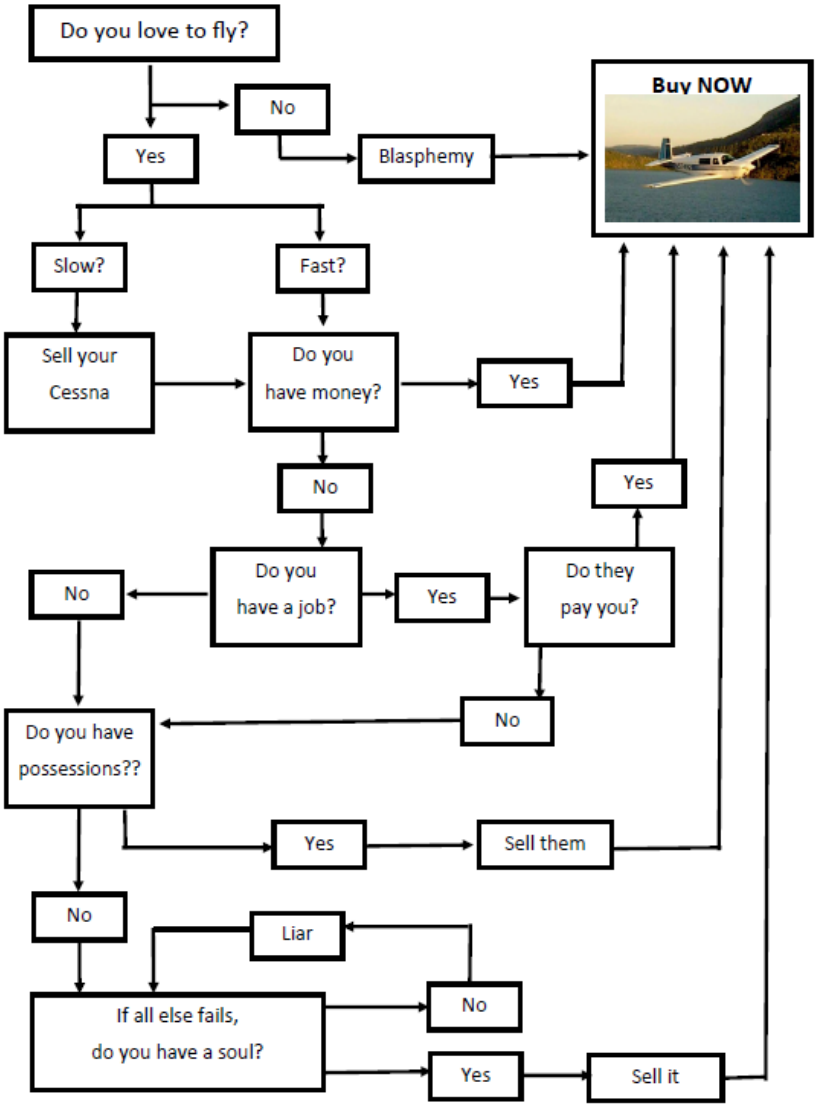
Here's hoping that your 2026 is the best year ever for you and your Mooney.

Fly often… fly safe… Fly to new places… meet new Mooniacs, (the greatest group of pilots anywhere).

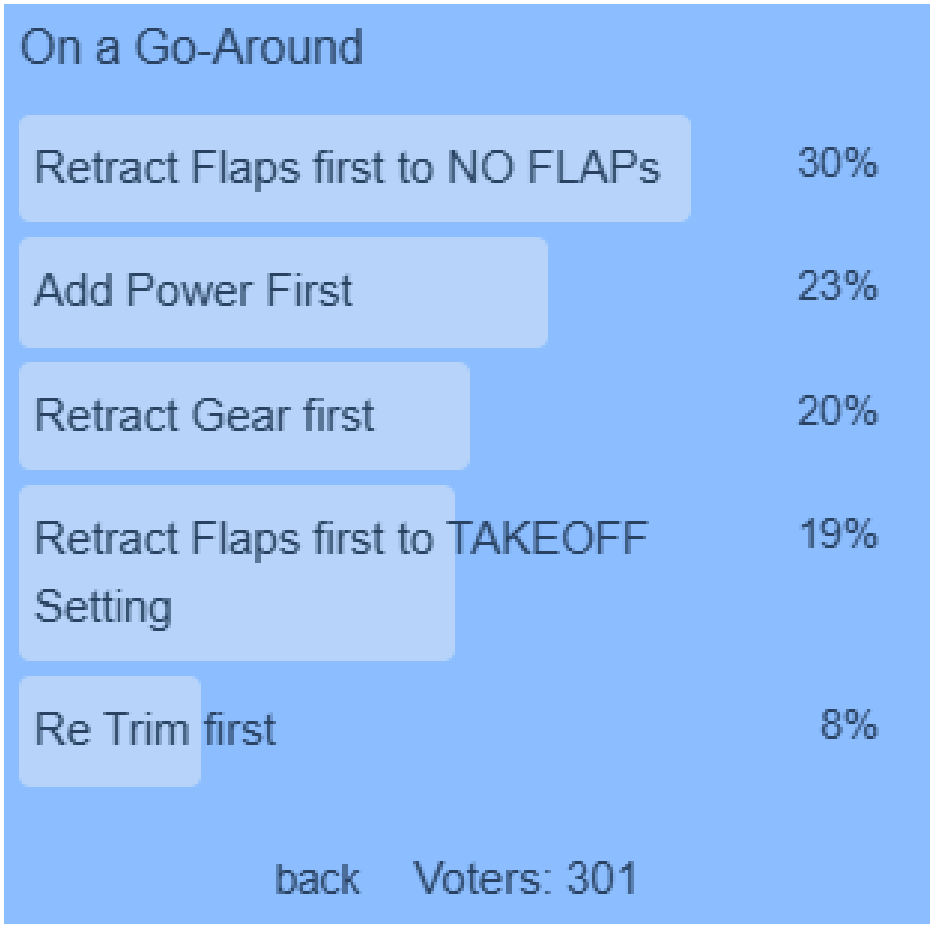
Making new year resolutions is an annual event, so here are a few ideas:

- Enroll in the Mooney Safety Foundation's PPP (Pilot Proficiency Program). If you only do one thing this year to improve your flying safety, this is IT! This 2-day program is the single best thing you can do to improve your flying safety. Mooney CFIs will teach you and fly with you in your plane. They will tailor each session to you.
- Do an Annual Flight Review as part of the FAA wings program. Over time, we all tend to develop a bad habit or two. Performing a Flight Review can clean these up. If you have never done this, give it a try.
- Attend FAA Safety Seminars near you. Like most things, you need to attend a few. You will pick up a few diamonds in these sessions.
- Get a new rating or endorsement in 2026. Perhaps you could get an Instrument Rating. It'll sharpen your skills and allow you to depart and arrive in IMC, even if you don't want to fly in hard IMC. Or you could get a tailwheel or a seaplane endorsement. They're fun and will broaden your skills.
- Vow to fly more often. To keep your skills honed, you should try to fly every week, or at least every other week. In addition to your skills, you will keep your Mooney and its engine in fine shape. It's a Win-Win.
- Review your POH from cover to cover. Every time I read my POH, I learn something new. Review all the emergency procedures and consider adding them to a custom sheet you can tape to the back of your clipboard. How about those hot starts, short fields, etc. Your POH is your bible for flying your Mooney. Take another read this year.

Whatever you choose to do. Fly Fast…. Fly Far… and Fly Safely!



Submitted by Damon Trimble



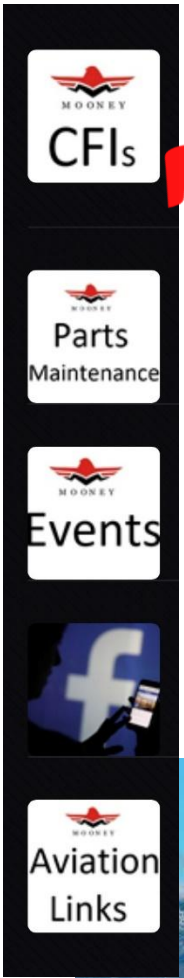
Next month's poll: "Regarding LASAR Assurance"

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.

I'm not a Mooney flyer (although I have some time in Mooney's) but read the Mooney Flyer on a regular basis. Very well-done publication and I always learn something.

However, I do have a minor comment on one of your articles. In the latest version (V4 #12), you have an otherwise excellent article on page 14 about choosing an IFR alternate. In the article, it is stated that "A NA on an instrument approach plate means the airport is not authorized as an alternate."

I don't think that's what it means. The "A NA" means the particular approach, not the airport, is not authorized. For example, if you go to KJYO you will see two approaches: RNAV 17 and ILS 17. Only the ILS 17 approach is NA. You can still file the RNAV 17 as an alternate. So, the NA applies to the approach, not the airport.

Thanks for doing what you do!
Stephen

You are right Stephen. Thanks for catching that. **Jim**

Stephen responded: Another example that drives your point home is the ILS 26 at KMRB. It is marked as "A NA." But you can still file as an alternate the KRMB VOR A, RNAV 8 or the RNAV 26.

NEW Houston Tank Specialists, LLC NEW

Presents

PUC-SAVERS

Patent Pending

Reduces disk compression/deformation
Reduces tire storage flat spots
Allows storage with full Fuel

Introductory Price of $699 ($799 reg)
Shipping TBD (Jacks not included)
Handling $25

Contact: Houston Tank Specialists, LLC
281-799-8487
PucSavers@HTSLLC.NET

Video: https://www.youtube.com/shorts/UY_9IYvVkn4

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

PucSavers – Why does EVERY Mooney NEED Them!

What do they do?

1. Lifts the weight of the plane off of the shock disks and tires.

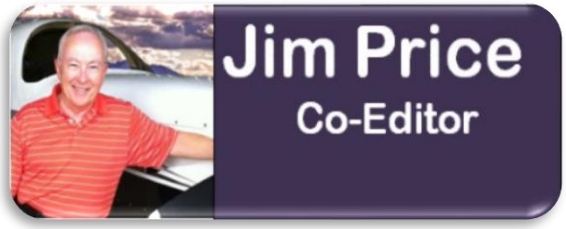
What are the benefits?

1. Promotes the expansion of the disks back to their original shape.
2. Extends the life of new disks by reducing disk compression during storage.
3. Reduces tire flat spots therefore reducing abnormal tire wear.
4. Allows the plane to sit at the proper attitude for take-offs and landings.
5. Reduces the shocks transmitted to the airframe.
6. Allows the storage of the plane with full load and full fuel tanks.
7. Quick and easy to install and remove as needed.

Where to get them?

Houston Tank Specialists at PucSavers@HTSLLC.Net Phone 281-799-8487

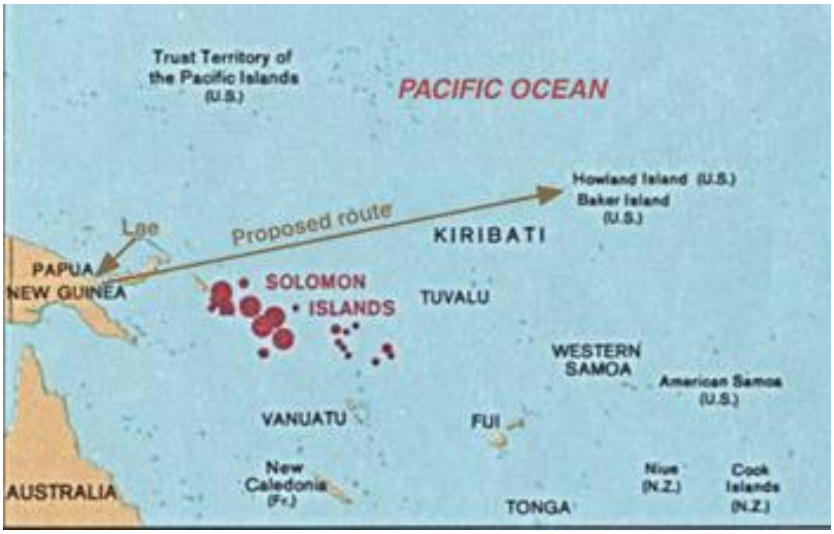
She Flew Around the World



Amelia Earhart was the first female pilot to fly solo non-stop across the Atlantic Ocean and set many other records. She was one of the first aviators to promote commercial air travel. She wrote best-selling books about her flying experiences, and was instrumental in the formation of the Ninety-Nines, an organization for female pilots.

In 1937, flying a Lockheed Model 10-E Electra airplane, she attempted to become the first woman to complete a circumnavigational flight of the globe.

Howland Island is a small sand-strewn coral reef in the Pacific Ocean, 1,600 miles from Honolulu. There, the US government prepared a landing base for Amelia, complete with the means to refuel her Electra.



The airstrips the US government constructed were subsequently damaged in World War II, never maintained, and gradually disappeared.


Fred Noonan

Earhart and her navigator Fred Noonan, disappeared near Howland Island in the central Pacific Ocean. The two were last seen in Lae, New Guinea, which was their last land stop before their planned refueling stop at Howland Island. It is generally believed that they ran out of fuel before they found Howland Island and crashed into the ocean near their destination. Noonan was declared dead June 20, 1938. Earhart was declared dead on July 5, 1939. When they disappeared, Amelia would have been 41 and Fred would have been 45.

Jerrie Mock, the “Flying Housewife”

When a Cessna 180 departed Ohio’s Port Columbus Airport (CMH) on **March 19, 1964**, the tower controller sarcastically transmitted, "Well, I guess that's the last we'll hear from her."
The controller couldn’t believe that a 38-year-old housewife with three kids could successfully complete a flight that had killed the legendary Amelia Earhart. However, the world was about to learn they had underestimated Jerrie Mock.

While millions know Amelia Earhart's tragic story, almost no one knows the name of the woman who actually succeeded—the first female pilot to fly solo around the entire world. Jerrie Mock was born on **November 19, 1925**. She completed her 23,206-mile journey in a single-engine Cessna 180 on April 17, 1964, accomplishing what Earhart had died attempting 27 years earlier. The press called her "the flying housewife." History barely remembers her name.

Tomboy

During her childhood, she found that she had more in common with boys. In 1932, when she was 7 years old, her interest for flying was sparked when she and her father had the opportunity to fly in the cockpit of a Ford Trimotor airplane.
She was 12 years old when Amelia attempted to fly around the world. When Jerrie listened to radio reports of Amelia’s adventures, she dreamed of soaring over oceans, jungles, and deserts.

In high school, she took an engineering course. She was the only girl in the class and there, she decided flying was her passion. After graduation from Newark High School in 1943, she attended Ohio State University. There, she was the only woman in her aeronautical engineering class. The male students avoided her—until she scored perfectly on a brutal chemistry exam, while the boys struggled with the test. Suddenly, they wanted her in their study groups. However, in 1945, women didn't become aerospace engineers. In 1945, at age 20, she left college to marry Russell Mock and soon found herself involved in motherhood.

Years passed. Three children came along with endless household routines. The dreams faded but never disappeared.

Once her older kids started school, in secret, Jerrie began taking flying lessons, saving grocery money for each precious hour in the air. When she finally earned her pilot's license, something inside her reignited. One evening, exhausted by another predictable day, she complained to her husband, "I'm so bored I could scream."

Russell laughed and said, "Maybe you should just get in your plane and fly around the world."

Russell was joking. Jerrie wasn't.

For a year, she prepared obsessively while experienced pilots told her she was insane. The Columbus Dispatch newspaper provided financing for her expedition.

Joan Merriam Smith

Joan Merriam Smith

Two days before Jerrie's departure, Joan Merriam Smith, took off from a field near San Franciso, CA on March 17, 1964 with the same goal.

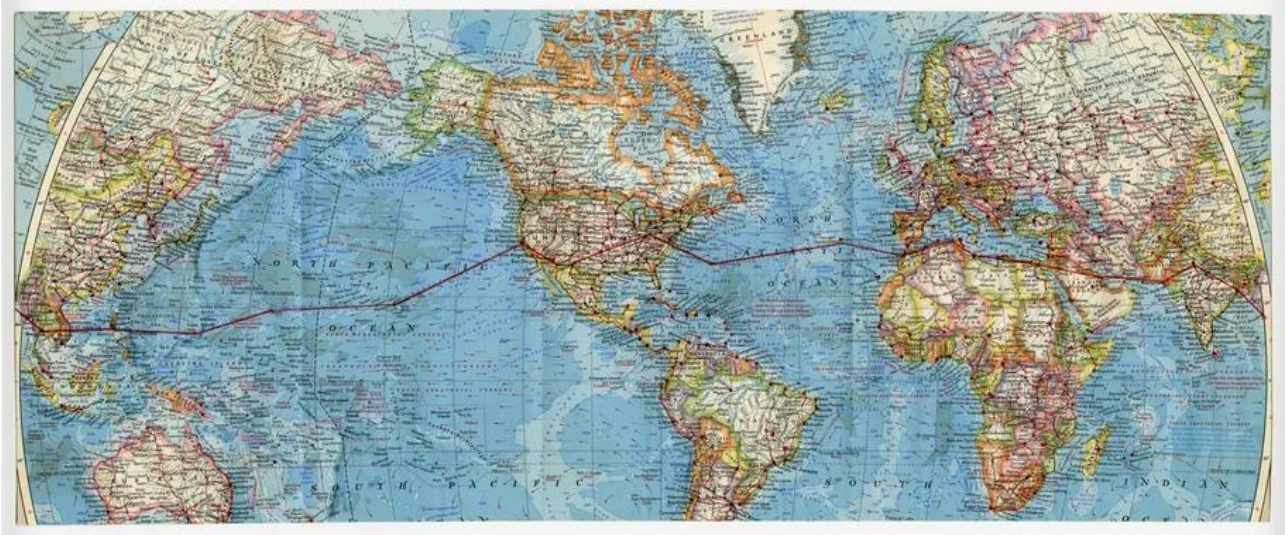
Her departure date and flight plan was the same as Amelia Earhart's last flight, on her own round-the-world attempt.

Jerrie's Sightseeing Adventure was now a Race

Although Jerrie and Joan were not in direct competition with each other, media coverage soon began tracking the progress of each pilot, fascinated with who would complete the journey first. Jerrie was now in a grueling marathon filled with 12-hour days, and limited chances to sleep. All alone, without a navigating companion, she found her way using maps and stars.

She travelled eastbound, over countries like Morocco, Saudi Arabia, and Vietnam.

After stressful days traveling over the Atlantic, Mock was greeted by the president of the Aero



Club of Morocco. She stayed the night in a French home, where Mock reported, "There were no nightmares of thunderheads over the Atlantic. Dressed in red satin, I danced in marble palaces."

In Egypt, she inadvertently landed at Inshas Air Force Base, a secret off-the-map Base. There, she was met by armed soldiers. The soldiers kindly pointed out nearby Cairo International, and the controllers quietly cleared her for the short hop. In Egypt she crossed off one life goal—seeing the pyramids.

Mock later journeyed to Saudi Arabia, where she landed at Dhahran Airport, located in in the North Eastern part of Saudi Arabia. She was quite a spectacle because in 1964 women were not allowed to drive a car in Saudi Arabia, let alone fly an airplane. (In 2017, Saudi women received driving privileges).

After Jerrie landed in Dhahran, an angry crowd of men, refused to believe a woman had flown the plane solo. One of the men approached her aircraft and looked inside. Jerrie recalled, “His white-kaffiyeh-covered head nodded vehemently, and he shouted to the throng that there was ***no*** man. This brought a rousing ovation.”

Flying over Vietnam, Jerrie noted that, "Somewhere, not far away, a war was being fought, but from the sky above, all looked peaceful."

Touch Down

Twenty-nine days after the Columbus controller had dismissed her on March 19, Jerrie Mock touched down in Columbus, Ohio on April 17, 1964.

Five thousand people flooded the runway, cheering until their voices gave out. The governor rushed to shake her hand. Reporters fought for interviews. Standing before the roaring crowd, tears streamed down her face, Jerrie could barely speak. She said, "I don't know what to say. This is just wonderful."

But fame didn't suit her. "The kind of person who can sit in an airplane alone is not the type of person who likes to be continually with other people," she explained. She gave a few speeches, wrote a book that few people read, then quietly returned to her life. By 1969, financial struggles meant she could never afford to fly again. The cockpit that had given her freedom became a memory. When asked about her historic achievement in later interviews, she downplayed it with characteristic humility: "I just wanted to have a little fun in my airplane."

Joan Smith completed her flight on May 10, 1964, becoming the first person to fly around the world close to the equator. Her longest solo world flight of 27,750 miles (44,659 kilometers) earned her that year’s Harmon Trophy for a woman pilot.

Jerrie Mock passed away in 2014 at age 88. No major news outlets covered her death. The woman who proved every doubter wrong, who had flown 23,206 miles solo when the world said she couldn't, who accomplished what her hero Amelia Earhart had died attempting—slipped away in Quincy, Florida, as quietly as she'd lived. Thanks to the help of a volunteer pilot, she took her final flight in a Cessna 180, and her ashes were returned to the clouds.

But on that April day in 1964, when her wheels touched Ohio soil after circling the entire planet, one thing was crystal clear: The Columbus tower controller had been spectacularly wrong.

Yes, we heard from Jerri. We just forgot to listen.

Jerri Mock's Cessna 180, the *Spirit of Columbus*, which she flew around the world, hung in the National Air and Space Museum of the Smithsonian.

With the opening of the Udvar-Hazy Center, the Spirit of Columbus was placed on display.

In 2022, the plane was moved from the Udvar-Hazy Center to the new "Thomas W. Hass We All Fly" gallery in the museum on the National Mall in DC.

President Lyndon Johnson awarded Mock the Federal Aviation Agency Gold Medal on May 4, 1964

In 2022, Mock was inducted into the National Aviation Hall of Fame in Dayton, Ohio.

A life-size bronze sculpture of Mock, sculpted by Renate Burgyan Fackler, was unveiled in the courtyard of The Works museum in Newark, Ohio on September 14, 2013.

Jerri Mock's Firsts

- First woman to fly solo around the world
- First woman to fly around the world in a single-engine plane
- First woman to fly U.S. – Africa via North Atlantic
- First woman to fly the Pacific single-engine
- First woman to fly the Pacific West to East
- First woman to fly both the Atlantic and Pacific
- First woman to fly the Pacific both directions

Official World Aviation Records: 1964–1969

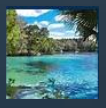
- **1964:** Speed around the world, Class C1-c & Speed around the world, Feminine
- 1965: Speed over a closed course of 500 km, Class C1-b
- 1966: Distance in a straight line, Feminine
- 1968: Distance in a closed course, Class C1-c, Distance in a closed course, Feminine & Speed over a recognized course
- 1969: Speed over a recognized course

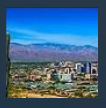
Plan Now to Become a Safer Pilot in 2026

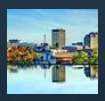
Learn more about attending a Mooney Pilot Proficiency Program (PPP) at MooneySafety.com

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

Her at 830-315-8008

Jan 30 – Feb 1, Ocala, FL 

Apr 24 – 26, Tucson, AZ 

Sep 11 – 13, Manchester, NH 

Oct TBD, Kerrville, TX (with MooneyMax)

CLICK HERE TO REGISTER

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

MOONEY SAFETY.COM 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.

On Mentoring a Young CFI. . .

by Parvez Dara, MD, FACP, ATP, Master CFII, MEI

Mentoring is a difficult art and perhaps has a tincture of science sprinkled into it. If you consider that it involves two brains, two minds and all the baggage accumulated throughout the years in each one. One of those minds has more experience than the other, and who is not to say that all experience is good and rewarding or bad and punitive? And yet, here we are moving along in this universe learning from each other and growing as we do, with good, bad and all that baggage.

A young flight instructor asked me to ride with him in a rented Mooney. I said, "Of course," and on a beautiful blue-sky day with nary a leaf moving on the trees, we decided to go flying. After going over each item on the checklist as we walked around the aircraft, peering one by one at what was essential, I asked him if he was satisfied with the aircraft preflight. He said he was. While I was climbing up the wing to open the cockpit door, I then asked him if he might take a quick cursory look to make sure that everything was in order. He went around and exclaimed, "I thought you removed the chocks."

Indeed, I had left them there on purpose. "Glad you found out before you started the engine."

After a second, I asked, "Anything else?"

He looked up with some suspicion. He was the smart one. He knew there was a game afoot. He looked around the aircraft and then replied, "No nothing else is out of place."

I put on a momentary quizzical look and then said, "You know it appears there are some bird droppings in this hangar and sometimes a wayward bird gets in here. Please, check and see if there is anything in the cowling air inlet ports."

Sure enough, he found my wallet buried next to the alternator. "Cheeky, aren't you?" he said, and then after a moment he retorted, "I am just a passenger."

As pilots we cannot move through the world splicing together the fundamentals of uncertainties with our insecure certitudes and claim safety. The haunting proximity of "risk" in flight, compels us to carefully follow the checklists.

Back at the hangar, the conversation started by focusing on the preflight checklist. "Why did you put your wallet in there?" he asked.

"Because" I said, "you will be flying with many different pilots and it is incumbent on you to make sure that the aircraft is airworthy, in addition to the student or the owner of the aircraft. Your life also depends on everything functioning well."

He nodded in agreement.

"So, what is it that you would like to do after your CFI?"

He stopped and looked at his feet and then answered, "I want to get my 1,500 hours as a CFI and then apply for a job with the airlines."

"Good for you." I replied. There was a moment of silence and then he said, "You seemed uneasy with my answer."

"No not at all. Everyone has a dream, and all must follow their dreams. If that is what you want to do, then that is what you should do, and you will be good at it," I answered.

Moments later, I suggested that perhaps, while he is working to accrue his hours, he should maybe take the time to realize the needs of his students. "Show them techniques and quiz them for answers so they can expand their knowledge base and understanding of the aircraft. Make them think. Show them how to be one with their personal magic carpet. Teach them risk management and avoidance of impulsiveness. Show them how to respect aviation."

After the aircraft was cleaned and tucked away, he closed the hangar door and we walked out.

He said, "You are a doctor, right?"

I replied with a nod.

"But you are also an instructor." There was a question in his words.

I told him I have had a love for aviation since childhood and was able to fulfill my dream in two ways, as a physician helping patients and saving lives, and as a pilot and an instructor doing the same.

I told him that a friend of mine was the chief pilot for a major airline, who once said, "You will never know the good you do, but you will know the harm you might.'"

As an instructor, it is imperative to guide a student and emphasize the importance of the checklist. A single missed item can lead to bad tidings. Each item is there for a reason and each one of them represents a point of failure if not adhered to with attention. Teaching the aerodynamics of flight is equally important to knowing that there are risks involved with flight,

such as other traffic in the skies, the fickle winds, and the gathering lift in atmosphere to precipitate a thunderstorm. I told him about my instructor, who stopped me from taking my solo cross-country flight for the private pilot certificate requirements, on what seemed like a beautiful day, when there were only a few small, happy, white cumulus clouds. It seemed my instructor's decision was based on the Planetary K-INDEX and other factors that he had experienced; things that I had little knowledge of at the time.

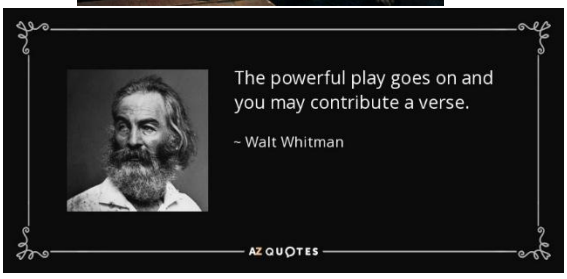
Dejected after all that preparation, I drove home with droopy shoulders. When I was halfway home, all hell broke loose. There were thunderclaps and lighting bolts, and the windshield turned opaque from the cascading water. I learnt that day about the fickle nature of weather itself.

I also mentioned to my young CFI that there are no gas stations in the sky, (except for the fighter pilots), so make sure you always have enough fuel. Fuel starvation, exhaustion and contamination are the number one reasons why aircraft tumble out of the sky. Never put only $100 worth of fuel in the airplane for a $200 hamburger run. I suggested he fly with as many pilots as he could, not for the instruction, but for the learning. Soon his library of wisdom would grow, and he would be able to learn from his students as well. He thanked me for the flight, for our conversation and my time and walked away.

I learned a couple of years later that he had gotten his ATP rating and was now the chief CFI at another airport. I ran into him at one of the airport-cafés and he greeted me with a handshake and a huge smile. He thanked me for that flight and said he had found his vocation. He was ecstatic at what he was doing with his life, "Teaching pilots to be safe."

Long ago, Walt Whitman stated, "The powerful play goes on, and you may contribute a verse."

Robin Williams who played Mr. Keating in "Dead Poet's Society" asked, "What will your verse be?"



Our young and friendly CFI found his vocation with joyous delight and his verse was to help teach and save lives!

To which I thought, "Live Long and Prosper!"

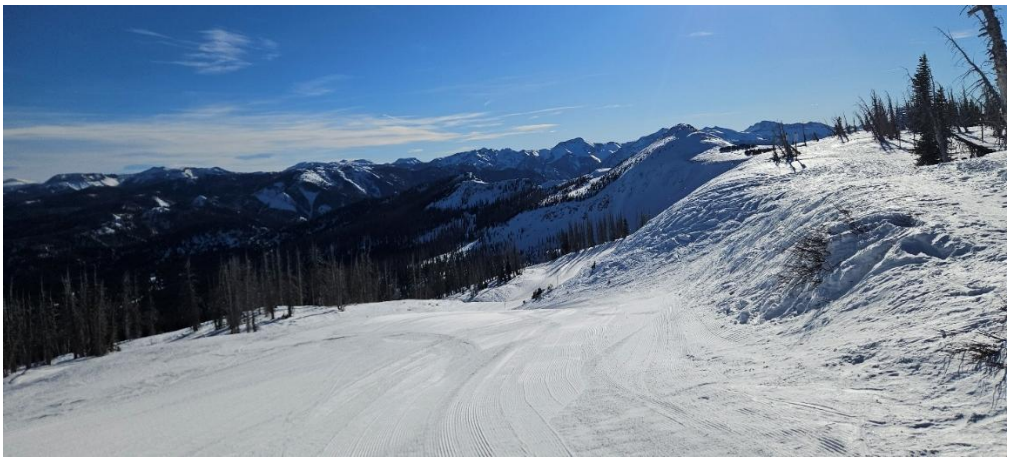
Always Expect the Unexpected

No, I didn't come up with that line on my own. We've been listening to Tom Selleck's autobiography, cleverly titled, "You Never Know." It's great, and he's the one that reads it, which makes it fun to hear his voice as he tells his stories. Several times he says, "Always expect the unexpected," and I thought, "That can apply to flying as well."

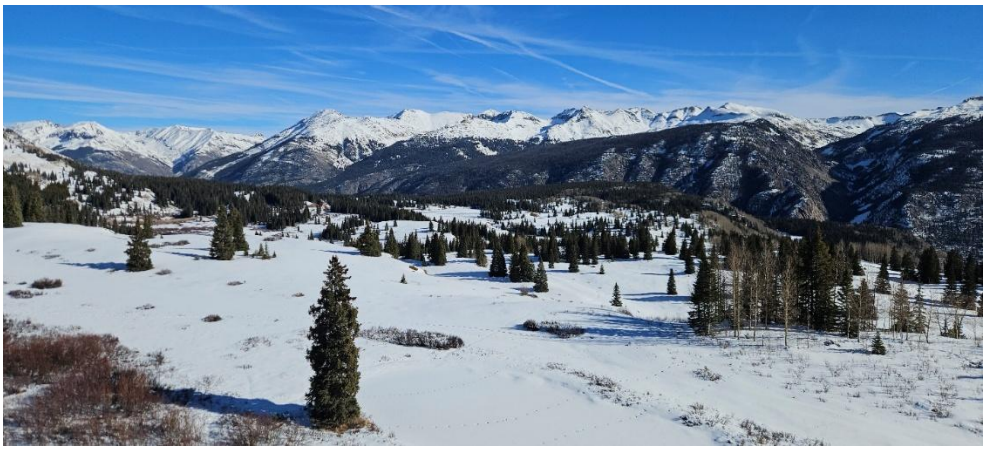
We had our first ski trip of the season, and it was okay. Well, the skiing was okay, but the trip was great! Winds were favorable and we could have made the flight in one hop from Fullerton (KFUL) to Pagosa Springs (KPSO) in just over 4 hours. We would have landed with my personal minimum of 10 gallons of fuel on board but decided that there was no rush to get there. So, we split it in half, making a fuel stop at H A Clark Memorial in Williams, AZ (KCMR).

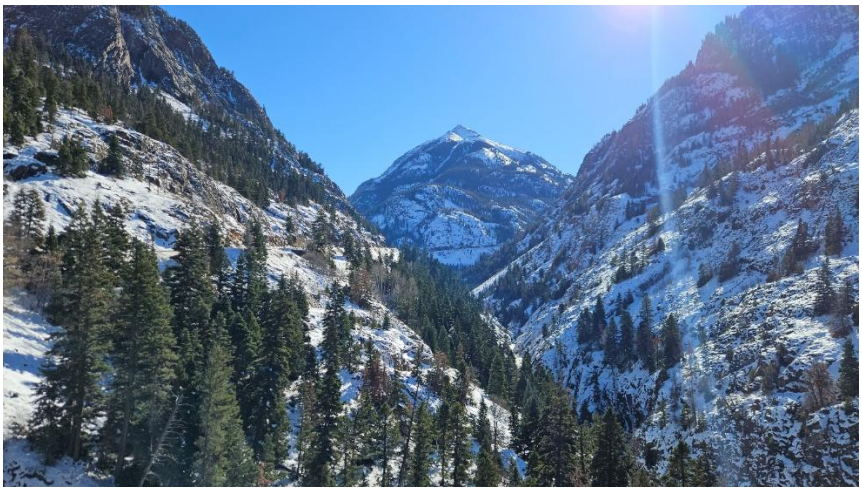
Three hours is a sweet spot for me, but by four, I really want to get out and stretch my legs and give my backside a break. Two-hour legs go by really fast. The weather was perfect, the visibility unlimited, and from the air, the high desert in eastern Arizona and western New Mexico never disappoints.

I know some people like "Spring Skiing" conditions. I guess I'm not some people. I like it cold, down in the teens where the powder stays light and fluffy. The snow at a lot of resorts has been very thin, or non-existent this year. Fortunately, Wolf Creek had a 30" base, which is enough to ski the groomers, but far from the amount needed to head off into the trees. When we arrived at the resort Thursday morning it was 27° F. We called it quits at 1 pm when it was 47° F. No, that isn't a typo. For me, 47° is way too warm to ski.



The forecast for Friday was more of the same, so we took a drive on the Million Dollar Highway from Durango through Silverton to Ouray. It was absolutely gorgeous. There are some different theories why it was named the Million Dollar Highway, but I'm going to go with Million Dollar Views. If you love the mountains, which I do, it is a must-see scenic drive. It was made even better with the Guide Along app that we downloaded. It tells you what you are seeing as you drive, which little side adventures to take, and bits of interesting history.





Saturday was another warm day at Wolf Creek, but we were able to get in some fun runs in the morning before it started to get a little slushy. Hopefully, by the time our next trip rolls around in January, it will be a lot colder, and they'll have a couple of big storms dump before we get there.

Sunday morning, we got up and headed to the airport early. It was cold overnight and the expected frost was there on the plane, except on the cowling where the engine heater puts out enough heat to keep it clean. It was in the 20's outside, but the cylinder and oil temperatures were in the low 70's.

I got out the little hand broom I keep in the plane and brushed off as much of the frost as I could, then loaded up the plane. I pushed it back from the tiedown so it would point directly at the sun. This way there wouldn't be any shade from the fuselage on the wing. By the time I borrowed the crew car to run our car back to the house and returned, the sun and warm temperatures had eliminated all the frost on the dark blue of the tail and leading edges of the wings. There were still some small areas of frost just back from the leading edges.

Now it was a balmy 34° F outside and we got in, started up, and I went through all the pre-takeoff checklists while waiting for it to warm up enough to perform the runup. The transient ramp is sloped away from the sun. My little mind thought that if I could get more direct sun on the wings it might speed up the frost melt, so I taxied down to the departure end of the runway and pointed the plane at the sun. (No, we weren't sitting on the runway but at the end of the taxiway).

I watched as the frost slowly receded and after about 10 more minutes, the wings were clear. This delay would turn out to be a blessing in disguise.

We again made a stop at Williams to refuel, before embarking on the final leg of the trip. The weather briefing I got before we started the day showed that by noon, Fullerton "should be" clear, even though it started out the day with fog and ¼ mile visibility. We wouldn't be arriving until about 1 pm.

I checked the weather in Fullerton before taking off from Williams and it was still overcast at 500' with less than a mile of visibility. That is below my personal minimums and minimums for the approach, but we had two hours of flight time ahead of us and in the LA Basin, a lot can change in 20 minutes. So, we launched and headed west. If it didn't clear up, there were options for landing.

My old home base of Corona, Chino where I did all my PPL flying, and Riverside where I've been many times, were all VFR.

About every 30 minutes I checked the weather at Fullerton. I know, they update once an hour but if there are significant changes, then they do more frequent updates. Always expect the unexpected. About an hour into the flight, I felt it should have cleared up. However, Fullerton was reporting visibility 1.5 miles, scattered at 600' and overcast at 1,000'. At least it was trending in the right direction. Twenty-two minutes later it was reporting 1.75 miles of visibility with mist and scattered at 1,100'.

That was doable, but now it was decision time. I was flying VFR but would need an IFR clearance to land at Fullerton. It was within my personal minimums. 20 minutes from landing we began our descent. The hazy weather was keeping most of the Sunday flyers on the ground, so Approach wasn't very busy. I haven't had them deny a popup IFR request, although there are times that I receive a "stand by."

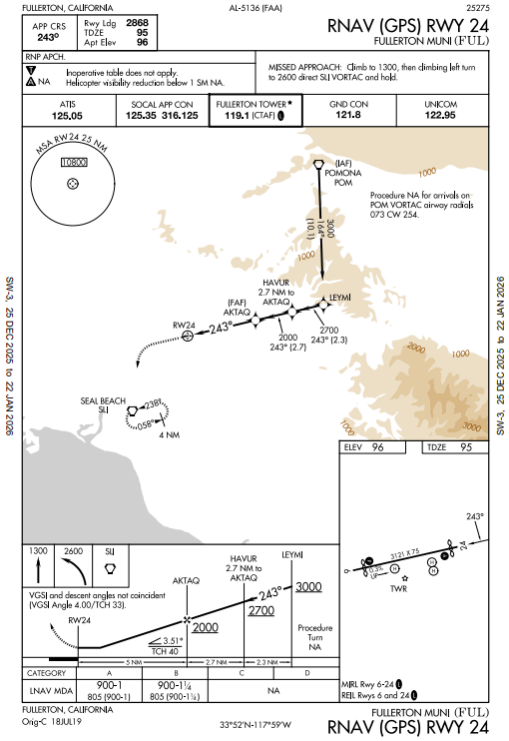
Me: "SoCal Approach, Mooney 1015 Echo, request."
SoCal: "1015 Echo, go ahead."
Me: "Descending through 7,000 about 12 miles north of the Homeland VOR, would like to pick up an IFR into Fullerton."
SoCal: "Mooney 15 Echo, squawk 5223."
Me: "5223 15 Echo."
SoCal: "November 15 Echo, you are radar contact seven south of the Redlands airport. Traffic 10 o'clock two miles northbound descending out of fifty-four for Redlands, a Skyhawk."
Me: "Looking for traffic 15 Echo."
SoCal: "Roger, the altimeter three-zero-zero-five and just verify you're IFR equipped and capable."
Me: "Three-zero-zero-five, affirmative IFR equipped and capable."
SoCal: "November 15 Echo, you are cleared to the Fullerton Airport via direct Paradise, join Victor 388, Seal Beach VOR, direct, descend and maintain 6,000."
Me: "Cleared to Fullerton airport via direct Paradise, Victor 388, Seal Beach VOR, descend maintain 6,000, 15 Echo."
SoCal: "15 Echo readback is correct."

I put PDZ into my panel nav and hit direct, dialed in 6,000' on the GFC500, switched my tablet from VFR to IFR charts, and then programmed the rest of the route into the panel nav. Incredibly Fullerton was broadcasting the Localizer for runway 24 instead of the standard VOR approach, but I requested the RNAV 24 from the next controller. He said it was "on request" and the next sector vectored me to the RNAV 24 IAF after I checked in.

Me: "SoCal approach Mooney 1015 Echo, 4000 on Victor 388"
SoCal: "1015 Echo SoCal thank you, turn Left Direct LEYMI, cross LEYMI 3000 and cleared RNAV approach Runway 24 Fullerton."
Me: "Left direct LEYMI, cross LEYMI at 3000, cleared RNAV 24 Fullerton 15 Echo."

We flew over Chino Hills State Park, which was green from the recent rains, as we looked at the haze and mist ahead. The sky was clear blue, and it looked like someone took a paint brush and dragged a line of white paint across the sky with it fading away to the ground. We were handed off to tower and I checked in.

SoCal: “November 15 Echo, contact tower on 119.1, we'll see ‘ya.”
Me: “119.1, have a great day, 15 Echo.”
SoCal: “Thanks, you too.”



Me: “Fullerton Tower, Mooney 1015 Echo RNAV 24 approach.”
Tower: “Mooney 1015 Echo, Fullerton Tower, continue on approach, report airport in sight.”
Me: “Continuing, will report the airport in sight, 15 Echo.”

I continued down the approach, descended through 1,100’ and didn’t see the airport. At 1,000’, I could make out the warehouses on short final. Passing through 940’ at about a 2-mile final, I could finally see the airport. If this were my first visit, I’m not sure I would have been able to see the airport at that point. I would have had to level off at 900’ and continue a little bit further. With almost 350 landings at KFUL, and almost all of them on 24, knowing right where to look helped.

While taxiing to the hangar, it was odd looking up at what appeared to be blue skies and knowing it was still IFR conditions. Over an hour later, it was still IFR with haze and 2.5 miles visibility. I’m grateful to all my friends that have spent time with me shooting practice approaches, to not only be current, but proficient and able to put the plane safely on the runway.

If you always expect the unexpected, there will be fewer surprises while you’re flying, and fewer surprises make the flights safer and more enjoyable.

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's the Little Things

Part Deux

By Jerry Proctor

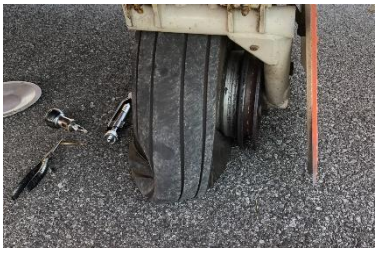
Last month, some of you may have read my article about the little things. You need to scroll all the way down in that magazine, even below the advertisement by Richard Simile. I have no problem with the last article. I'm thinking they saved the best for last, or maybe….? Anyway, here is my second article about "*The Little Things*."

Tire Pressure. My Wife and I are cyclists. I am rather new to the sport, but she has been riding for years. As I was starting out, I would check my tire pressure by the good old, two fingers squeeze of the tire. If it was soft, I'd drag out the pump. However, I learned that my self-calibrated finger squeeze was far from accurate. So, I recommend that you pump the tires each time you ride.

How often have you smoothly cruised through your preflight and looked at anyone of the three tires and said, "Yah, looks ok to me"? Maybe you were right, but often you won't be. I mean, in the first place, who wants to crawl under the wing to try to measure the pressure? Then, finding out it is low, now you have to hook up what until recently was an ungainly tank and pump system, just to put a few more pounds in your tire. What a pain!

So, let's look at some of the possible issues with low tire pressures.

- First on the list, it causes excessive wear and tear in parts of the tire that normally are not designed to be in contact with the surface. New tires are not cheap, and neither is the installation.
- Next, tires with low pressure also create excessive heat. I live in Arizona and the tarmac here can get hotter than a hoochie coochie, as the song goes. What could follow having a really hot tire during a landing or take off roll? Blow out! Now we are in a whole new arena. If you have any speed at all, your odds of staying on the runway surface diminish with each knot. During runway departure, now we are really getting serious. The Mooney landing gear is strong, but a high-speed departure from the runway absolutely risks gear collapse. Then, we could not only be looking at under wing or belly damage, but maybe even a prop strike. Welcome to a six-figure repair.
- Another issue is less effective braking, and with a short runway, that could be an issue.
- Also, it is harder to ground handle, which puts stress on whatever you are using to move the plane.



While it is seldom a fun event to check the tires, tire pressure matters. It is also very likely that no self-respecting pilot can determine their Mooney's tire pressure by looking at. The exception is, if it is flat. I can guess the pressure then.

Fly Pumped up and always safer,

Jerry

Put Stick Here

By Don Peterson

Two months ago, I reported the sale of my Mooney, which included handoff, ferry flight, and a little instruction for the new student-pilot owner. He and I remain in touch, and in the coming year I hope to get back to East Texas a time or two to continue his growth as a Mooney owner. He's finishing his ticket in a Cessna 172; good call.

I instructed a bit back in the 90's, but since then I have been mostly available for friends that needed a BFR, aerobatic coaching, or for those few exceptional pilots with that special something, where I'll most likely be feeling lucky for the experience.

Luscombe 8A

Nathan was a neighbor lad in our Airpark who spoke very rarely but frequently showed up at my open hangar just to watch me work on our Stampe or Zlin. That's a good sign. My wife had sold her Luscombe to a neighbor lady who had gotten her ticket in a Luscombe 8A years earlier, and it was time for her husband to get on board. When she started having babies and he had his ticket, they offered to sell the plane to Nathan. Not yet 18, he found the money. Another good sign.

Traditionally, the plane had been handed from friend to friend, almost always feminine, but a promising neighbor lad seemed to qualify. Also, the unspoken rule was to add $500 to what you paid when handing it off to the next lucky caretaker. It was all in the family, after all.

I didn't serve as his primary instructor, but when he picked up the keys for the little taildragger, I took on the job of getting him cleared for that special thrill. As is my habit, I also walked him through a full precision spin course. I don't wish to sound preachy, but I sincerely believe that one should be comfortably competent at the extreme edges of flight to be truly safe with everyday stuff. Responses to emergencies need to be practiced and automatic, or they are simple pop-quizzes weeding out the ordinary.

He showed up at my open hangar with a big grin on his face. He got about half-way through describing his just-completed spin practice when I foamed over with, "***I don't want you doing spins without me with you!***"

He sounded like the Luscomb at low idle, "but-but-but-but…"

I calmed down, acknowledged that I probably hadn't made that limitation clear enough, but asked him to please let me complete this phase before he does any more solo aerobatics.

Nathan is long past being a teenager. He is married with children, working as an ocean-going ship's Pilot, and the Luscombe is elsewhere. I suspect the chain of neighborly and feminine ownership has melted away.

I taught Ollie through his PPL. He was an English teenager, and his dad shipped him over for my special kind of tough love. He held a UK Glider license, and his father was a famous aviation photographer, author, and ferry pilot. Ollie probably had 500 hours or more of stick time, while accompanying his father on deliveries and photo sessions. A goofy-looking freckled redhead, he arrived with magic hands. Gliders are good at teaching one how to FLY. Maps, arithmetic, and regulations are entirely different skills. He failed his written exam seven times before getting to his check ride. I would have happily climbed into any cockpit with him at the controls, but . . .

We were using a modified Cessna 150. It had an O320 engine, curiously placarded for use with 100 octane fuel. Our field was at 4,300 MSL, and I had seen this plane indicating 140 kts while flying around in the neighborhood.

Upon flying up to meet the examiner at Truckee-Tahoe (TRK), Ollie was asked to explain his just-presented cross-country planning. The DPE pointed out that the field elevation at the test airport was about 6,500', and Ollie had used a 1,000 FPM climb rate in a C150 with two on board, and sufficient fuel for the flight he'd planned. Ollie is a literal lad, and he responded that this aircraft could climb at 1,400 FPM fully loaded at this altitude, and asked if the examiner prefer to use that number?

A little surprised, the examiner asked what sort of planes he had been flying recently.

Beechcraft T-34

"I've been getting some time in a T-34," he said with a gap-toothed straight face.

The man-in-charge, with raised eyebrows asked, "What's that like?"


Pilatus PC-7

"A lot like a PC-7, but the latter has a better climb rate."

Still calm but surprised, he asked if Ollie had any twin time?


Beechcraft 18 "Twin Beech"

"I was flying a Beech 18 yesterday while my dad completed some close formation photos."

The DPE surrendered and said, "Let's go fly."

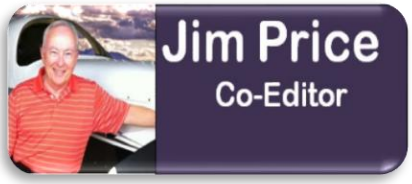
The new owner of my 20E has soloed, but he is not yet through his cross-country work. He was flying in the left seat for all but the first leg of our ferry flight from Nevada to East Texas. It was hard to imagine that his pattern and landing work in a small Cessna were truly sufficient to fly solo, let alone fly cross country, but he has a healthy mix of confidence and humility. He's promised to get worked over by an experienced Mooney pilot – preferably with Johnson bars as well – before going off on his own.

At one point I found myself grabbing his wrist while he lowered the gear to forcefully rotate it, so his hand was correctly positioned on the Johnson bar, while also using my right hand to push forward on the yoke to avoid the approaching low altitude stall.

One of my Russian aerobatic coaches used to refer to their country's teaching technique:

"PUT STICK HERE!"

CFI Attempts Go-around With Full Flaps Extended



The flight instructor, who was at the flight controls of the Aero Commander 100, and the student pilot departed Runway 31 and entered the left traffic pattern at the airport in Texarkana, Arkansas.

The CFI told investigators that while in the pattern, he lost situational awareness and aligned the airplane on final approach for Runway 4 with full flaps extended.

Upon realizing his error, he applied full power and turned right to enter the downwind for Runway 31, but he did not retract the flaps.

The airplane was unable to climb and hit a heavily wooded area, sustaining substantial damage to both wings, fuselage, vertical stabilizer, and horizontal stabilizer.

Both the CFI and student sustained minor injuries in the crash.

Probable Cause: The pilot's improper decision to attempt a go-around with full flaps extended, which resulted in decreased climb performance and led to a collision with trees. To download the final report, **Click here**.

You can Safely Go-around in Your Mooney

Adding Power

Slowly add power – remembering that the aircraft will want to raise its nose like a puppy that is longing for your love and kisses. Many go-around accidents are caused when the pilot rapidly increases power. This leads to a rapid increase in torque and p-factor.

Trimming
A Mooney configured with full flaps, the engine at full power and the trim set for landing, can create a powerful back pressure on the yoke. Be prepared to push forward and start trimming nose-down. Fly the airplane and give that elevator your best Stiff Arm!

Flaps
Don't go all at once from landing flaps to flaps up. You should change flap settings one flap setting at a time. (Landing or full flaps, to Takeoff Flaps, to Flaps Up. Dumping all the flaps right at the moment you pitch up can lead to a nearly instant stall. Do not fully retract the flaps until clear of obstacles.

We recommend that after climb is established, position Flaps to TAKEOFF POSITION. You may want to practice this on the ground to see how many seconds it takes to move the flaps from 'FULL' to 'TAKEOFF' flap position. If it takes 2 seconds to go from full flaps to takeoff flaps, when you need to go around, you won't need to stare at the flap gauge; you can just count – "1,000 1, 1,000 2").

Clean it up
Raise the Gear.
Complete flap retraction to 'FULL UP.'

Increase Speed
Now that you are safely climbing, don't make a turn until everything is stable and your airspeed is safely at or above **Vy** because stall speed increases rapidly as bank angle increases.

Fly the Airplane

Take care of you and your Mooney FIRST.

Fly Safe, Jim

Thunderbird Aircraft Sales

Specializing in pre-owned Mooney Sales and Brokerage

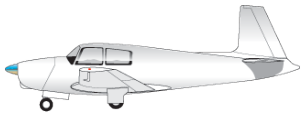
Hello my fellow Mooniacs,
My name is Richard Simile, and I am the President of Thunderbird Aircraft Sales. Thunderbird Aircraft Sales Specializes in the Sale and Brokerage of late Model Mooney Aircraft. If you are considering the purchase of a newer Mooney, or thinking about selling your current Mooney, we hope you will consider using Thunderbird Aircraft Sales.
Our objective is always to provide a very pleasant transactional experience for all parties involved and that is a formula that works well. We have three offices, Auburn, AL, Chandler AZ, and Pensacola FL. Please give Thunderbird Aircraft Sales a call **602-884-2111**, or email richard@thunderbirdaircraft.com. We look forward to being of service to you. Thank you.

richard@thunderbirdaircraft.com or 602-884-2111
www.thunderbirdaircraft.com
334-332-2100 Auburn, AL Office
602-884-2111 Chandler, AZ Office
850-723-3644 Pensacola, FL Office

100% Bonus Depreciation – Mooney Aircraft

by Richard Simile, Thunderbird Aircraft Sales

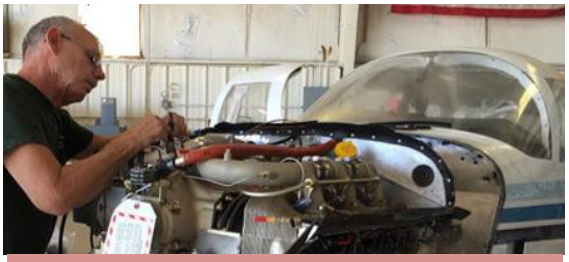
I hope everyone had a great Christmas and New Year, I sure did!!! It feels like only a few months have passed since the last New Year!!! What the heck? The years are flying by Mooney Fast, (no pun intended). Many people are not aware that Bonus Depreciation even exists, so I wanted to let everyone know a little bit about it. It is where you can write off 100% the cost of a business asset against income. Since many people use their aircraft for business, the write off is perfectly applicable and legal. Unfortunately, many are just not aware of it. This new 100% Bonus Depreciation rule makes the end of the year an aircraft salesperson's busiest time. It is also very busy at the beginning of the New Year as the folks that had consumed all of their Bonus "D" in 2025 "on other things" are now able to purchase their dream Mooney Business Weapon in 2026. If you fall into that group, you are very lucky indeed as there is still some very good inventory out there to choose from and you get to fly your dream machine all year long, plus write it all off on your 2026 taxes. Yeeee Haaaa !!!!



Mooney Maintenance

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

CLICK HERE to download Mooney's 100 Hour Inspection Guide



CLICK HERE to find Parts and Maintenance Support

Ask the Top Gun

Tom Rouch

Founder of Top Gun Aviation, Stockton, California

Send your questions for Tom to TheMooneyFlyer@gmail.com

During these hard times, it has become increasingly more difficult to get parts for my Mooney. Can you list the parts that have long lead times?
Also, can you identify places to go to for hard-to-get parts?

Thanks for all you are doing, Mr. Rouch!

Tom's Answer

To say, "parts are hard to get," that's the understatement of the century. We work anything that flies. Of course we specialize in Mooneys, so that narrows it down to about 60 production years and a full alphabet of models. The older the model, the harder it is to find parts.

Gear actuators come to mind as one of the hardest to support, but keep in mind that cost is not material, since there are very few options. The first place to look are salvage businesses like BAS Part Sales. They have quite a few airframe parts. You can also call the Mooney shops around the country as a possible source. All this takes a large amount of time, so don't blame your local mechanic, since time is money in any business. You asked about lead times, and I just can't answer that. I know that getting engines rebuilt takes forever and it is not just parts. Everyone is having a very hard time hiring mechanics to do the work and that is our biggest problem.

Owning your own plane is becoming a very difficult and expensive proposition. It also requires a lot of patience. See https://themooneyflyer.com/parts.html for a listing of Parts Companies.

If you can, try to buy something in production because you know that it will be supported.

Tom's Answe

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


ride into the wonderful world of air travel....
1958
Mooney Mark 20
The 1958 Mooney Mark 20

uAvionix Adds ForeFlight AV-30 Integration

AVweb Thursday, December 11, 2025

uAvionix has released software version 3.2.0 for its AV-30-E electronic flight instrument, with the certified AV-30-C version expected to follow. The update allows pilots to plan a route in ForeFlight, send it directly to the AV-30, and couple it to an autopilot. The company said the capability is designed to reduce cockpit workload by streamlining flight plan management.

This version builds on features introduced in version 3.1.1, including wind data, flight plan display and Echo ESX support. With the new release, pilots can use ForeFlight as a navigation source, transfer waypoints and routes to the panel, and make in-flight changes that are reflected on the AV-30. The update also includes improvements to traffic symbology and the heading bug.

“This update brings an entirely new level of capability to the AV-30,” said John Chargo, an engineer at uAvionix.

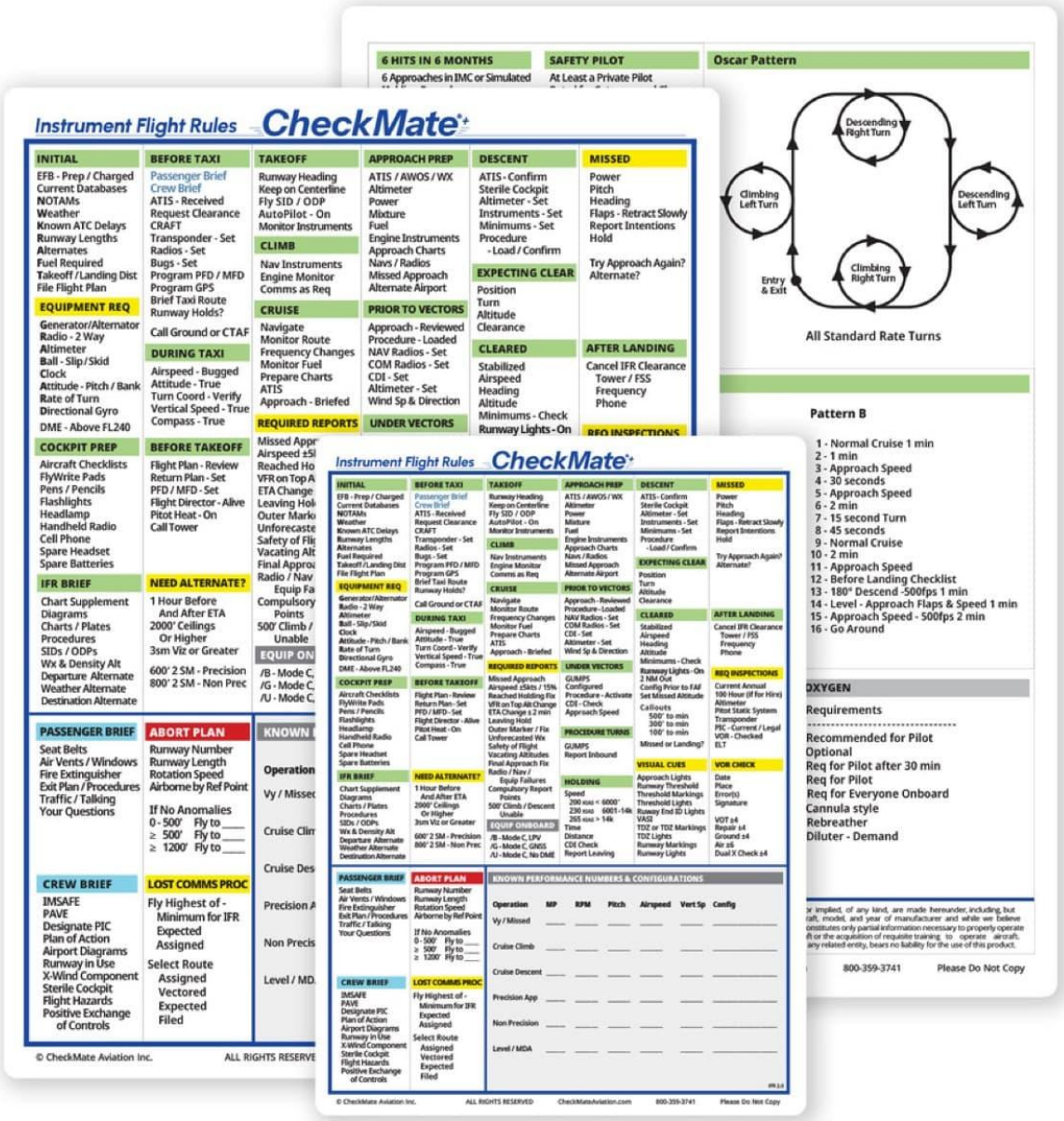
Chargo added that the ability to build a route in ForeFlight and have it appear on the AV-30 for autopilot use “transforms how we plan and fly.”

The integration requires the AV-Link Wi-Fi bridge for flight plan transfer and an Advanced Autopilot Unlock for autopilot coupling. The company said the update is available now for AV-30-E units, with AV-30-C availability to follow.

Jeppesen ForeFlight CEO Brad Surak told AVweb last week that ForeFlight users can expect to see more features and functionalities on the horizon aimed towards enabling automation for better flight-awareness.

CheckMate Aviation updates IFR 2

General Aviation News · **December 19, 2025**



CheckMate Aviation has released its newly redesigned CheckMate IFR 2, an instrument flight reference designed to support instrument students, CFIIs, flight schools, and instrument-rated pilots.

The redesigned CheckMate IFR 2 replaces a long-standing legacy product with a phase-of-flight-based layout, modern design language, and procedures aligned with current IFR training best practices, according to company officials.

The front side is designed for real-world IFR flights, while the back side is dedicated to training, proficiency, and instructional use.

“Whether a pilot is earning their instrument rating, teaching it, or refining it years later, this redesign was built to support how IFR is actually flown and taught today,” said Barry Munsterteiger, CheckMate Aviation CEO.

The redesigned CheckMate IFR 2 is available now in two formats to fit a variety of cockpit and training needs. The standard size (6.5 inches x 9 inches) is priced at $35, while the compact size (5 inches x 7 inches), is priced at $32.

Stratus 4 ADS-B Receiver

Pilots who have been flying with an iPad for more than a few years likely know the Stratus ADS-B receiver well, as it was the first portable ADS-B receiver to hit the market ten years ago. The original Stratus was revolutionary when released in 2012 and opened pilots’ eyes to the real benefits of the ADS-B system for the first time, in the form of subscription-free traffic and weather.

The latest model, Stratus 4, has grown up significantly since then and debuts an all-new design, sporting a bright color touchscreen and a new form factor. It offers several new features, including a G-Meter and Apple “Find My” compatibility.

Today, Stratus is best known for its open compatibility, as it’s designed to work with nearly every aviation app that supports ADS-B weather and traffic via the GDL-90 protocol. This is important to many pilots who value the flexibility to move between apps and know it will be compatible with new apps in the future.

New app Measures Visibility from your Phone's Camera

Turn your phone into a visibility sensor for safe and legal flights

Most pilots rely on METARs, ATIS, AWOS, and, of course, their own eyes when determining visibility. But what if your phone could give you an objective visibility reading anywhere, anytime? That's the idea behind *Visibility Tool*, a new app developed by FlightProfiler, a veteran-owned company working with Ohio University and Ohio State University under a four-year research effort known as the Low Altitude Weather Network (LAWN).

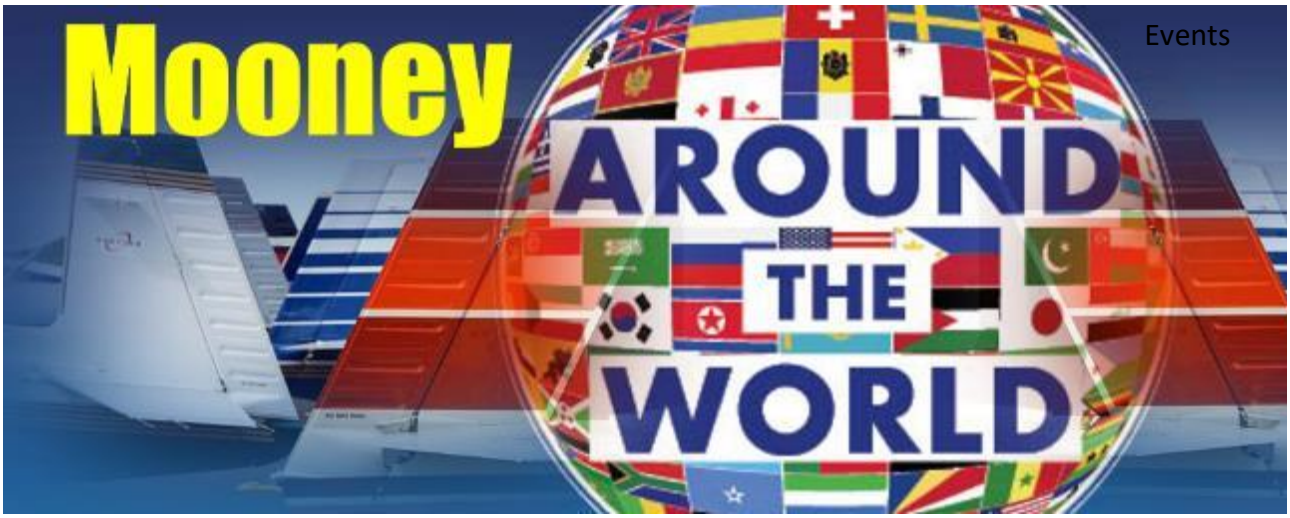
Backed by funding from the Ohio Federal Research Network and the U.S. Air Force, with collaboration from NASA, the LAWN program's goal is to build affordable, field-deployable weather tools for both manned and unmanned aviation. *Visibility Tool* is the first of several planned technologies—and it's designed to work anywhere even without connectivity.

For pilots, the promise is a fast, accurate visibility estimate using nothing more than your phone's camera. Simply point, click and get an accurate measure of visibility. That makes it useful for Part 107 operators, recreational drone flyers, and GA pilots—especially when verifying flight visibility for basic VFR weather minimums (91.155) compliance and overall safety in ensuring you're meeting your own personal weather limitations. It won't replace METARs or certified weather sensors, but it can add another layer of confidence to your go/no-go decision.

Visibility Tool isn't meant to replace certified weather reporting, but as an additional data point—especially at non-reporting airports—it's a surprisingly capable and affordable tool. The app works worldwide without connectivity, gives instant visibility estimates, and can help both drone operators and pilots double-check regulatory minimums before flying. *Visibility Tool* is available for iOS and Android for $9.99, and you can download it here:

Visibility Tool (iOS version)

Visibility Tool (Android version)



Events

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
MooneySafety.com	Jan 30 – Feb 1, Ocala, FL Apr 24 – 26, Tucson, AZ Sep 11 – 13, Manchester, NH Oct TBD, Kerrville, TX (with MooneyMax) CLICK HERE to Register
Australian Mooney Pilots Association LTD	**Learn More at** https://www.mooney.org.au/
EMPOA	**Learn more at** https://www.empoa.eu/index.php/en/
The Mooney Flyer	
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)

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

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

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

Contact Don Peterson at autotech@flash.net

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)**