The Mooney Flyer

The Official Online Magazine for the Mooney Community

www.TheMooneyFlyer.com

November 2026

Editors

Phil Corman | Jim Price

Contributors

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

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Mooney Mail – *Feedback from our Flyer readers.*

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

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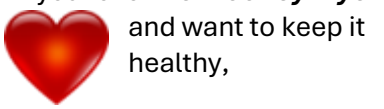
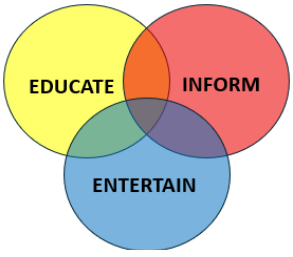


and we will email you when we publish a new issue.

Find all the back issues from when we started in 2012.



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

Mooneys Don't Care How Much You Know

There's something humbling about flying a Mooney. You can have thousands of hours, an impressive logbook, advanced avionics, and a lifetime of aviation experience. But when you slide into the left seat, close the door, and turn the key, the airplane doesn't care how much you know. It only cares about what you do with that knowledge.

A Mooney is a marvelous traveling machine. It's fast, efficient, responsive, and capable of taking us places that once seemed out of reach. However, those qualities come with responsibility. Speed doesn't forgive poor planning. Performance doesn't compensate for bad judgment. And experience doesn't make us immune to mistakes.

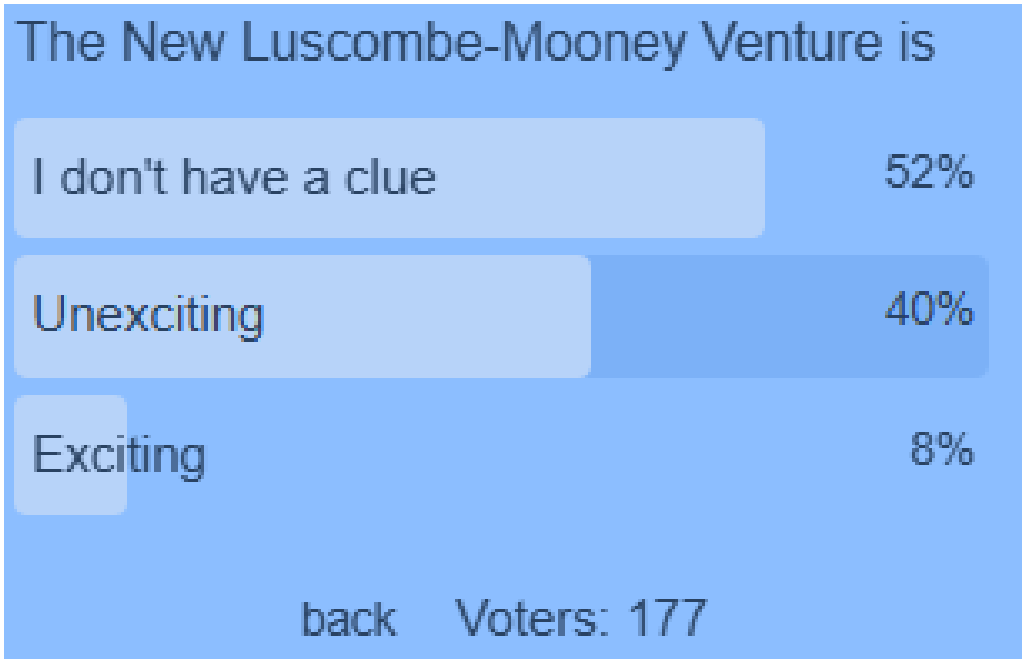
In fact, one of the greatest dangers for an experienced pilot may be the confidence that comes with experience. We develop routines. We become comfortable with our airplane. We begin to believe we've seen it all. That's when it's worth reminding ourselves that every takeoff is a new flight, every weather forecast deserves scrutiny, and every landing requires our full attention.

The best Mooney pilots aren't necessarily the ones with the most hours or the fanciest equipment. They're the ones who know their limitations, respect the airplane, anticipate problems, and are willing to say, "Not today."

Experience should make us more cautious, not more complacent. It should improve our judgment, not inflate our confidence.

The Mooney doesn't care how many hours are in your logbook, what ratings are on your certificate, or how many upgrades are on your panel. It responds to the pilot flying it, right here and right now.

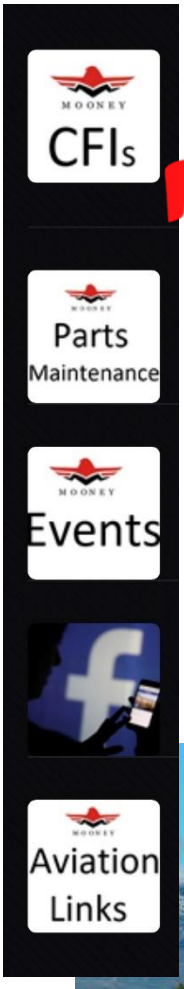
Perhaps that's one of the enduring lessons of Mooney ownership: The airplane may reward experience, but it demands humility. And that's something worth remembering every time we turn the key.



Next month's poll: "I Prefer"

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.

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There is an old argument among Mooney pilots that has never really been settled: Does flying a Mooney make you a better pilot? The easy answer is no. Airplanes don't make pilots better. Training, experience, discipline, judgment and practice do that. But there is another answer, and it may be closer to the truth.

A Mooney demands things from its pilot that some airplanes simply don't demand as often. It rewards precision, it punishes sloppiness, and over time, those demands can change the way a pilot flies. Maybe the Mooney doesn't make you a better pilot. Maybe it makes you **practice at being a better pilot every time you fly.**

The airplane doesn't give much away

A Mooney is an efficient airplane, and that's one of its defining characteristics.
The laminar-flow wing, retractable landing gear, tight airframe and relatively clean aerodynamics allow it to cover considerable distances at impressive speeds —all while making efficient use of its available horsepower. But efficiency comes with expectations.
You can't simply point the nose toward the destination and forget about the airplane.
At Mooney speeds, small errors have consequences sooner. An altitude deviation, an airspeed trend, an imperfect power setting or an overly aggressive descent can develop into something that requires correction more quickly than it might in a slower airplane.
The airplane keeps moving , and the pilot has to keep thinking. That is one of the great lessons of flying a Mooney: **stay ahead of the airplane.**

Precision becomes a habit

Mooney pilots often talk about numbers associated with things like airspeed, manifold pressure, RPM, fuel flow, descent rate, approach speed, or pattern altitude.
That doesn't mean every Mooney pilot flies by memorizing a collection of numbers. It means the airplane encourages the pilot to understand what those numbers are telling him.
A good Mooney pilot doesn't wait until the airplane is doing something wrong before making a correction. He anticipates.
If the airplane is accelerating during a descent, power comes off before the airspeed gets away.
If the approach is becoming unstable, the pilot recognizes it early. If the airplane is going to arrive at the destination with too much energy, the correction begins before the problem

becomes obvious. The result is a different kind of cockpit discipline. Indeed, the airplane teaches you to think in trends, rather than snapshots.

The landing is an honest teacher

Few things expose a pilot's habits like landing a Mooney. Carry too much speed and the airplane will tell you about it. Try to force it onto the runway and it will tell you that, too.

Get the approach right, manage the energy, transition smoothly and let the airplane settle onto the runway—and the landing can be wonderfully satisfying.

The Mooney doesn't necessarily make landing difficult. It makes **being precise important,** and that distinction matters.

A pilot who consistently flies a good Mooney approach learns to appreciate energy management, and that lesson carries over into every other airplane.

Speed changes the equation

One of the reasons Mooneys can influence the way their pilots fly is speed. A Mooney can cover ground quickly enough that navigation, weather and fuel decisions can't be treated as things to think about later. If you're traveling at 150 knots, you're covering 2.5 nautical miles every minute. That doesn't leave much room for procrastination, and a pilot learns to ask questions earlier, such as:

- Where am I going?
- What's the weather doing?
- When should I descend?
- Where is my alternate?
- How much fuel will I have when I get there?
- What happens if the airport closes?

Those are questions every pilot should ask. But a fast airplane makes the consequences of waiting more apparent.

The Mooney teaches respect for energy

Perhaps the most valuable lesson is energy management. The airplane doesn't care what you intended to do. If you are high and fast on final, you can't simply wish the energy away and if you descend too aggressively, you may create another problem. Also, if you pull the power back too late, you may spend the rest of the approach trying to recover.

You need to have a high level of anticipation; a fundamental aviation skill.

It applies to approaches, departures, traffic patterns, formation flying, instrument flying and cross-country navigation.

The Mooney simply gives the lesson frequently.

And then there is the checklist

Mooney pilots have another reason to be disciplined: there are more things to configure.

- Gear.
- Flaps.
- Power.
- Propeller.
- Mixture.
- Cowl flaps on some models.
- Speed.

The timing of those configuration changes matters. A pilot who develops a reliable flow and backs it up with a checklist isn't merely learning how to operate a Mooney, he is developing a repeatable cockpit process. That's a skill that transfers to virtually any complex airplane.

But the airplane doesn't automatically make a good pilot

There is an important qualification. A Mooney can teach lessons, but only if the pilot is willing to learn them.

A pilot can fly a Mooney for 1,000 hours and become complacent. Another pilot can fly a Cessna 172 for 1,000 hours and become exceptionally disciplined.

The airplane isn't the deciding factor. The pilot is.

A fast airplane flown carelessly is still being flown carelessly.

In fact, the very characteristics that make a Mooney rewarding can become liabilities when combined with poor judgment. Speed can encourage a pilot to press on. Efficiency can create overconfidence. Familiarity can turn a checklist into a suggestion.

The Mooney doesn't eliminate bad habits. It can expose them.

Perhaps that's the real answer

Do Mooney airplanes make Mooney pilots better? Not automatically, but they can make pilots **more aware of precision, energy, planning and anticipation.**

Mooneys encourage a pilot to establish good habits because the airplane responds so clearly to those habits.

Flying your Mooney precisely rewards you with speed, efficiency and an extraordinary feeling of control.

Get behind your Mooney and the airplane lets you know. Perhaps that's why so many Mooney pilots eventually discover something interesting. After enough time in the airplane, they begin to fly other airplanes differently.

- They watch airspeed more closely.
- They plan descents earlier.
- They think about energy.
- They anticipate instead of react.
- They become more deliberate about configuration changes.
- They look farther ahead.

Maybe the Mooney didn't make them better pilots but simply refused to let them remain casual pilots. Perhaps that is one of the greatest things an airplane can teach.

Challenging the Weather

Remember, you have others to consider when you fly, whether they are in your aircraft or safely home thinking of you.

Author: Jim Price, Co-Editor.

On the evening of July 7, 2011, 44-year-old private pilot David Houghton lost control of his Mooney. David had recently earned his private pilot certificate and had accumulated approximately 140 hours of total flight time. Tragically, David, his wife DeeDee, and their two sons, Luke, 12, and Ryan, 10, were killed.

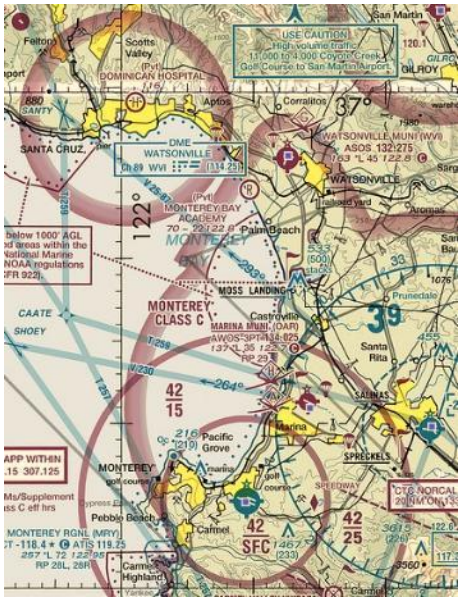
David grew up in Santa Cruz, California, and studied geology at the University of California, Santa Cruz. DeeDee was born at Fort Ord, California, and raised in King City. She graduated from Fresno State University and taught elementary school before purchasing Aqua Safaris, a Santa Cruz scuba center that she operated. David and DeeDee also built an environmental remediation business together, and both were diving instructors.

The Houghtons were a close, adventurous family. Whether working, diving, traveling, or simply spending time together, they shared their lives and their adventures.

On the evening of July 7, the four climbed aboard their 1974 Mooney M20F at Watsonville Municipal Airport (WVI). Their destination was Pine Mountain Lake, a small Sierra foothills community near Yosemite, where they planned to meet relatives. It should have been another family adventure. Instead, that flight would end in tragedy.

David and a friend had purchased the Mooney in November 2010, and four months later, on March 17, 2011, David received his private pilot's license.

Before the flight, David Houghton obtained two weather briefings. At approximately 7:20 PM, the Mooney departed Watsonville Municipal Airport.



Witnesses reported that shortly after takeoff, the airplane appeared to be climbing unusually steeply. At about 500 feet above the ground, the Mooney began to roll, eventually reaching a nearly inverted attitude as the nose dropped sharply.

The airplane then descended rapidly, making what witnesses described as two tight turns or spirals. It appeared to begin recovering from the descent just before disappearing from view behind the trees.

The entire Houghton family was killed.

At the time of the crash, the airport had clear skies, with low clouds southwest of the airport.

In Watsonville, summer nights often bring a familiar challenge for local pilots: a thick bank of marine fog rolling in from Monterey Bay. This persistent coastal fog can quickly blanket the airport and surrounding area, reducing ceilings and visibility. Locals affectionately refer to the seasonal phenomenon as **"June Gloom"** and **"No-Sky July."**

Before sunset, as the Mooney was prepared for takeoff and one could see the familiar haze creeping from the bay.

A local pilot was standing in an industrial park next to the runway when David took off. That witness said the climb looked wrong almost immediately; too steep, too slow, as if David was trying to out-climb the fog bank that was rolling in.

At roughly 500 feet AGL, the plane began to roll. It kept rolling until it was nearly inverted, nose dropping down through two tight turns that, according to the people at the industrial park, "looked almost like a spiral." For a moment it seemed to level out, then it dropped behind the tree line and out of sight.

The Mooney crashed into the parking lot near a one-story medical office building on the edge of the Watsonville Community Hospital campus. From there, it slid 130 feet forward and hit the medical office building, which had closed for the day. No one on the ground was hurt. The crash damaged the building and started a fire that consumed portions of the badly damaged plane.

Investigators found nothing wrong with the Mooney. It had no history of trouble and there was no sign that the engine had failed. The propeller left marks in the parking lot pavement, which indicated that the engine was developing power at the time of the crash.

The National Transportation Safety Board (NTSB) developed the following Probable Cause(s)

"The pilot's decision to conduct a takeoff towards a nearby low-lying cloud layer, and his failure to maintain aircraft control during the subsequent turn, stall, and spin during his attempt to avoid the cloud layer. Contributing to the accident was the pilot's inability to recognize an incipient stall and prevent the full stall. His ability to recognize and prevent the stall was hindered by an inaudible stall warning system of questionable accuracy."

I encourage all Mooney owners to ensure that your stall warning system is accurate and audible!

You may have noticed during a Power-On Stall . . .

As you pitch up with high power, left-turning tendencies—including torque, P-factor, and spiraling slipstream—try to yaw the airplane to the left. To counter these forces and maintain coordinated flight, you need **right rudder**.

At a high angle of attack, coordination becomes especially critical. If the airplane is allowed to yaw as it approaches the critical angle of attack, one wing can stall before the other, causing the wing to drop and potentially leading to an **incipient spin**. At low altitude, there may be little or no time to recover.

The pilot thought he was taking a reasonable chance, believing he could outclimb the fog. Tragically, that decision cost four lives.

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Fair Winds and Following Seas

Wonderful flying experiences that I shall always remember.

By Jerry Proctor

By Jerry Proctor

I know Fair Winds and Following Seas is a nautical phrase, but I've always liked the sound of it. It is a traditional maritime blessing and good luck wish that is used when bidding sailors farewell. I am modifying its purpose a little as this is my final and my farewell article for the Mooney Flyer. For ten to twelve years, I have been writing monthly articles for the long-gone MAPA magazine and now the Mooney Flyer. That adds up to approximately 120-140 different topics. I love the publishers Phil and Jim greatly, but the honest truth is, I am flat out of ideas. I may even detect a collective sigh of relief expressing, "It's about time Proctor!"

Bruce Jaeger

Over those years I have written about a huge variety of topics, starting out in 2010, when I brought my first Mooney home from Willmar, MN. N5810D was a 1985 M20K 231, and at the time, I had 2,500 civilian and military flight hours. I thought I had pretty good aviation knowledge, and Miss 231 and I learned a lot more. Here are some examples:

My first flight in 10 Delta was after a quick checkout by a wonderful Mooney god, Bruce Jaeger, who in 2017, was inducted into the Minnesota Aviation Hall of Fame. The next morning, I departed Willmar, MN for Sierra Vista, AZ, with a mid-way stop in Pueblo, CO (PUB). I took off on a Sunday and upon leveling at 10,000 feet, I turned the autopilot on, took out the POH and started reading. This was the first time I had opened it. ATC was

kind and I immediately heard “direct to Pueblo.” Cool! When I later took off from Pueblo, I had a little spark plug fowling. Oh yes, one has to lean on the ground.

My next cross country was back to PUB on my way to show off the plane in my hometown. Coming into PUB, I was given a LAHSO approach. I knew what that meant, but I did not know how to do a short field landing in this plane. Thus, I saw myself flying and whizzing by the turn point. It wouldn’t have been so bad, but all the other taxiways were closed except the one at the very end of this 10,500’ runway. Neither the tower nor the Gulfstream behind me was very happy.

A while later, I took her night flying. During my military service, I logged nearly 1,000 hours of nighttime flying. What could go wrong? Ft. Huachuca/Sierra Vista has a 12,001’ runway. Tower was closed, nice moonlit night and I did my first landing okay. I thought that all I needed to do was touch down, roll, reconfigure, then take off. It worked well two times. However, the third time, I neglected to adjust the full nose up trim and when she took off, it was like Dean Martin’s song, “When the Moon Hits Your Eye.” Fortunately, a strong arm and fast trim adjustment saved the plane and I.

I wrote about the Mooney step, the place where you transition from the ground world to the wonderful world of aviation, the heading bug, the yellow brick road (taxi line that I still preach about today), and operating with and without a turbo. I carefully talked about some of the adventures that Mooney pilots invented while flying as a MAPA Safety Foundation Director. I allowed a few pilots who were reluctant to use checklists to experience a takeoff under uncomfortable conditions. The experience made a lasting impression, and valuable lessons were learned about the importance of following checklists and proper procedures. I could go on, but I want to focus now on the fact that I got to meet so many smart, wonderful Mooney pilots, and more so, work with the MAPA Safety Directors who are all impressive people and so dedicated to Mooney Safety. To highlight a couple of pilots that I flew with, there was the very gentlemanly Mr. T, and two very high-time former Air Force pilots. They were then cargo pilots, with combined 25,000 hours, eager to learn their “new-to-them” Mooneys. I called them Darrell and his other brother Darrell. I also flew with a former Army pilot that later told me that every time he starts to taxi, he hears my voice, exclaiming, “Follow the damn yellow brick road!”

My late wife was the one who encouraged me to buy an airplane, and she also became a solid right seater. I once flew us from Arizona to Kerrville for a Mooney Homecoming. I was in solid IFR for the last third of the flight, and while flying in heavy rain, I broke out at 150’ above the MDA. I landed as smooth as I ever had, and rolling out, I said to myself, “You da MAN!”

My wife tapped me on the arm and said, “Nice landing. I’m taking Greyhound home!” She didn’t.

This trustworthy right-seater began to fall under the dementia curse and finally became very unsafe to have in a small airplane. So, I took a picture and wrote an article labeled, “Her Second to Last Flight.” Her final flight came not long after this angel had flown west.

That period was very tough. She was sent to a memory care home, which cost over $10,000 a month. Given that I seldom flew the year and a half before, I decided to sell my beloved Mooney TN Acclaim.

I have moved on and am now married to an absolutely amazing lady who also happens to be a CFII. However, by the time we married, she had already retired from flying. I continue to satisfy my flying habit through the Civil Air Patrol, where I serve as both a Check Pilot and Mission Check Pilot. It keeps me in the air, and I thoroughly enjoy it, but I must admit, it’s just not the same as flying a Mooney!

When we were young, the word forever was easily thrown around. A young couple may say we will live in this house forever. The older we get, we realize there is no such thing on earth as forever. Thus, all things earthly have an ending. This is my ending in writing for the Mooney Flyer. I probably have one more year of being a fill in Director Emeritus, still instructing at MAPA Safety events. I have given myself a self-imposed time limit regarding piloting. Simply said, I just turned 74 on October, 2026 and I will stop being an active pilot before I turn 78. It may even happen before that mark. I once had the difficult task of telling an elderly pilot, a hangar neighbor of mine, that it was time for him to stop flying. He had frightened six other pilots in the traffic pattern, and it was clear that his flying days needed to come to an end.

That experience left a lasting impression on me. I never want someone else to have to tell me that it's time to hang up my wings. When that day comes, I hope I will recognize it and have the good judgment to walk away from flying before someone has to ask me to.

So, my Mooney friends, may I wish you all, Fair winds and Safe and Healthy Following Seas. Thank you for reading.

Sincerely, Jerry Proctor

Please let me add my sincere appreciation to Phil Coreman and Jim Price. 99% of the readers have no idea how hard these dedicated Editors of The Mooney Flyer work! They dedicate countless hours every month to produce an absolutely outstanding magazine. Please let them know how much you appreciate all they do for the Mooney community.

Before Flying Solo

If you are buying a Mooney or moving up from a J or K into an Ovation, Bravo, or Acclaim, chances are your insurance binder has a line that says something like “dual instruction in make and model” before you can fly the new Mooney solo. That is not a hoop that is meant to annoy you. Underwriters want evidence that you can fly this airplane the way it was designed to be flown, and not the way the last airplane you owned wanted to be flown. I have been doing Mooney transition and checkout work for a long time. What follows is what that process usually looks like from the right seat, what Mooney-specific skills matter most, and how to make the time count. The exact flight-hour and dual-instruction requirements vary by insurance underwriter, your total flight experience, time in type, and the specific Mooney model into which you are transitioning. Don’t rely on someone else’s numbers. Consult your insurance broker to confirm the requirements, then complete the prescribed training to the letter—and then some. Remember, meeting the insurance requirements is just the minimum. True proficiency goes beyond checking the boxes.

What a Typical Insurance Checkout Involves

Most checkouts mix ground and flight sessions. On the ground, we cover systems that trip people up: gear (electric or hydraulic), prop and power management, fuel system quirks, turbo and wastegate behavior (if you have them), and the POH numbers that actually keep you out of trouble. In the air we focus on pattern work, go-arounds, emergency gear and engine scenarios, and enough cross-country or high work to see how you manage the airplane when it is not in the traffic pattern. Scenario-based training—FITS-style, not just “do three landings and call it good”—is how we approach it at Mooney Pros. We match instructor to pilot and airplane, so the checkout fits you, not a generic syllabus.

Your underwriter may ask for dual hours in make and model, a certain number of takeoffs and landings, or completion of a structured transition program. Those numbers vary by underwriter. In plain language, what they all want is a competent Mooney pilot who will not bend metal in the first year of ownership.

The Mooney Skills that Actually Matter

Speed control on approach

A Mooney will float if you bring extra knots over the fence. Learn to fly the POH approach speeds for your weight, not the speeds you used in a Cessna or Piper. When energy is right, the airplane lands; when it is not, it keeps flying.

A late flare, an excessively high round-out, or the habit of "holding it off" can quickly consume valuable runway. In a Mooney, even a few extra knots on final can result in prolonged floating and a touchdown well beyond the intended landing point. We practice both normal and short-field landings until the sight picture, airspeed, flare, and touchdown point consistently match the performance numbers.

Gear and prop management

Gear up on the go-around, prop forward when you need it, and no surprises on short final. Muscle memory from other types can work against you here.

High-altitude and turbo operations (Bravo, Acclaim, and friends). Manifold pressure, TIT, and descent planning are part of being ready for these airplanes. If your policy assumes turbo experience, your checkout should include it—not just pattern work at sea level.

Fly the POH speeds. Climb, cruise, approach, and go-around numbers exist for a reason. "It felt fine" is not a substitute for the book.

How to Use the Time Well

Read the POH before day one and Come prepared. Bring the questions your broker asked you. Tell your instructor where you are soft, such as landings, instruments, turbo, glass cockpit. That way we can spend hours on the right things.

Treat every dual hour as training, not a checkbox. Ask for the hard stuff: go-arounds from short final, aborts, gear failures in the sim or verbal walk-through, and approaches that demand real speed discipline. If you are instrument-rated, when it makes sense, fold an IPC or solid instrument work into the package. Many underwriters smile at that, and you can often claim FAA WINGS credit for structured transition training and IPCs with a participating provider.

At Mooney Pros we use FITS-based, scenario-based transition training. Instructors are matched to the pilot and the aircraft. In 2019 I helped develop the Australian Mooney Pilots Association training manual at Bathurst, NSW. That same idea—train the pilot you have, in the airplane they fly—guides us here. I also spent time as a transition trainer for Mooney International, and I came away from that work convinced that the best checkout is built around the owner and the actual airplane, not a one-size syllabus. That is the kind of training underwriters and owners can both trust.

The Complete Avionics and Systems Checkout

A transition at Mooney Pros includes a complete avionics and systems checkout, done in your own airplane and built around its POH/AFM and supplements. No two Mooneys have quite the same panel, so we train using the panel you will actually fly. That might be a factory Garmin G1000 with the GFC 700 autopilot, retrofit glass such as a G500 or G3X, a GTN navigator, or a mix of old and new. Either way, you should leave knowing how to load and brief an approach, couple the autopilot and monitor it, use each mode you have, and disconnect it quickly and every way the airplane allows. If your system has ESP or similar envelope protection, we cover what it does and does not do.

Then we go through the rest of the airplane:

- Electrical system and what you lose when an alternator or bus fails
- Fuel management for your tanks and selector
- Normal and emergency gear extension
- Prop and turbo controls and limits
- Oxygen (if you have it).

We also go through the annunciators and the failure modes behind them, so a warning light on a dark night is not a surprise. It will be something you have already talked about on the ground.

Signed Off When You are Ready—Not When the Clock Runs Out

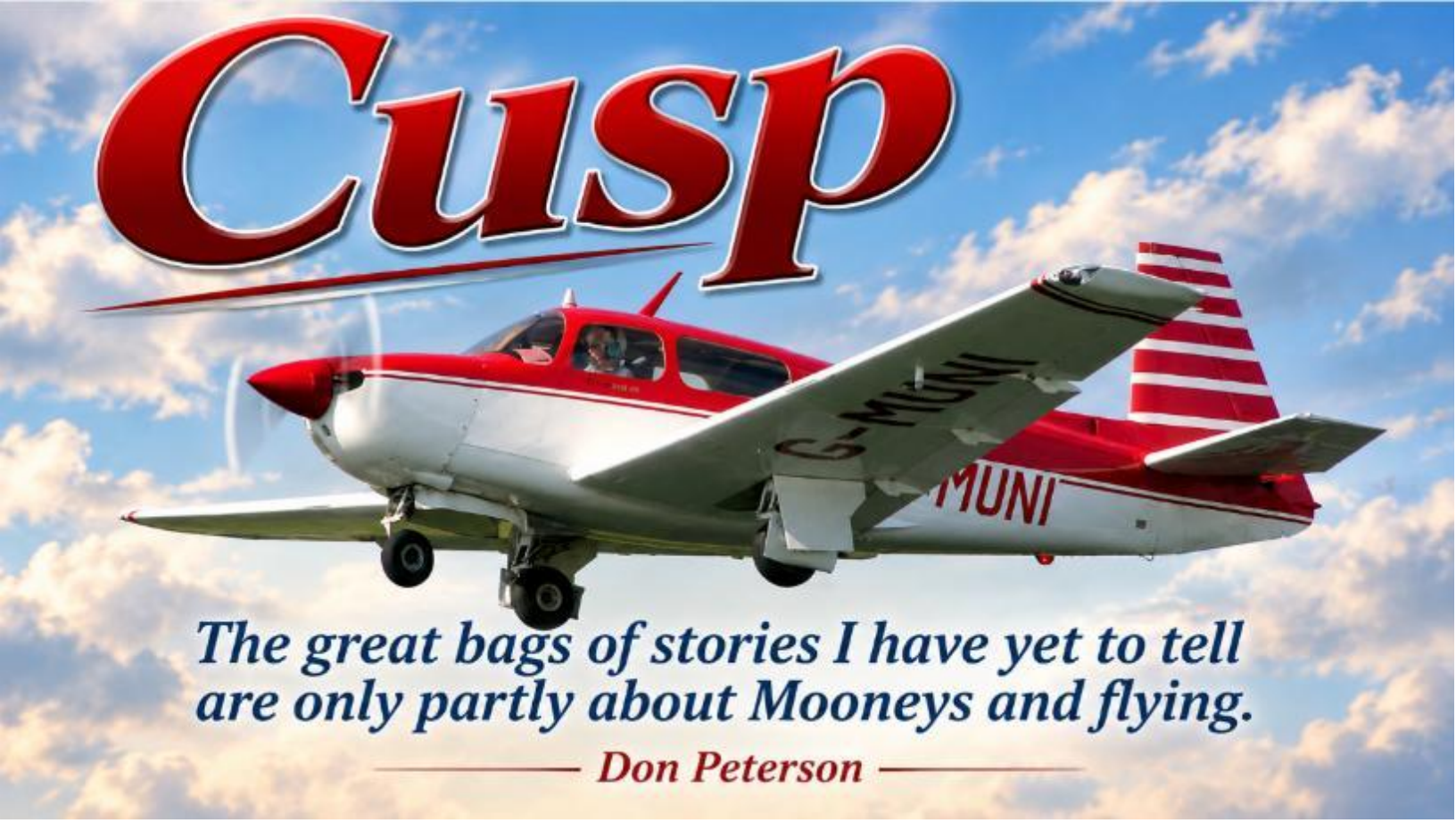
This is the part I care about most. A good instructor does not sign your logbook because the dual hour requirement is met. I will sign when you are actually ready—when I can put my wife Alice in the right seat with you and sleep fine that night. If you need more time than the policy minimum, take it. The cheapest insurance you will ever buy is another hour or two of dual before the first passenger flight.

Underwriters are not looking for a magic number of hours. They are looking for a Mooney pilot who flies the airplane with discipline when it comes to POH speeds, clean gear and prop habits, energy under control, and judgment that matches the performance. Give them that, and the checkout stops being a chore and starts being the foundation of a long, happy ownership.

Fly and be safe.

Mike Elliott is a Master CFI, FAASTeam Lead Representative, and former Mooney International transition trainer based in Tarpon Springs, Florida, with more than 3,300 hours. He is CEO of Mooney Pros, Inc., which provides FITS-based Mooney transition and recurrent training, and CEO of the Mooney Summit, Inc., a Florida 501(c)(3) nonprofit. Contact: mike@mooneypros.com | (317) 344-9427 | www.mooneypros.com

Cusp



The great bags of stories I have yet to tell are only partly about Mooneys and flying.

Don Peterson

By Don Peterson

One year ago, I wrapped up my last annual inspection and helped the new owner ferry Rambo to East Texas. He was a student pilot and decided he liked my 64E. So, he bought it. He needed a hangar, so he also bought a Comanche 260 to get the hangar that came with it. He tells me his new Mooney won't pass a mag check. I secretly want to get my hands on the mechanic who decided to make some changes.

Just walk away, Don. Just walk away.

When I told Phil, that for the first time in 46 years, I no longer owned my plane, he asked if I could recommend someone to take my place as a contributor to 'The Mooney Flyer'? I was surprised. Why would I stop writing? I've been submitting inflammatory rhetoric far longer than I've been flying. Writing may well be my first (bad) nature, while aviation has just been the way I avoid angry husbands, or exes.

Starduster Too

Stampe SV4C

Since earning my PPL in 1979, I've owned my Mooney, my wife's Cessna 170, a Starduster Too, two Stampe SV4Cs, a Luscombe 8A, Zlin 50L, and a Piper PA18 on amphibs.

Luscombe 8A

Zlin 50L

Piper PA18

I also earned my CFII, AP, and IA certificates. In the next few months, I'll be letting the CFII and IA go dormant.

One year on, I now realize that there is a big difference between living experiences in real time and relating history to others. One creates active, heart-thumping inspiration; the other just reminds us of where we'd rather be.

I plan to continue writing, but the great bags of stories I have yet to tell are only partly about Mooneys and flying. Most deserve more than a few paragraphs. They call for long-form discussions, probing questions, searching for answers, and perhaps even getting a little nekkid in public.

So, the time has come for me to step away from the regular monthly snippets. I still have a stack of stories that might find their way into these pages from time to time, but for now, it's time to say goodbye.

If anyone gets the urge to visit the Colombian Andes, give a shout. The weather is great, even if the food is … ordinary.

California to Maine

One Cross Country After Another, Part 1

By Richard Brown

It started with an ambitious plan to land in all the lower 48 states in a 10-day time period, and it ended with an epic trip from California to Maine.

"How much vacation time do you get," was the way my friend started the phone call. He then went on to describe a plan for three of us to fly our Mooneys and land in all lower 48 states. We reviewed the calendar, considered the best time of year to make the attempt, and ultimately settled on early October, marking it on our calendar. Then, about a month before the flight, my friend decided to tear apart the panel in his plane and put in a Dynon system.

My wife suggested, "You already have the time off, why don't we fly to Maine and the New England area to see the fall leaves?" This was going to be a lot of flying for her. Under the previous plan, spouses were going to fly commercial to meet us in New England, join us on the flights in that area and down the east coast, and then fly home commercially. Under this new plan, my wife would be in the Mooney for all the flights.

She had a list of places she wanted to visit along the way. I put together a rough flight plan for the trip to get an idea of how long the legs would be, and general ideas for overnights. I then broke the news to her that we couldn't make all the stops work. She pulled a couple things off the list, and then another one, and I felt we had a general idea.

It was an almost wide-open plan, mostly just general ideas about days and flights, right up until the point we left. The only stop that was set was Rochester, NY (KROC). Hopefully, we would arrive by Sunday evening, spend Monday and Tuesday visiting places in the area, and depart Wednesday. I made hotel and car rental reservations with the option of cancelling 24 hours in

advance. I felt fairly confident that we could make KROC unless some really bad weather cropped up. They have good approaches and icing didn't look like it would be a factor. Those were the only reservations we made for the trip.

For most of the trip, I didn't even plan out the stops until either the night before or the morning of the flights, and even then, there were multiple changes either during a fuel stop, or en route.

Day 1 – Friday October 9th – Fullerton, CA (KFUL) to Mesa Gateway, AZ (KIWA) 382 Miles – Flight Time: 2:21

If we were going to make Rochester by Sunday without really long days, I wanted to get a jumpstart on the trip. Mesa, AZ is an easy flight after work and there are no other cities until Albuquerque, which was too far for an after-work flight. I left for work with all my stuff in the truck and a plan to meet my wife at the airport. I left work at 3:00 PM for the 5-minute drive to the airport. She met me at 3:30 PM, and we were wheels up at 4:02 PM.

The flight was beautiful! The late sun cast shadows across the desert and lit up the patchy clouds above us. There was some virga just west of Phoenix and as we flew past it, the sun bounced off it and multiple rainbows formed and disappeared. We flew a right downwind for 12C, with a stunning sunset off our left wing. We touched down at 6:23 PM, 382 miles in 2:21. My sister met us at the airport, and we had dinner there before she dropped us off at the hotel, where I made a general plan for the next day.

Day 2 – Saturday October 10th – Mesa Gateway, AZ (KIWA) to St. Louis, MO (KSUS) with stops at Moore County, TX (KDUX), Wichita, KS (KAAO), Miami County, KS (K81) 1,320 Miles. Flight Time: 7:55

When I plan out a multi-leg cross country, I like to use www.Skyvector.com. It is easy to plug in the proposed beginning and end of the day, turn on fuel prices, and then chop it up into manageable legs. I also have TFR's turned on in the layers. Stopping points for the day needed to have an airport in a big enough place where we could get an Uber, so the plan was to get to Indianapolis, IN, and leave a short day on Sunday. That didn't happen.

We took off just after sunrise into a beautiful fall sky and climbed out over the Salt River Lakes and over the mountains of eastern Arizona. We passed just south of Albuquerque and eventually began our descent to Moore County Airport in Dumas, TX, where we were hit with the lovely scent of the multiple dairies below. Still over 4,000' AGL, we were practically choking on the aroma!

The winds at pattern altitude were 39 MPH. On the ground, they were right down the runway at 20 knots, gusting to 27. It was an uneventful landing, and I taxied up to the fuel pump. We had flown 587 miles in 3:29. We walked over to the pilot lounge, greeted by a friendly dog along the way, and I sat down at the table to plan the next leg. I had seen on www.fly2lunch.com that there was a great BBQ restaurant on the field at Miami County Airport in Paola, KS (K81). I filed a flight plan, grabbed a briefing, and we were on our way.

We made an unscheduled stop at Colonel James Jabara Airport (KAAO) in Wichita, KS, but eventually found ourselves at K81 looking at what we assumed was the restaurant because it was the only building there. Total of 498 miles and 2:55 flying for both legs. After getting fuel, we walked over to the building where there was a sign on what looked like a service door for We-B-Smokin BBQ. We entered through a storage room, (it was a service door), into a country restaurant with food worthy of the 5.0 rating on the website.

With the unscheduled stop in Wichita, getting to Indianapolis was out of the question, so I looked for another option. We could get to St. Louis and even fly past the Arch on the way to St. Louis Regional (KALN) on the northeast side of the city. Another flight plan filed, another briefing, and with full bellies, we were on our way.

Part of the way there, I decided that flying past the Arch after sunset wasn't going to be as nice as during the day. When I saw that the airport on the west side of the city was the Spirit of St. Louis (KSUS), that sealed the deal and I changed the plan. Who wouldn't want to land at an airport with that name? You're going to notice a trend on this trip with airport names. We landed, taxied to Million Air, (we've had good service from them in St. George), and shut down. Another 235 miles and 1:31 of flying. Inside we asked if they had a crew car we could borrow for the night. They said yes, as long as we had it back by 9: AM and handed us the keys to a new Mercedes E350. A hotel search pulled up a Marriott Hotel just around the corner, so I booked a room. We were still full from our meal at We-B-Smokin, so we skipped dinner and went to bed.

Day 3 – Sunday October 11th – St. Louis, MO (KSUS) to Rochester, NY (KROC) with a fuel stop at Marion Municipal, OH (KMNN) 826 Miles – Flight Time: 5:20

I looked at our options for the day. I wanted to land somewhere in Ohio to check that state off the list and as I was looking at fuel prices at airports on the way, I noticed Neil Armstrong (KAXV) and decided that would be a cool name to have in the logbook. All of Ohio was overcast with much of it MVFR/IFR, but I wanted to leave KSUS VFR so we could fly past the Arch. I filed a flight plan from Denham, IN and planned to pick it up en route.

We went past the Arch at 1,600', (watch out for the radio towers south of the city), and began a climb up to 5,500'. Near Denham, I picked up our IFR from Center and we continued east. I was watching the weather at KAXV, and it was getting worse. We were 45 minutes out and it was reporting overcast at 300' with ¾ mile visibility. It was time for another diversion. Just east of KAXV was Marion Municipal reporting 1,100' overcast and 10 miles visibility. I requested the change with Center, and it wasn't long before we were descending through the clouds and breaking out with the runway right in front of us. Another 478 miles in 3:08.

We refueled, took a picture next to the cornfield for my wife, and I filed and briefed an IFR flight from KMNN to KROC. I hoped from the briefing that we might get a look at Lake Erie as we flew by, but that didn't happen. We spent almost a full hour in the clouds before eventually breaking out in between layers and finally approaching Rochester. The overcast below us gave way to amazing fall foliage and we descended through light rain. They were landing on 22, 25, and 28 and ATC asked which I wanted. The winds worked with any of those runways, so I told them whatever worked best for them. ATC put us on a visual for 25, the smallest (4,000x100), which was perfect because it is also the one right next to the FBO. 348 miles in 2:12. We picked up the rental car and headed to the hotel to plan the next two days.

Day 4 – Monday October 12th – Niagara Falls from the ground and air, and an Erie Canal Boat Ride 173 Miles – Flight Time: 1:13

Now the ground planning and next few days had to be figured out. The weather was supposed to be better Monday than the forecast for Tuesday, so we decided to do Niagara Falls and the Erie Canal, (Kathy's Bucket List Item) on Monday, when there was a chance of flying over the falls and then visit the church historical sites on Tuesday. The last booking for the season on the Erie Canal just happened to be on Monday. We lucked out, so with tickets for that, at 12:30 PM, we had to leave well before dawn to get to the falls.

We first went to the Canadian side, which offers views of the entire falls across the river before going over to the US side. From there, we would walk around to see the falls. We made it to the Erie Canal on time and rode a boat on the canal and up through two of the locks; each one raising the boat 25'. It was amazing!

I had brought my flight bag and cameras for the plane in hopes that the forecast would hold and the rainy overcast we had at the falls would break up so we could fly over them. It was better than the forecast and we went straight from the Erie Canal back to the Rochester Airport.

Flying over the falls was amazing. It is such an incredible perspective and it was not difficult to do. I had read the instructions and printed off everything prior to the beginning of the trip. I filed a VFR flight plan and was on flight following until they turned me loose to orbit the falls. In a nutshell, you fly at 3,500' or higher, clockwise in a racetrack pattern making position calls on the specified frequency. After a handful of turns over the falls, we switched back to Approach and flew back to KROC. 173 miles in 1:13.

Stay tuned next month for Part II, including New York City and the Hudson River Corridor, the incredible leaves in the New England Area, more states checked off the list, and the trip back home.

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.

Thunderbird Aircraft Sales

Specializing in pre-owned
Mooney Sales and Brokerage

Hello my fellow Mooniacs,

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

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Clinically Hypoxic

by Richard Simile, Thunderbird Aircraft Sales

Many healthy, normal people don't realize that flying for three hours at 8,000' makes them Clinically Hypoxic!!! That's right. The late Bob Actel had it right all along and preached this all the time. Long ago, I changed my oxygen flying protocol based on this information, and you should also consider it. My protocol consists of Oxygen (when available) at 8,000' during the day and 6,000' at night. I am 66 years old and of course, younger people can probably hack it better, but here is what I have found:

1.) You become very sharp in the cockpit, like "ICEMAN" in TOPGUN. Everything you do is concise and on point, as it should be, when you are flying an airplane that is going the speed of an F5 Tornado!!!
2.) Your Comm becomes almost perfect, and again, very concise!!
3.) You feel FANTASTIC after the flight. If it is a business trip, you are very ready for concise negotiations with zero fatigue. In fact, you're lit up and ready to take on the world!!!
4.) A little-known fact is that oxygen is one of the best aphrodisiacs in the world. But let's keep that between us;-)
PS: Of course, Pulse Oximeter yourself when flying, however, no one ever thinks to try a Pulse Oximeter at a lower altitude like 8,000'. Try it sometime. You may be in for a real eye opener!!

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

Click Here to find Mooney Parts and Maintenance Support

Click Here to download Mooney's 100 Hour Inspection Guide

Send your questions for Tom to TheMooneyFlyer@gmail.com

How important is TBO?

There is technically nothing legally required for a TBO. We could argue that the engine should be airworthy. How do we determine that? I feel that the world of general aviation has made general statements to describe the condition of an engine and TBO is used to describe when an engine has been rebuilt to new specs. We use the word Annual Inspection to describe the same for the aircraft. Generally, let the manufacturers determine what work is required. To say TBO, is really only describing an hourly condition, and not if the engine is airworthy. It was not unusual to do a full Annual Inspection on a fairly new plane without finding anything wrong, after a lot of time inspecting.

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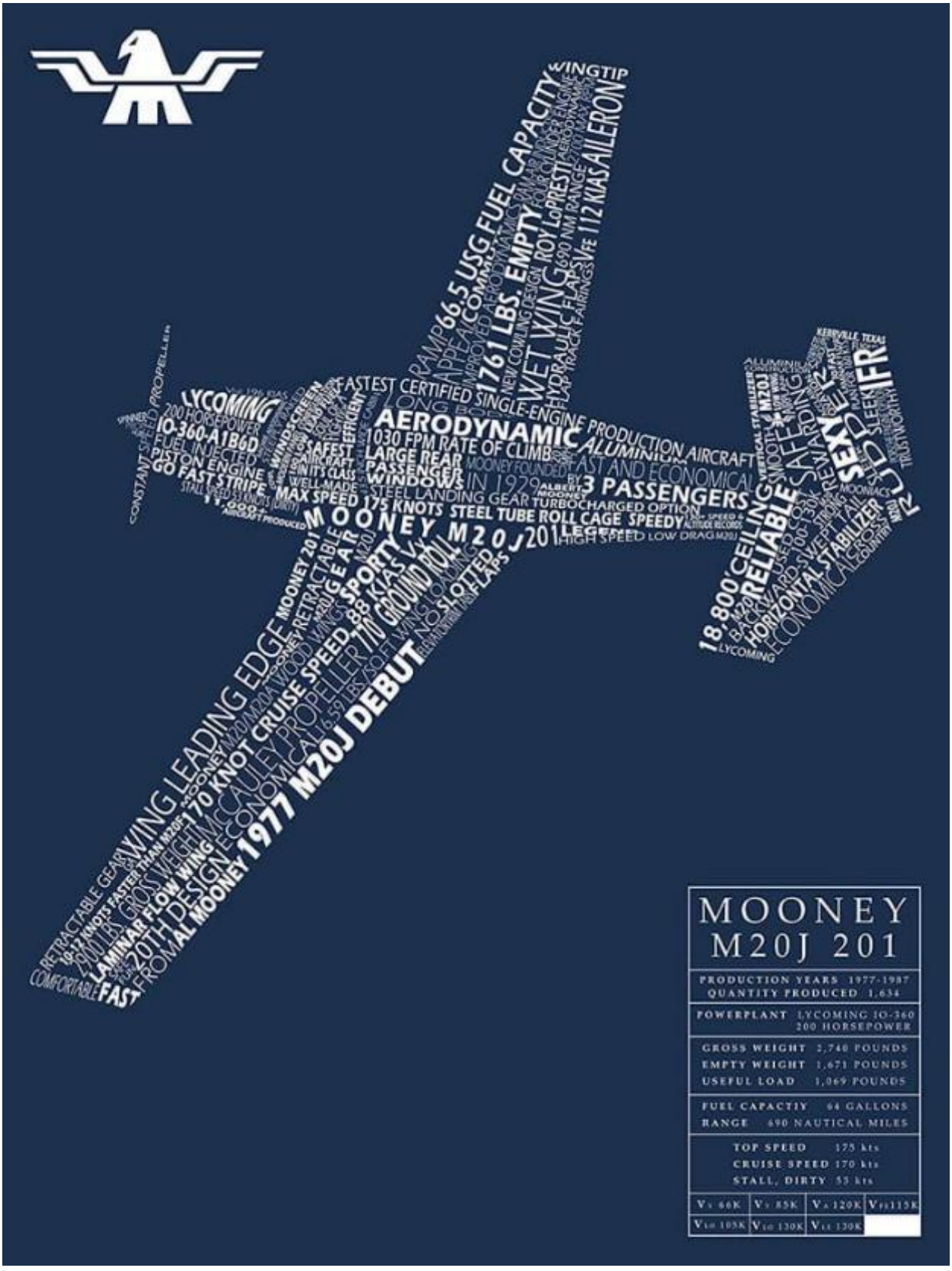
Avionics Repair and Installation Services now available on site thru J&R Electronics

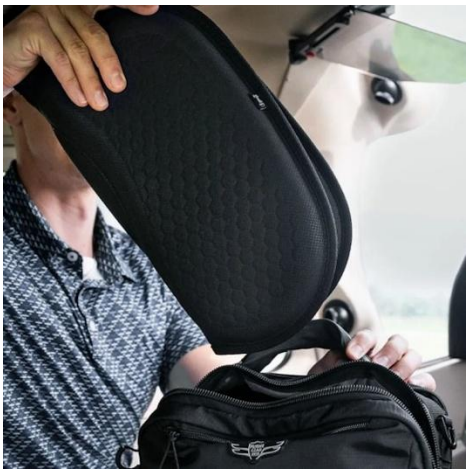

MOONEY
M20J 201
PRODUCTION YEARS 1977-1987
QUANTITY PRODUCED 1,634
POWERPLANT LYCOMING IO-360
200 HORSEPOWER
GROSS WEIGHT 2,740 POUNDS
EMPTY WEIGHT 1,671 POUNDS
USEFUL LOAD 1,069 POUNDS
FUEL CAPACTIY 64 GALLONS
RANGE 690 NAUTICAL MILES
TOP SPEED 175 kts
CRUISE SPEED 170 kts
STALL, DIRTY 53 kts
VS 60K
VS 85K
VA 120K
VFE 115K
VLO 105K
VLO 130K
VLE 130K
MOONEY M20J 201
1977 M20J DEBUT
AERODYNAMIC
WET WING
1761 LBS. EMPTY
66.5 USG FUEL CAPACITY
WINGTIP
AILERON
112 KIAS
3 PASSENGERS
SEXY
SLEEK
IFR
RELIABLE
SAFE
SPEEDY
LYCOMING
IO-360-A1B6D
200 HORSEPOWER
FUEL INJECTED
PISTON ENGINE
GO FAST STRIPE
MAX SPEED 175 KNOTS
STEEL TUBE ROLL CAGE
LEGEND
LONG BODY
1030 FPM RATE OF CLIMB
LARGE REAR PASSENGER WINDOWS
STEEL LANDING GEAR
TURBOCHARGED OPTION
FAST AND ECONOMICAL
ALUMINUM
PRODUCTION AIRCRAFT
FASTEST CERTIFIED SINGLE-ENGINE
RETRACTABLE GEAR
SPORTY
88 KIAS VX
77 GROUND ROLL
SLOTTED FLAPS
WING LEADING EDGE
170 KNOT CRUISE SPEED
LAMINAR FLOW WING
MCCAULEY PROPELLER
ECONOMICAL
20TH DESIGN
FROM AL MOONEY
COMFORTABLE
FAST
18,800' CEILING
HORIZONTAL STABILIZER
ECONOMICAL
KERRVILLE TEXAS

Sporty's Introduces Compact Pilot Gel Seat Cushion

By General Aviation News Staff · October 3, 2026

Sporty's has introduced the Compact Pilot Gel Seat Cushion, a lightweight, foldable seat cushion designed to add comfort to airplane seats without taking up too much space in a flight bag.

The cushion has a breathable honeycomb gel design that provides soft, supportive seating while promoting airflow.

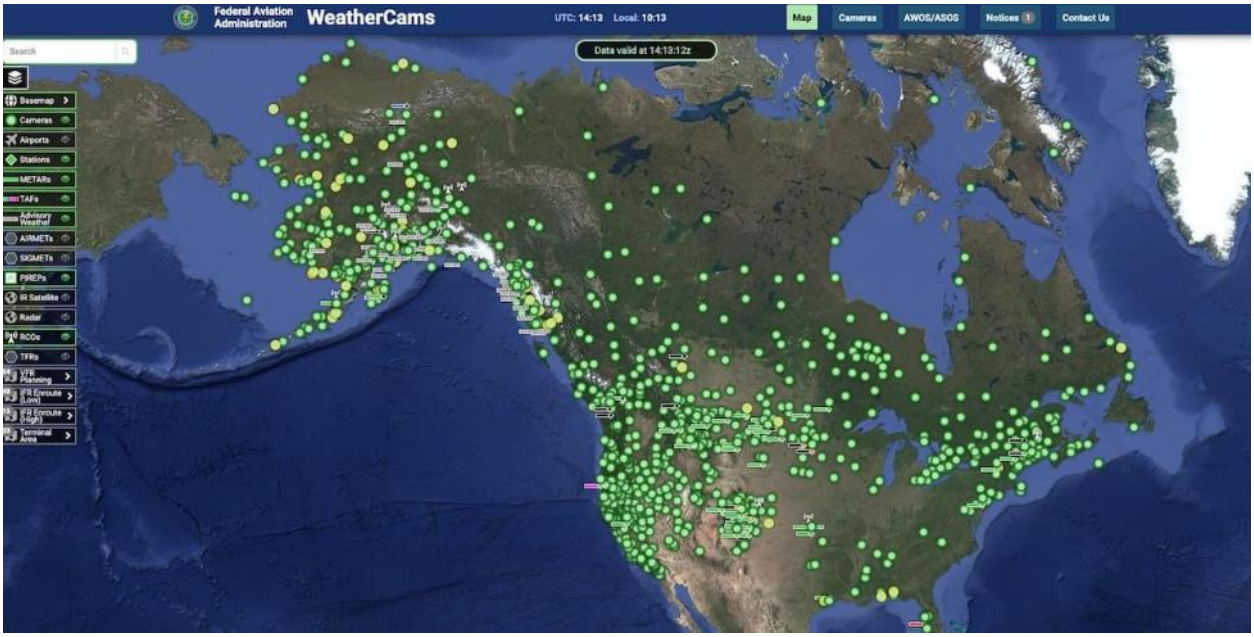


Designed with pilots in mind, the cushion folds in half for storage in a flight bag or underneath an aircraft seat. A slip-resistant bottom helps keep it in place during flight.

The cushion is available at Sporty's for $29.95.

FAA Asks Pilots to Report AWOS Weather Errors No Later than Nov 5th

By General Aviation News Staff · October 8, 2026



The FAA is seeking input from pilots and others who use the National Airspace System about errors in automated airport weather systems, as well as clearance for a new Surface Weather Status Dashboard.

The FAA's Air Traffic Organization plans to host a Congressionally mandated Surface Weather Status Dashboard as part of the existing **FAA Weather Cameras website**. A feature of the dashboard will be the ability for those who use the National Airspace System to voluntarily submit information regarding any safety issues, such as outages or erroneous data, with surface weather stations.

Once the information is verified, it will be used to trigger trouble tickets within the FAA's Remote Monitoring and Logging System (RMLS) or corrective action to be taken to fix the problems.

"Once the trouble ticket is logged, the FAA's Aviation Weather Cameras website will capture and display the real-time service status of all automated surface observation systems/automated weather observing systems within 30 minutes," agency officials said on the Federal Register.

Comments must be submitted by Nov. 5, 2026 to Docket No. FAA-2026-3172.

Using an iPad for Flying: How Old is too Old?

Sporty's iPad Pilot News, October 8, 2026

Older iPads don't have enough computing power -> can't update to the latest iPadOS -> can't update to the latest version of aviation apps.

The result is your older tablet will be frozen in amber, able to run older versions of apps but unable to update. And eventually developers may cut off support for those older app versions. Your older iPad isn't instantly junk, but the clock is ticking.

Here's the current state of the market:

- **The latest version of ForeFlight requires iPadOS 18.0 or later.**
- **The latest version of Garmin Pilot requires iPadOS 18.0 or later.**

Theoretically, a FltPlan Go pilot could get away with an older iPadOS version than a Garmin Pilot or ForeFlight user (although there are definitely tradeoffs to this strategy!). Often the more

powerful the app, the newer the OS it requires. Now, it's a matter of matching your hardware to the software minimums.

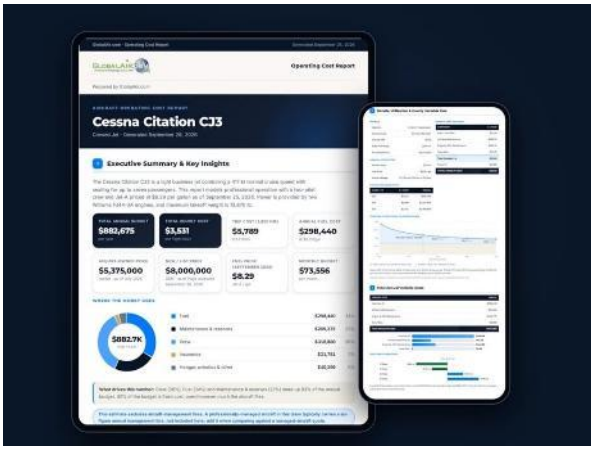
Which iPads can run which versions of iPadOS?

- iPadOS 18 or later: iPad Pro 11" (1st gen or later), iPad Pro 12.9" (3rd gen or later), iPad Pro M4, iPad Air 3rd gen or later, iPad 7th gen or later, iPad mini 5th gen or later
- Maximum of iPadOS 17: iPad Pro 10.5", iPad Pro 12.9" (2nd gen), iPad 6th gen
- Maximum of iPadOS 16: iPad Pro 9.7", iPad Pro 12.9" (1st gen), iPad 5th gen
- Maximum of iPadOS 15: iPad Air 2, iPad mini 4
- Maximum of iOS 12: iPad Air 1, iPad mini 2-3
- Given all that information, when is it time to upgrade your iPad? We think any model that can run the latest version of iPadOS (top bullet point above – iPadOS 18) and is not the oldest model in that group is a valid option for pilots. For example, if you find a great deal on an iPad Air 4 (which was released in 2020), that's a reasonable choice for flying—it may not last forever, but it probably has some life left. If you're still hanging onto an iPad mini 4, an iPad Air 2, or an iPad 5th gen, it's definitely time to make the upgrade. Also, consider that iPadOS 18 is out, so you might consider that a base level of compatibility if you want more useful life.
- Remember that we're talking about the bare minimum here. For best performance, especially when it comes to features like synthetic vision and animated weather images, you'll want a newer device with better performance. The iPad mini 6, iPad Air (M2), and iPad Pro (M4) are our top picks.

CLICK HERE >> Read this article for more information on choosing the right model.

GlobalAir Launches Real Time Aircraft Operating Cost Reports

By General Aviation News Staff · October 23, 2026



Aviation marketplace GlobalAir.com has launched GlobalAir.com Operating Cost Reports (OC).

The on-demand reports share the annual and hourly cost of owning and flying for more than 200 aircraft, from single-piston trainers through ultra-long-range jets, built upon GlobalAir.com's fuel pricing data, according to company officials.

Reports are available at **GlobalAir.com/Operating-Cost-Reports** for $90 a report.

Two features set the reports apart from existing aircraft cost-estimate tools on the market, GlobalAir.com officials said.

The first is fuel pricing. Each report draws on GlobalAir.com's own network of more than 3,500 FBOs that report on their fuel prices at least once a month. Fuel data is refreshed daily. Because fuel can account for over half the annual operating budget on most turbine-powered airframes, an accurate, current fuel number changes the bottom line materially, a gap GlobalAir.com officials say most existing cost reports leave unaddressed with static, dated fuel assumptions.

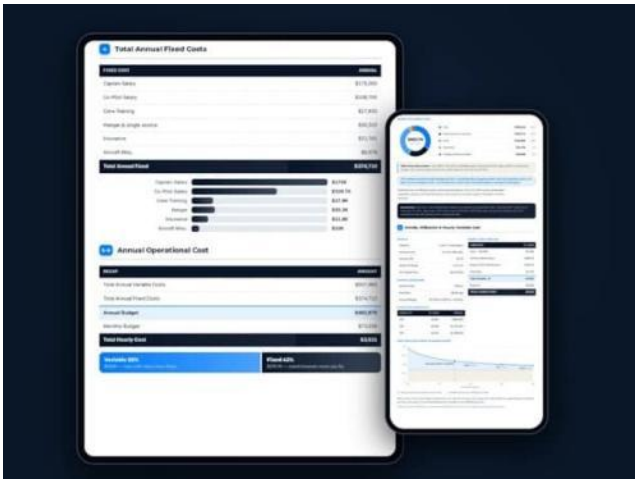
"The fuel line on an operating report alone can swing an annual budget by tens of thousands of dollars, so getting it right, and showing our work, is the whole point," said Clay Martin, COO, GlobalAir.com. "We built a report where every number is sourced, and every assumption is visible. The GlobalAir.com OC reports will also allow users to enter flight departments annual operating hours and watch the numbers update instead of taking someone else's fixed estimate."

The second feature is source transparency. Every figure has a label and grade: First-party GlobalAir.com data, OEM and government specifications, or cross-checked third-party sources. Buyers can trace, and challenge, any number in the report rather than accepting a result on faith alone, company officials noted.

What The Report Covers

Acquisition price gets a buyer's attention. The annual operating budget, fixed cost, variable cost, fuel, maintenance, insurance, and depreciation is the number that decides whether an aircraft fits a mission.

The reports include 10 sections covering Executive Summary, Aircraft Details, Variable Costs, Fixed Costs, Annual Cost, Trip Cost, Spec Sheet, Imagery, Depreciation and Range Map, delivered by email as a PDF.



No subscription or platform log-in is necessary for purchase, but subscription models will be available in the fourth quarter of 2026 for users with a registered GlobalAir.com myflightdepartment account.

For more information: **GlobalAir.com**

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	Jan 29 – 31, Lakeland, FL 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	

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

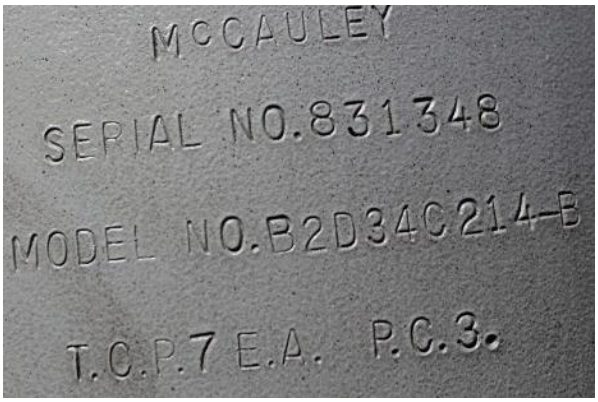
This Part #75730, when installed on Lycoming IP360-A3B6 provides clearance between the prop governor oil line and the Mooney M20J engine mount. This part is factory new and includes FAA Form 8130. The current online price for this part from Aircraft Spruce is $767.00. Contact Robert Elliott at rce.elliott@gmail.com 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

McCauley Propeller

McCauley 2-blade constant speed propeller. It was recently removed from service to be replaced with an upgraded prop.
The propeller has no visible physical damage. It was functional and airworthy when removed.
Logbook and other paperwork are available.
Total time: 3,533.6 Hours. Time since complete overhaul: 955.3 hours.
Serial number: 893134 Part number: B2D34C214-B
Price: $3,750.00. Shipping in continental USA: $50.
Damon Trimble, (707) 263-4599, damon@pacific.net



MOONEY RELATED ITEMS FOR SALE

Books / DVD's: Books like new – only read once, on shelf since.

Those Remarkable Mooneys (signed by author):

The Al Mooney Story – regular edition:

The Al Mooney Story - leather bound, new condition, signed by authors (only opened to confirm authors'[Al Mooney, Gordon Baxter] signatures / Copy #33):

Parts & Service Manuals – thru M20J (with 'notes of enhancements'):

Maintenance Course Manual thru M20J – by Jerry Manthey (including reprints of "Lycoming Flyer":

The Complete Guide to Single Engine Mooneys – 1980:

Upon Silver Wings (I, II, III – w/DVD), about M20J round the world trips, all signed by author CarolAnn Garratt:

Mooney Landing Techniques DVD by Don Kaye:

MAPA Directory 1985-1986:

Interior Sun Screens for M20J: Seldom used, in original bag:

Magnetic Compass – windscreen center post mount, M20J &??. Like new.

Dwight Wilcox at dw_1@verizon.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
Prepare
online
FREE
JDPriceCFI.com