The Mooney Flyer

The Official Online Magazine for the Mooney Community

www.TheMooneyFlyer.com

November 2013

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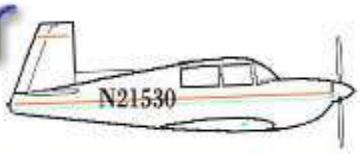
From the Editor

Phil Corman



Mooney International – The New Mooney

We cover this story in 3 parts. The first part includes my personal opining here in *From The Editor Section*. Our article entitled Mooney International – The Next Generation includes facts that we gathered from Mooney CFO Barry Hodkin and Soaring America, among other sources. Lastly, we included comments from a couple of leading Mooney Service Centers. We hope these 3 articles crush the rumors and provide a perspective on the New Mooney.

As almost every Mooney owner knows by now, Mooney was brought back from the ashes "again", this time by Soaring America, a company based in Alhambra, CA, headed by a UCLA professor, Jerry Chen. It was very confusing at first with rumors abounding on Mooneyspace, Facebook and other social media. Most of it turned out to be just that, false information. Finally Bill Eldred, Director of Engineering, clarified some points, and then Mooney itself published a Press Release (**CLICK HERE** to read it). You can read the facts, as they are known. We interviewed Mooney's CFO, Barry Hodkin, who gave us a lot of information and perspective. We have shared these in this issue, with an article called **Mooney – The Next Generation**.

It's an interesting situation that a UCLA professor has purchased Mooney. Nobody has confirmed where all the money has come from, and we could not reach Mr. Chen. We did speak with an employee, who did not know or was not able to share that information with us. There is speculation that the bulk of the investment has come from China. Soaring America has indicated that they would like to sell Mooneys in China for *transition training*. **CLICK HERE** to view a video interview with Mr. Chen. Here, at The Mooney Flyer, we are cautiously optimistic about this development. If the government grows their GA market in China, it is only good for GA in the USA and the rest of the world as well. Volume makes markets. Right now, the major market for Mooney is the good old USA. A healthy market in China will raise the market for Mooneys everywhere.

The core of Mooney remains strong & solid. **The brand is legendary**! The planes are handmade in Texas and the plane and its reputation are also legendary, as are the employees at Mooney. None of this changes. Mooney remains the best production price/performance GA airplane in the world. As of now, this does not change. The question to be understood moving forward is, where does Mooney go next?

It will certainly be a new and huge challenge for Mr. Chen to lead the new Mooney. He will have to restart production, bring back old expertise and new blood to do this. He will need to manage the Mooney initiative into China which will also represent a significant challenge for any CEO. Finally he will need to manage his investors. We are sorry that we have little information on the sources of investment. So what directions do we think are important for Mooney?

First, we'd like to see Mooney compete effectively with others, notably Cirrus. Cirrus has out marketed a lot of their competition. Hand built aluminum Mooneys from Texas have considerably higher labor components. The German car manufacturers do a great job of marketing their high end vehicles as *handmade*. If Mooney can do some great Marketing, the product will sell, even if it is at a premium to its competition. Historically, Marketing has not been in Mooney's DNA, so this would be a major initiative. The new Mooney must continue to reduce labor hours per plane, but its marketing should be much more aggressive. We think the messages include the aircraft's indestructible construction, performance, speed,and economy, (or something close to that!).

A second opportunity would be to offer a "Renovation" Line whereby the factory refurbishes the venerable J and K models. This would entail new interior, new external paint, zero-time engine and cost effective glass panels. Almost everyone agrees that the J & K models are the sweet spots in the Mooney price/performance area. Imagine buying one of these with a modest factory warranty to boot. This seems like a reasonable area for the new owners to investigate. Providing these legendary models at prices far below Ovations and Acclaims might be an interesting business model. Former Mooney executive Bob Kromer has written here in TMF about this very idea over the past year.

Finally, a factor that Mooney could leverage is its incredible network of Mooney Service Centers, or MSCs as we like to refer to them. During the "down" period, the MSCs have provided the service and, in concert with the factory, kept the parts pipeline working. A huge thanks for this from every Mooney owner. But the new Mooney should include the MSCs in their rebirth plans. It would be a sin not to include such valuable and "localized" capabilities for pre and post-purchase services.

Please send us your thoughts on what you would like to see from the new Mooney. CLICK HERE to send us an email.

> He who demands everything that his aircraft can give him is a pilot; he who demands one iota more is a fool.

Appraise Your Mooney's Value

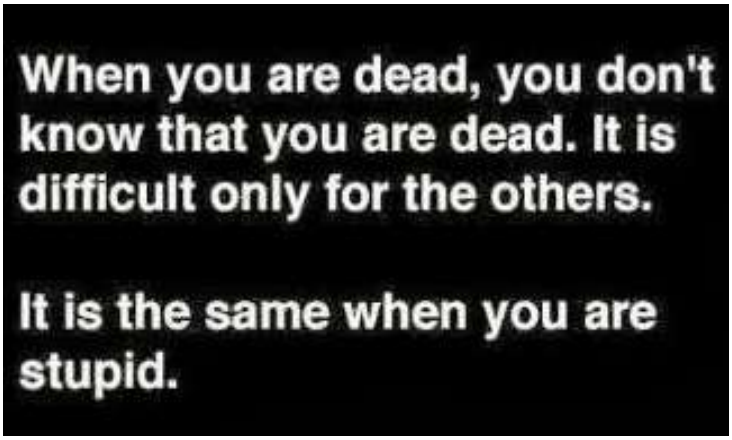
Don't forget about our cool new **Appraise your Mooney's Value** using Jimmy Garrision's valuation. Jimmy is from All American Aircraft, the country's largest Mooney reseller. We have implemented the models for M20C, M20E, M20G, M20F & M20J. Click on your model to simply complete the valuation. You no longer need paper and pencil. Just another benefit to our subscribers. These forms are currently Beta test quality. Please send errors to us.

M20C M20E M20G M20F M20J updated September 2012

Mooney Poetry

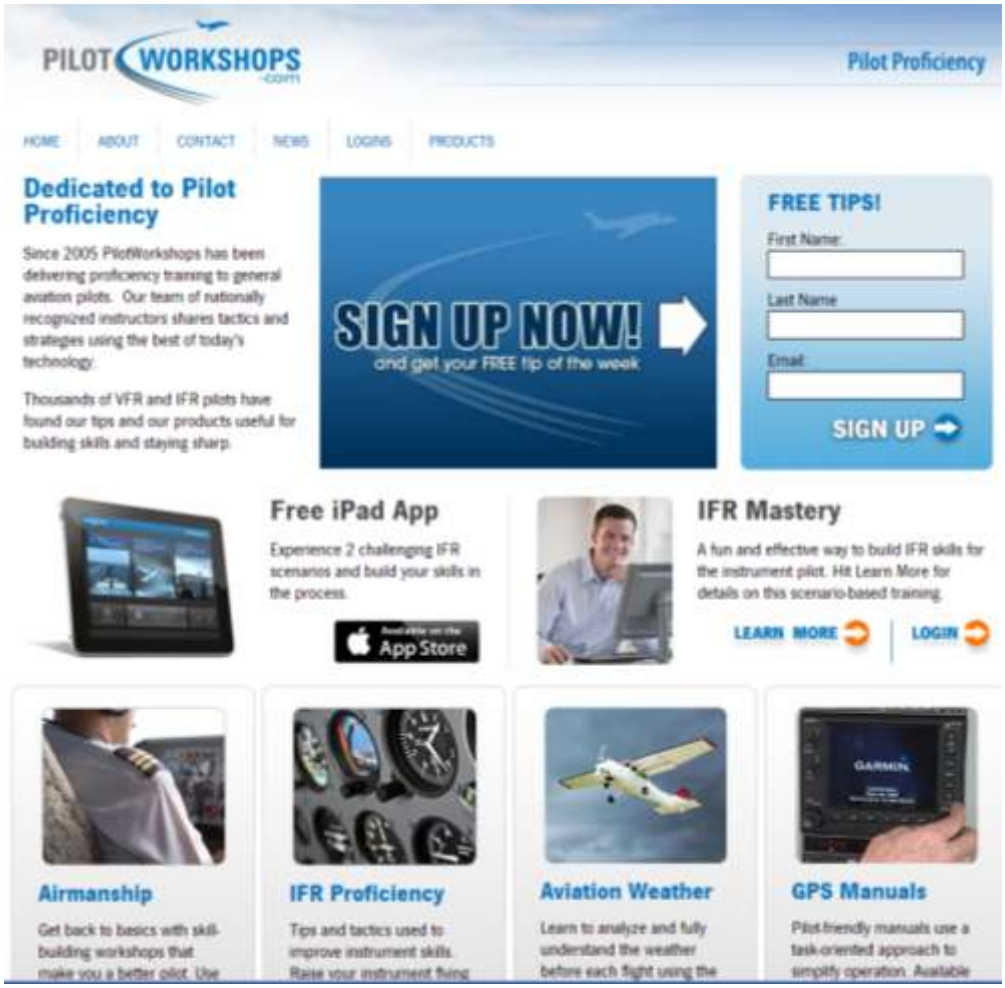
An aircraft is an inanimate object. A machine. A collection of metal and plastic and wires and rubber and steel and carpet and paint and glass. Yet I am here today at the hangar just walking around the Mooney; I am drawn to the curvature of the wing, the hardiness of the landing gear, the slope of the windshield, the compactness of the fuselage, the orderly rivets, the elegant instrument panel, the digitry and the diodes and the strobes and the needles and the scribes of speeds, and the beauty of art that is the synchrony of all these things, so that they are an airship for flight, the Mooney and me rising further into the sea blue sky, the electrons and the pressures and the flows and the eruptions of pistons all carry us upward and forward. Perhaps I am here to marvel at this wonderful airship.....to give it it's due respect, to care for her, to perhaps reach a point where she is not inanimate at all, but an extension of the pilot, as he gazes over the top cowling and feels so privileged to own and fly a Mooney.

By Mike Gangwer (via Facebook)



Pilot Workshops

http://www.pilotworkshop.com/



I've always believed that "If a pilot isn't busy learning, then he or she is busy dying." Another way I've heard this told is that a pilot's certificate is only a license to learn. Both of these expressions are true.

This month's Website of the Month is a free website with weekly online pilot tips on everything flying.

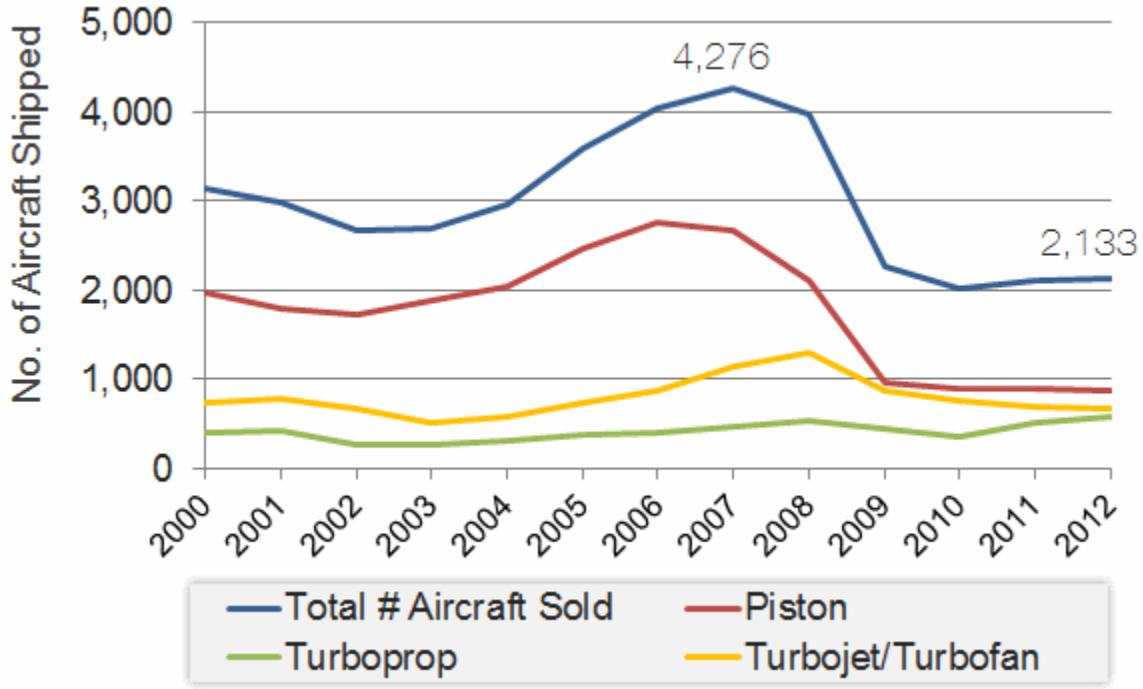
You can even get these tips and more on your iPad if that is more convenient.

There are certain aircraft sounds that can only be heard at night and over the ocean.

Mooney International – The Next Generation

The Future of Single Engine Piston Sales

In 2008, single engine sales dropped 30% compared to 2007 sales. As a result, Mooney ceased production of the Acclaim and Ovation.



Source: http://www.bga-aeroweb.com/General-Aviation.html

FIRST QUARTER SHIPMENTS OF AIRCRAFT MANUFACTURED WORLDWIDE			
AIRCRAFT	**2012**	**2013**	**CHANGE**
Piston	186	193	+3.8%
Single-Engine Turboprops	89	102	+14.6%
Multi-Engine Turboprops	19	34	+78.9%
Business Jets	124	129	+4.0%
Total Shipments	**418**	**458**	**+9.6%**
Total Billings	**$3.5B**	**$4.6B**	**+31.7%**

NOTE: Not including helicopters

In the first three months of 2013, total worldwide general aviation (GA) aircraft shipments increased 9.6 percent, from 418 units in 2012 to 458 units this year. (Ref: GAMA)

After a five-year hiatus, Mooney announced that it will restart manufacturing at the beginning of January 2014 at its headquarters in Kerrville, TX. New funding through Soaring America Corporation, a California based Company, will provide the necessary capital to re-launch and sustain the legendary brand.

Who is Soaring America?

Soaring America Corporation filed Articles of Incorporation in the State of California in late

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2012. It's a US Corporation, located in Alhambra, California (NE Los Angeles).
Dr. Cheng-Yuan "Jerry" Chen, President of Soaring America, is a native of Taiwan. He received his Ph.D from the University of Southern California (USC) in 2009. Dr. Chen is a full-time Lecturer of Aerospace and Mechanical Engineering (AME) at USC. He has been involved in the AME laboratory for more than eight years, teaching AME341, 441, and 443 classes. He is currently the head leader of the instructional laboratory in the AME Department. CLICK HERE TO READ MORE. Jerry has interests in Epyaya Corporation and has a past affiliation with Global Eagle Aircraft. Both corporations are in the Los Angeles area. In an interview with Tony Parker, VP of Engineering at Soaring America, he said, "The Mooney is a wonderful aircraft and Soaring America is excited and proud to be a part of it."

The Deal and New Name

For months, Mooney has been working with Dr. Chen on a deal to provide funding to restart production of Mooney aircraft in Kerrville, TX. On Friday, October 11th, Mooney Aviation Company became Mooney International Corporation.

"It's a new day for Mooney. And with a new investment group that is committed to the future, we're expecting to make a strong move in the industry," noted **Barry Hodkin**, Chief Financial Officer for the company. "It's been a long time coming and we couldn't be more excited about our return to manufacturing one of the finest and most trusted airplane fleets in the industry."

New CEO Announced

At the Chinese International General Aviation Convention in Xi'an China, AvWeb's Tim Cole introduced Jerry Chen as Mooney's new CEO. Click on the photo below to view the interview on YouTube.

Dr. Jerry Chen, PhD - Mooney International CEO

The Production Vision

Dr Jerry Chen sees the potential in resurrecting one of the most advanced aircraft designs in the world, and building on that for future Aerospace products. When Jerry first approached Mooney, his vision was to maintain a high quality aircraft brand, made in the USA by American workers, sold worldwide including up and coming Emerging markets worldwide.
Hodkin stated that restarting production of the **Ovation** and the **Acclaim Type S** is an expensive proposition, and Soaring America has the kind of financial backing that will inject money and excitement into the Kerrville factory. At present, there are no plans to offer "new" versions of either the Acclaim or Ovation. There is enough work just to restart the production line. The future may hold something different, but Mooney is going to restart the line and do it correctly.

The First Order of Business? Build Planes and Supply Customers

Hodkin said that Mooney will first hire and train a new workforce and reestablish the supply chain. The company is projected to recruit up to 100 people within the first year of operation. The company has a large variety of personnel needs that includes technicians, engineers, line workers, accounting and sales people. In an exclusive interview with The Mooney flyer, Hodkin said, "This staff level will enable Mooney to build one airplane per month". Within two years, the company anticipates employing significantly more people depending on the demand for its products.

Parts – Serious Improvement!

Whether you want to buy a new Mooney, or just want to maintain your airplane with Mooney parts, plans to reestablish the supply chain is great news. Mooney owners can expect a serious improvement in parts flow and customer care in the coming months. For example, Elevator skins have not been available for years because the rubber press plate on the Large Hydro Press had deteriorated beyond use. Jerry Chen spent $16,000 to repair it, and now Elevator skins are shipping from the Kerrville factory to needy customers everywhere. Hodkin talked about the period when the factory was not producing new Mooneys and explained that, "During this period, Mooney filled 93% of parts orders. But good parts suppliers strive for 98%+ and that is where Mooney intends to be. Just give us a little time."

The Mooney Flyer tips our hat to the small group of people who dedicated themselves to supplying parts during the past 4 years. Thank You!

In addition to hiring a robust workforce, Mooney International is currently entertaining bids to

refurbish the factory. This will allow Mooney to start production of aircraft in early 2014, and deliver those planes later in the year.

Mooney Service Center Redux?

Mooney International's priorities are Production and Parts, but they are leaving the door when it comes to reopening its Service Center. This was historically available to owners and many, like TMF Editor Phil Corman, took advantage of it. Here, Mooney installed a built-in Oxygen System in Phil's Eagle.
Mr. Hodkin has not given TMF a Service Center start up date , but stay tuned.

Mooney – Quotes from Bill Eldred, Dir. of Engineering, Mooney

Is Mooney International a US Corporation?

Mooney International Corporation is a U.S. Corporation. Friday [October 11th], I transferred the Type Certificate 2A3 to Mooney International Corp. under the authority of FAA Order 8110.4C Paragraph 3-2(f)(2) which states: "Certificate Transfer to a Domestic Holder. When a TC holder transfers a TC within the U.S., the FAA must reissue the TC immediately. The TC holder submits the original TC to the ACO after completing the transfer endorsement on the reverse side of the TC. This changes the TC holder, and the effective date is the date of the TC holder's signature...

Will Mooney Stay in Kerrville?

I am Chief Engineer for Mooney International, and Mooney International makes aircraft and its parts, in Kerrville, Texas that conform to our Type Design. The people that are, and will be employed here are Americans that live in the Kerrville area. Always has been, always will be.

Is the source of this financing originating in other countries?

Probably. Let me remind you of another fact: Mooney, for more than the last decade, has been financed by (GASP!) European investors. So if the source of the financing that funds a U.S Company, building a U.S. product in the U.S built by U.S. workers bothers you, then maybe you should check out one of our competitors. Oh, wait! Most of them are owned by foreign companies! But not Mooney.

What does the new Mooney International mean?

What does LASAR think?

We are glad that Mooney has a future and glad that the past Mooney Aircraft investors have kept the Mooney assets together and alive to allow new investors to resume Mooney production. In the past three years, Mooney has maintained a parts supply business in its limited capacity.

Somehow the small crew at the factory has managed to supply most of the spare parts necessary to keep our fleet in the air. I know they have had to tool up and sometimes use outside vendors to produce a limited supply. Anything in small quantities is more expensive. Also, vendor supplied parts are more difficult to obtain in small quantities and are sold at higher prices. Unfortunately, the more "in demand" parts are not stocked in sufficient quantities to keep a consistent flow of need parts.

We at LASAR are anticipating that overall spare parts availability will be greatly improved and prices decrease, as factory production resumes.

We were glad to receive our first order of formed elevator and rudder skins last week, as the new owner invested in supplies to get the drop hammer shop, up and running. LASAR is already using these new skins to rebuild elevators in our jigs to supply a backlog of "like new" elevators orders.

Even though our US economy is still suffering, we expect to see a better future as the emerging aviation markets in Asia and South American buys the new production Mooneys.

LASAR, as a long time Authorized Mooney Service Center, has enjoyed a good relationship with the factory since 1966 and look forward to new developments as Mooney makes advances and improvements in production and design.

There has already been renewed interest among Mooney owners, as we are receiving more calls daily to our Parts Department.

What does Top Gun Aviation Think?

I know the speculation started about Oshkosh time, at least for me. As you know, Top Gun helped prep the Ovation that Jack Wiegand flew around the world to set his solo record. Shortly after Oshkosh, we were involved in prepping the same plane for a trip to China for an airshow in early October. A few days after the plane left, came the announcement about the purchase of Mooney.

I still don't know the "whole story", but I am very glad about the purchase of Mooney.

It means that the value of each Mooney will improve because of the continued, and I hope the improved support of parts. When they go back in production, as they say, it will increase values even more because being an orphan in general aviation is really hard to maintain.

I know for Mooney and the good people of Kerrville it will be a huge boost. Those few that have kept it going the last few years deserve all the credit you can give them. Thier support has been very good under the circumstance. If you think it has been hard to get Mooney parts you have no idea what we go through to get Piper of Cessna parts and they cost as much or more.

For us at Top Gun and the other Service Centers, it's simple; New Mooneys, more parts, more business. Maybe even back to that the days before 2008.

All good news.

I just finished reading "Autopilot Incident" by Geoff Lee and chills went down my spine. I'm a new to the Mooney community with a 1965 M20C that is IFR certified. I appreciate all invaluable information that Mooney pilots share as I've only 160 hours to include my 40 hours for PPL, 35 hours of IFR and a handful of Mooney hours. I read all NTSB reports and stories from community members to ensure I'm making good decisions before even leaving the ground. Keep it up!
John H, Capt, MS ANG

It is a pleasure to subscribe to the Mooney Flyer. I own a 1980 M20J registered F-GPHR that I flew 3 years ago from France to the Mooney Factory at Kerrville to have her "refurbished". What a great airplane she is! Thank you so much for the hard work and dedication in putting together such a great magazine.
Philippe R, Paris France

I only have a comment on Phil Corman's article about Go –Arounds. I agree with everything he said, but I feel the order of his recommendations should be addressed. Speed brakes should not even be deployed as they are ineffective with the gear down and under 85 kts. # 1 pitch to level flight should be followed quickly by #2 Smoothly add power. #3.The next item should be to retract the gear as soon as a positive rate of climb is attained. The gear creates much drag and it it necessary to eliminate as much drag as possible. #4 trimming the airplane should be done in conjunction with retracting the gear. The amount of uptrim can be easily over come with the yoke as the control forces in a Mooney are not that strong. #5 retract the flaps. I am not a flight instructor and I only have about 2500 hours in Mooney's(F and J models), but I think the order I have related is a better option.
Tim O, East Liverpool OH

You have to make up your mind about growing up and becoming a pilot. You can't do both.

PHIL CORMAN

Crossing Over The Rockies

If you are using your Mooney for long trips, then eventually you will need to cross over the Rocky Mountains. In California, we are always crossing the Sierra Nevada which are just as imposing, but we're going to cover the Rockies in this article. In the right weather conditions and Mooney conditions, crossing the Rockies is a most excellent adventure! We are going to limit this article to VFR flight over the Rockies. Lightheartedly, we refer to these routes as IFR, meaning "I Follow Roads". Roads represent a good "out" in the mountains and it is sometimes comforting to have that option.

The correct weather conditions include good clean VFR. We don't want to get caught in clouds or driven down close to the "rocky clouds". That reduces options and increases risk. The only other condition we think should guide your decision is the winds aloft. The Mountain Flying Bible suggests that if the winds at the peaks of the mountains are greater than 20 knots, consider another time. Lastly, we don't recommend flying in canyons without proper mountain flying instruction. In fact, we recommend staying 1500-2000' above the peaks near you, whenever possible.

As to your airplane, it should have no squawks. If you are operating near or at gross weight, you should do a lot of Density Altitude and takeoff performance pre-work. That reduces options and increases risk.

Southern Route (Lowest Terrain):

The easiest route over the Rockies is what we'll call the I-10 route. Why I-10? Because it mostly follows

Interstate 10. The highest elevation along this route is approximately 5000'. From the west, the terrain climbs east of Tucson, then through Las Cruces and on to El Paso where you are east of the Rockies.

Northern Route (Lowest Terrain):

This time we suggest following I-90. The highest elevation on this route is slightly higher than the southern route, at 6500', but still pretty straightforward and you will have I-90 as a nice out. The terrain starts climbing (west to east) just after Spokane and through Coeur D'Alene. Then you pass through Missoula- Helena- Billings. You won't be done with 5000' passes until around Gillette, WY. This route is very scenic, more so than the southern route, in our opinion.

The selection of these easy routes is based on your departure and destinations.

Want a different route? Here are a couple of Medium level routes.

Northern Route (Medium Terrain):

Again, we are sticking with interstates and this time, we're picking I-80. Flying west to east again, the first hurdle is the Donner Pass into Lake Tahoe. This tops out above 7000' and gives you a dramatic view of Lake Tahoe. Just east of Lake Tahoe, the Sierra Nevada rise again into Reno. From there to Salt Lake City you are flying high desert and crossing ridge lines that can top 7500'. After Salt Lake, you'll climb over the Wasatch range. You'll be looking at terrain that tops out at 7500' east of the Wasatch. At about Rawlins, you can continue generally following I-80 and cross peaks at more than 8500', or divert north towards the Medicine Bow VOR and cross peaks at 7000'. Your choice will probably depend on time and weather.

The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage.

Southern Route (Medium Terrain):

Yup, another interstate, this time I-40. We like this route because it's scenic and fast. Again, from west to east, the terrain starts rising around Kingman, AZ. You fly through high country, but pass mountains north and south of you all the way to Gallup, NM. From Gallup to Albuquerque, the terrain is relatively high at around 5000'. After Albuquerque, you need to cross the Sandia Mountains. We usually hit turbulence here except in the early morning hours. **Note**: It goes without saying that you should fly in the morning hours when flying over the western deserts and mountains. You can divert south here if the winds are strong and then recapture I-40 as the terrain flattens out east of the Sandia's. It's all downhill and kind of boring to Texas.

The most challenging routes are through Colorado. We will not cover those, but you can safely fly those routes if you and your Mooney are trained, skilled, have experience and in good condition.

The Colorado DOT provides an excellent map for Mooney pilots with routes over the Rockies. You can order a free copy at this link: http://www.coloradodot.info/programs/aeronautics/request-form

Would you mind if we went home?

I bought my first Mooney, a 1974 C model, in April, 2005. I was an airline pilot, but new to the Mooney. Although I had lots of hours, had no delusions of grandeur when it came to general aviation. Now, I laugh in the face of crosswinds and other challenges, but when I had just a few hours in our Mooney, it was a different story. It took several weeks until I felt comfortable in our M20C.

My Utah friend Ken and his wife Sue came to visit in those early months of Mooney ownership. Ken owned a M20K 231 and after listening to his Mooney love stories, his unbridled enthusiasm peaked my interest in this company in Kerrville, TX. Ken and I went way back to the early seventies, having served in the Air Force together. After serving in Vietnam, I was a co-pilot, and Ken was my first Aircraft Comander on a KC-135A crew in Spokane, WA.

Ken, Sue, my wife Gerry and I wanted to fly to Sedona (SEZ) AZ for a day visit. The airport is situated on a mesa and it looks like an aircraft carrier. As we approached the USS Sedona, I could hear pilots on the CTAF complaining and cautioning others of a wicked crosswind.

My thoughts centered around my proficiency in the Mooney. Was I ready for this? It seemed that when we had a nice crosswind going in The Valley of the Sun, I was always away from home. Gee, I've not tried this yet. Should I try it with other lives at stake?

I wondered what Ken would say if I turned around and left Sedona behind us? Would my wife think I was less of a pilot . . . and a man . . . for wimpin' out? Sedona sure would be fun and I didn't want to disappoint the gang.

As I neared Sedona, I heard two or three pilots announce go-arounds. Were they student pilots or seasoned professionals? How could I know? I just knew that lots of pilots, whatever their experience, were having difficulties with crosswinds. As I approached the pattern, I said, "Guys, I just don't feel

completely comfortable with a crosswind in my airplane. I hate to disappoint you, but would you mind if we went home?"

Everyone said, "Sure; no problem." Were they just being nice and laughing inside? I didn't care. I just wanted everyone to be safe and enjoy another day.

Later that day, my wife said, "Do you know how proud I am of you? I know that you were worried about 'losing face'. Yet, I know that you made the right decision."

She's so good about letting me know what she thinks, and my stock had just soared in her mind.

In the past 15 months, there have been seven Mooney accidents – thankfully all non-fatal – Involving landings or go-arounds . . . stick and rudder skills close to the ground. The NTSB's words that are the most hurtful in these *Probable Cause Reports* are, "The pilot's failure to maintain airplane control . . ."

- **during the landing roll**
- **in a crosswind**
- **during a bounced landing**
- **during takeoff in the middle of a corn field**
- **during the go-around**
- **in gusting wind conditions**
- **because of excessive speed at touchdown**

Does it need to be that way? Absolutely not. If you're not feeling absolutely competent in the prevailing conditions, just find a safer airport. Then, don't just forget about it. Get some more experience or training. In the past three years, not one pilot, who is actively engaged in the FAA Wings Program, has been involved in an accident. Coincidence? There is no such thing! There are, however, safe pilots who strive to be better.

"The pilot's failure to maintain airplane control . . ." Seven accidents and seven little words that stab at my heart, and I wasn't near the accident scene.

Evaluate each situation and if you are unsure of your skill level . . . just say, "Guys, I hate to disappoint you, but would you mind if we went home or to a safer place?"

Two Mooneys in a Box to Australia

by Damon Trimble, N57492 M20j

How challenging is it to package-up not one, but two airplanes for a long ocean voyage from Lakeport to Australia?

The staff at local business Lake Aero Styling and Repair (LASAR) recently found out. After many days of specialized work by the skilled staff at LASAR, both of the Mooney airplanes were ready to be shipped to their new owners in Australia.

Paul Loewen, owner of LASAR, oversaw the entire project. "One of the airplanes was a 201 (M20J) here for a month-long retrofit and upgrade of its glass-panel Primary Flight Display and GPS navigation screens," said Loewen. It was flown here from Portland, Oregon (KHIO) by LASAR maintenance test pilot Damon Trimble.

The second aircraft, a unique Porsche powered Mooney, began its journey in Wisconsin.

Sidebar: In 1988 Mooney partnered with Porsche to include their geared single-lever Porsche PFM 3200-N03 engine. It was derived from the 911 Carrera engine of 217 hp (162 kW) and stretched the fuselage to produce the first long body M20. Most M20Ls no longer use this unique engine as factory support ceased in 2005. M20L production ended in 1990. This model was marketed as the Mooney PFM. The M20L achieved type certification on 25 February 1988.

Really? One piece wings? Who thought that was a good idea?

Both Mooney airplanes were partially disassembled and carefully loaded onto racks that were specially designed to support the two aircraft bodies, wings, and tails and to fit into the cargo container.

Hamish Ramsey, owner of a Mooney Service Center in Wangaratta, Victoria, Australia, spent two months in Lakeport. He managed the retrofit project as well as designing the special shipping racks that would support the two aircraft bodies, wings, and tails during shipment. “We continue to appreciate the excellent service by the creative, talented, and friendly folks at Lampson Field for our overseas aviation requirements,” Ramsey added.

After the shipping container left Lampson, Ramsey headed home to Australia to supervise the reassembly, testing, and delivery of the two aircraft to their respective new owners.

LASAR also prepares Mooney aircraft with a temporary long-range fuel cell for trans-Pacific flights to Hawaii and other designations around the Pacific Rim. The 55 gallon fuel cell is mounted in place of the two rear seats and is plumbed into the fuel system via the existing floor-mounted fuel selector valves. An additional 15 gallon tank may also be fitted in place of the right front seat. For this type of extra-long flight, the seats and other non-essential items are removed and shipped ahead for re-installation at the destination.

LASAR supports the Mooney community by regularly servicing customers from both domestic and international locations, including Europe, Africa, Asia, Canada, and South America.

Dan Riesland, LASAR's Parts Manager, says that he and his staff ship Mooney parts world wide on a daily basis. Loewen added, "I am very proud that our business has earned a wide reputation for quality service." Paul and Shery Loewen recently celebrated 38 years as a Mooney Service Center at Lampson Field.

A Stowaway from LASAR (above) and "The LASAR Team" with Hamish (below)

I Almost Became an NTSB Report

by John Haynes, 1965 Mooney M20C

When it comes to flying, my priority is always safety; the word I most associate with flying, especially with passengers. I've read many accident reports, forums and articles on flying, safety of flight, etc., in an effort to be the most informed pilot and ensure that safety is engineered into my flight plan. I finished my private certificate in December 2012 and went straight into IFR training, finishing up on May 11, 2013. With my newly minted IFR cert, I cautiously flew into a few clouds, gaining a bit of confidence and experience with each flight; my last flight would challenge everything I know.

I knew a hurricane was inbound on the weekend of October 5th. I also knew it would turn into a tropical storm and just dump rainfall all over the southeast. I elected to fly out Friday, October 4th, on a short one hour trip from KMEI (Meridian, MS) to KEKY(Bessemer, AL) on an IFR plan just to get through the broken cloud layer hovering around 3k feet. Once above the clouds, life was VFR all the way to Bessemer, AL. I knew I would fly home on Oct. 6th with rain and clouds and all the love of an IFR flight. I planned on an early Sunday morning flight due to afternoon thunderstorms in the Meridian area. I actually received a text on Sunday morning at 7 am (I was sleeping in late) from a family member stating that Jackson, MS, had severe thunderstorms. I immediately checked weather at Meridian and the TAF. I had a good window of opportunity to fly over existing storms to land prior to the line of thunderstorms inbound.

I arrived at the airport, checked over the plane, filed my plan and took off VFR. Within 30 miles I had to climb all the way to 10k feet for a 109NM trip to clear rapid vertical development. I was skipping across the tops of clouds, punching in and out of the tops with no major issues. 60 miles out, ATC directed a descent to 4k. I pulled power, check all my instruments knowing I was about to go hard IFR for the duration of the flight. I had already pulled up my approach plate on ForeFlight, briefed the info to myself and had all frequencies and headings programmed. From 10k to 4800' I was in the clouds and broke out for a short duration just under 5k. After reaching 4k feet, I was given a vector to intercept the ILS and to descend to 2k for the approach. I went right back into hard IFR without any issues and picked up the weather radar on ForeFlight for the approach showing mild rain and exactly what I was hoping for. I had flown over the previous thunderstorm and would land prior to the next storm that was still some 20 miles away.

ATC gave me my final vector to intercept the localizer and I was holding steady on heading, matching my info from my steam gauges, ILS and ForeFlight maps. I started getting nervous as I approached the flight path on ForeFlight until I saw the localizer needle finally start to move. I called the intercept and was cleared to land. At 2000', on approach, ready to run my landing checklist, things went wrong and bad decisions were made based on inexperience. As I waited to intercept the glideslope, I kept checking all instruments but lost focus. That’s because I was “IFR rusty” and hadn't performed an instrument approach in over a month. I didn't notice my altitude dropping, and while checking another instrument, I put the plane into a right turn as I descended. My localizer pegged, and I realized I was in a hard right descending turn. I immediately leveled the plane to a 40 degree offset heading. Instead of making minor corrections, I turned back to the left and overshot the localizer again, all while still descending. I had gone from 2000' to 1000', was below the glideslope and was 2 degrees left of the localizer on a 3 mile final approach. I continued to make small corrections to the right attempting to center the localizer when I got a check altitude call. This call made me realize that I had not performed the landing checklist, and I was still off the approach and couldn't see anything. I started to panic. I applied power and

prepared to call missed approach when I saw the ground, a hole in the clouds. I was still below the glideslope and about 1 mile away from the runway when I broke out of the deck around 650'. I immediately saw the running rabbits about a mile away about 200 yards to my right. I was definitely not lined up but I realized quickly I could make a normal landing. In my stress, I radioed tower I had the airfield in sight, corrected my approach and landed safely. By the time I touched down, I was sweating and shaking nervously. The rain was coming down hard, so obviously I got soaked while putting my bags in my truck.

What Did I Learn

I played out the landing the rest of the day in my head and tried to understand how everything had gotten out of control so fast. Here are my lessons learned:

First, I was rusty shooting an approach and my scan pattern was not efficient which lead to my loss of altitude and abrupt change in heading.

Second, the weather was reported at 1200' broken, 800' broken. The actual conditions on arrival were hard IFR until just about minimums.

Third, I should've gone missed when I was overcorrecting instead of trying to salvage the approach. This lead to a potentially dangerous situation.

Why did I make poor decisions and allow myself into this situation? I recall that in my IFR training, I always shot the approach with minimal effort. I lost partial panel but still had the info to land. I was never put off course during the approach and told to correct, I was never trained to lose the approach so much that I need to go missed. My only practice missed approach experience was gained while shooting an approach and then not "breaking out" of the clouds. It's easy to make good decisions when everything is going right. My training never prepared me to make good decisions when everything went wrong and I feel fortunate that I'm able to share this info instead of being another NTSB report. I know I need to go get a safety pilot and practice situations that get out of hand so I'll be better prepared next time.

From ASO

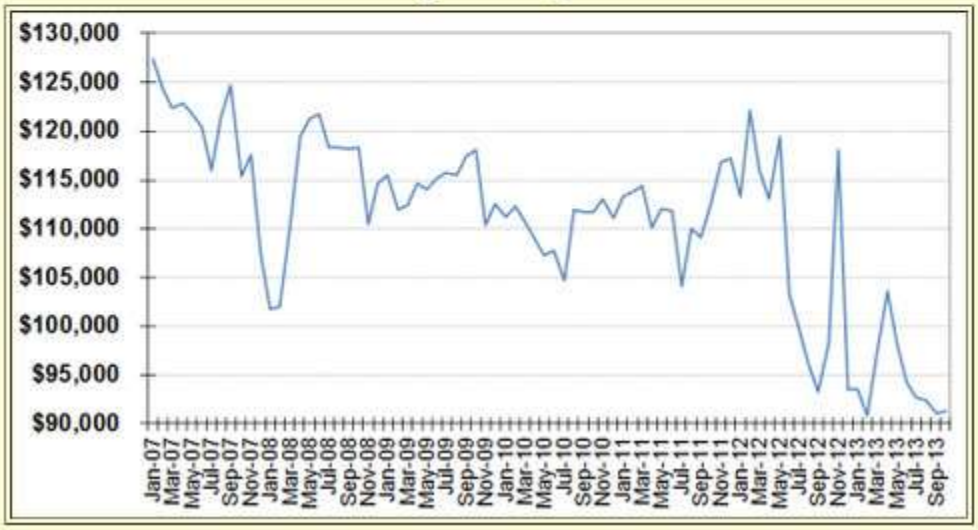
A Look at Market Pricing

Mooney M20J
Single Engine Prop

Years Manufactured: 1977 to 1998

Number of Pre-Owned Aircraft For Sale:	21 (Click to View)
High Asking Price:	$175,000 (1987 / 4,480hrs)
Low Asking Price:	$58,900 (1978 / 1,301 hrs)
Average Asking Price:	$84,900

5-Year Average Asking Price Trend

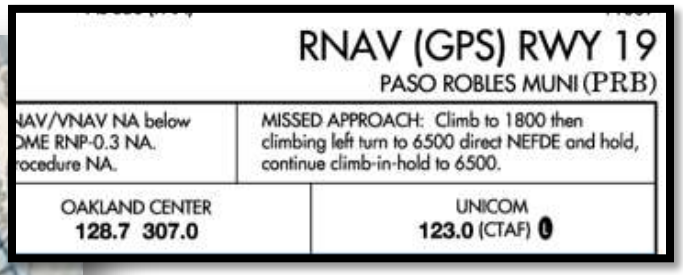


Flight Following *by Jim Price*

Requesting Flight Following from a Center Controller

I am taking off from Paso Robles (KPRB) in California.

I know that Oakland Center controls Paso Robles approaches on 128.7, so that's where I'll start.



ME: "Oakland Center, Mooney 257 Kilo Whiskey, just off Paso Robles, **may I have a beacon code,** please?"

OAKLAND: "Mooney 257Kilo Whiskey, Oakland Center, Squawk 0424"

ME: "Squawk 0424. We're a *Mike 20 Tango slash Golf, destination is Reid Hillview – Romeo Hotel Victor – at 8,500, Mooney 7 Kilo Whiskey."

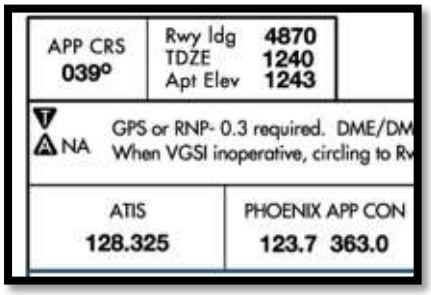
Wow!, that was easy. I used key words and phrases and Oakland thinks that I'm the most professional pilot on the planet! I didn't wait for him to drag information out of me, like my aircraft type, navigation capability, destination and desired cruise altitude. Controllers love working with me!

*** "Mike 20 Papa" for normally aspirated Mooneys**

Requesting Flight Following from an Approach Controller

I am taking off from Chandler Muni (KCHD) in the Phoenix area.

I know that Phoenix approach controls the Chandler area on 123.7. Phoenix Class B airspace south of Chandler will cramp my usual lightning fast climb until I'm 30 nm southeast of the Phoenix VOR, so I'm hoping for clearance through Class B with an unrestricted climb.



ME: "Phoenix Approach, Mooney 257 Kilo Whiskey, Request." (Stopping at "Request" is important if the frequency is busy).

PHOENIX APPROACH: "Mooney 257 Kilo Whiskey, go ahead."

ME: "Mooney 257 Kilo Whiskey, just south of Chandler, request Flight Following **with a Center handoff** to Nogales, Oscar Lima Sierra. Requested altitude is 9,500.

Aircraft type is *Mike 20 Tango slash Golf."

PHOENIX APPROACH: "Mooney 7 Kilo Whiskey, stand by for the beacon code."

About 30 seconds later . . .

PHOENIX APPROACH: "Mooney 7 Kilo Whiskey, Squawk 0324, say altitude."

ME: "Squawk 0324, passing 4,200, Mooney 7 Kilo Whiskey."

PHOENIX APPROACH: Mooney 7 Kilo Whiskey, remain VFR. Cleared through Bravo Airspace to requested cruise altitude."

ME: Cleared through Bravo Airspace, climbing to 9,500, Mooney 7 Kilo Whiskey."

Another smooth and professional controller exchange. I can just hear the Phoenix controllers, fighting over who is next in line to talk with 7 Kilo Whiskey.

*** "Mike 20 Papa" for normally aspirated Mooneys**

90% of getting Flight Following is based on your "initial" radio call. If it is short and sweet, and professionally requested, you'll probably get it.

If Center or Approach are overloaded, you still might be turned down.

If so, ask the next controller.

East Coast to West Coast in a 252

by Geoff Lee

My student, Michael, had just passed his private practical test in a 1956, straight tailed, Cessna 172 that he had purchased for his primary training. He had expressed the desire for something faster shortly after he received his certificate and I, naturally, put forth the idea of a Mooney of some type. With a little help from yours truly the new Private pilot thoroughly researched the entire model line of Mooneys that were within his price range. I had pointed out, that as winter and tax time approached, the prices got "softer" as one's search moves Eastward. However, it was a little surprising that, within a very short time he suggested that we should proceed to White Plains, New York (HPN) to examine an abundantly equipped 1986 Mooney 252 with under 3,000 hours total and 300 SMOH.

Wondering how much Michael had researched regarding the aircraft, I contacted the FBO in Trenton that serviced the aircraft and regaled the pertinent mechanic with the usual questions regarding the plane's condition from cosmetics to compressions, with avionics in between. The asking price seemed fair, but there is always room to aim below the asking number and I wanted to know if there were any possible weak points on which to negotiate. I received no help from that guy!

Michael had received photographs and was thoroughly enamored with the plane and straining at the bit to get to New York. Photographs and salesmen never tell the complete truth, so it was with reserved enthusiasm that I agreed to accompany him on the foray to White Plains. Michael did not yet have any high performance or complex experience so if he bought the aircraft, the flight back to California would be his initial exposure and responsibility for the aircraft would be mine. He did confirm, at my request, that if the purchase went through that I would be named on the insurance. Thus fortified, we took a commercial flight to JFK and were greeted at the terminal by the 252 owner in the late afternoon. He promptly drove us to the Westchester airport to see the plane. It was late evening when we arrived and the craft was not present, but in transit from elsewhere to meet us . A partnership owned the plane and one of the owners finally arrived at HPN just at dusk. This was not a good time to closely examine an aircraft but we did not wish to spend too much time on the East coast. After a cursory look around the craft and in the wheel wells, plus a normal preflight, I elected to make an initial flight in the local area. It was dark at this point, so one of the partners elected to accompany me on the short excursion in the unfamiliar area. The flight was uneventful and the plane flew as expected, with all the radio equipment functional *(I flew an ILS approach just to check that specific functionality.*) We agreed to convene at the FBO next day to look at the plane in more detail with a mechanic. It turned out that the FBO was in Trenton-Robbinsville (N87) on the other side of the New York Class B Airspace from Westchester. The owner of the plane flew us to Robbinsville the next day, providing us with a great view of New York City from 2,500 ft, down the Hudson river and over the statue of Liberty.

Daylight inspection of the aircraft revealed the omissions and flat untruths related during my telephone walk around with the mechanic. The windows were somewhat milky, *(that was my first phone question to the mechanic as was the tail link*). The tail link was out of spec (*worn link and pivot bolt*) and the paint work on the wing was very scratched around the door. One owner had a dog that must have used the wing as a slide. The engine compressions were good; 73/80 being the lowest. The paint overall was attractive with a good sheen but beat up near the door and it needed a wax job. The plane was generally decent, but just lacked the usual TLC. This is often a *partnership issue*. We discovered that the oxygen system was leaky; we would need that on the way home if we bought it.

The wheel wells had never seen a cleaning rag, having excess and dried grease from all previous annuals evident around the linkages and grease nipples. Even worse, the wells were painted black making inspection difficult.

At the end of that day the owner flew us back to Westchester to spend the night and let Michael cogitate on the purchase. We determined that we needed more info and inspection from the Trenton FBO, so I flew the plane through the New York Class B Airspace, down the Hudson again and back to Trenton-Robbinsville the next day. The 70nm trip gave me a decent feel for the machine and I felt good about it. We spent another half day with the FBO and Michael bought the aircraft, got it insured, fixed the oxygen leak and serviced it. We launched for the West coast via Waterloo, Iowa (*visiting Michaels daughter*), early in the afternoon with Michael in the left seat.

Climbing to 9,500 feet put us on top of a thin layer of small cumulus and we proceeded to race the sun toward the west, intent upon covering as much ground as possible before dark.

After checking for the best fuel prices for a stop about halfway to Waterloo, we decided on Marion, Indiana (MZZ), a beautiful little country airport set in the verdant countryside about 550 nm ahead of us. The route took us below the Great Lakes, with a ground speed around 165-170kts @ 9, 500; good speed going west.

Mike was doing well holding altitude and track on his first 2.5 hours in the 252. He quickly learned the advantages of an autopilot on a long trip. We were both somewhat fatigued after the initial saga of travelling coast to coast and then dealing with the acquisition process. The electrical load meter is located on the extreme left side of the panel. This is my excuse for not noticing that the battery was in discharge mode and after about 2.5 hours in the air the radios went dead. We had omitted to place the alternator field switch in the on position and the battery subsequently became non- productive. (*We did*

use the checklist !) The very prominent Red split switch was pushed and the avionics came alive again. (*Unfamiliar panel, fatigue and probably a little hypoxic. There is a lesson in there somewhere*.)

We landed at Marion, Indiana after about 3h 15m in the air. It was late afternoon and we had not eaten since early morning, so we were hungry. There was no one in evidence at the pristine little airport so we self-served the fuel and explored the empty but beautifully appointed terminal building for something to eat. All we could find were some excellent, locally manufactured chocolate bars in a bowl with a sign soliciting a donation for some nearby charity. I took three and immediately consumed two. Michael found a vending machine with some chips to ease his hunger. An attendant did eventually show up just as I was contemplating taking a nap on the elegant and comfortable looking sofa in the lobby.

Waterloo, Iowa (KALO) is 320 nm from Marion. If we could sustain the ground speed on our previous leg, we could get there just before dark - in around 2 hours. We resisted the rest period and left Marion behind. Our heading was NNW 297 degrees to Waterloo, Iowa. The 170 kt ground speed was still with us so we arrived at KALO close to sunset. Michael made his first un-assisted landing in the Mooney at Waterloo.

Not bad; 873 nm, about one third the way across the US in an afternoon. One does think about the western settlers striving on wooden wheels and live horse power to cover 20 miles a day while we speed across the country at 200 MPH propelled by the energy derived from ancient, decayed dinosaurs and buoyed aloft by an assemblage of curved metal. The terrain between our east coast departure point and Iowa is minimally interesting from. However, there are beautiful green countryside and small towns with idyllic airports, all seemingly attached to the earth by a spidery web of narrow roadways. Crossing the Mississippi River does reveal its impressive size. High terrain points on the route are generally in the 1500 ft range. We could have flown most of this first leg at 6,500 ft. In retrospect, it may have been better to fly lower, primarily because we were tired and the richer oxygen content may have reduced the fatigue a bit. The winds and the turbocharger favored the higher altitude and what the heck! It is all about speed anyway.

As one leaves the midwestern states and flies toward the west, there becomes a very noticeable, gradual change in the color of the terrain from bright green to paler shades of it and then to tan and light brown. Evidence of the "dust bowl" era is exemplified by development of huge areas of the circle irrigation technique used for crop farming in drier climates and terrain.

From Waterloo, after a nights rest we headed the Mooney due west toward the Rocky mountains with a planned stop at Scotts Bluff, Nebraska (BFF) (495nm) for gas. We estimated this leg at something over 3 hours. The forecast winds would not be too bad, but not favorable.

The plan was to get across the Rockies to Ogden, Utah this day. It turned out that the winds were over 30,kts out of the north and there was some developing cloud cover.

About halfway to BFF, Michael developed the urge to visit the bathroom so I suggested we land at an airport that was visible just abeam the right wing; O'Neil, Nebraska (ONL). The winds dictated runway 4 but even then the North wind would put us in a 30+kt and 35 degree crosswind. I elected to give it a try and relieved Mike of the controls. After a turbulent descent, we rolled out on final. I relaxed my feet momentarily to see how much crab the plane would assume (*it looked daunting*) and then put the upwind wing down into the wind with one foot pressing on the high rudder. The bank was pretty steep and the descent rate was quite high in the slip, power application held the speed at about 95 kts. The slip attitude would not stop the drift away from the runway. Unconventionally, I decided to point the plane into the wind and fly toward the approach end at about a 30 degree track angle to runway heading with wings almost level. This put my right wing within 10 degrees of runway heading. At the last moment before power off and flare I put the left wing well down into the wind and we both pushed hard on the right rudder to align the plane with the runway. (*My right foot was numb due to a pinched nerve so Mike had to assist*). The touchdown was acceptable on the downwind edge of the runway but still drifting a little, it felt like an abrupt 90 degree turn to runway heading with the right rudder and the upwind, left wing almost touching the runway. It was definitely a cross controlled one wheel landing. I urged Mike to always remember a relief bag in the future. His reply was that he would always remember the landing at O'Neil anytime he needed to "go" while flying on a windy day.

We proceeded to Scotts Bluff under some clouds, landed and refueled prior to crossing the Rockies to Ogden (OGD). We departed, but after about 10 minutes into the climb to 12,500 ft, the turbulence was more than I wanted to endure for the next 2.5 hrs, so we returned to BFF. With building cumulus and stiff winds, the weather was beginning to look threatening, so we covered the Mooney and tied it down

tight. That night, thunderstorms abounded and it rained and hailed with high winds blowing late into the night.

The morning greeted us with widely scattered showers and light winds so we commenced the climb to 12,500 ft again to cross the Great Divide. The heading would take us over Medicine Bow , Rock springs, Rawlins and Fort Bridger after which we would cross the Wasatch range and descend into Ogden.

The terrain travelling West from BFF rises quickly to about 7000 ft from just under 4000 ft at BFF airport. It presents itself as a wide, treeless, barren expanse with higher mountains in the distance on both sides of the route

The oxygen system started to earn its keep on this leg at 12,500 ft. We were making only fair speed toward OGD. There were showers on our starboard side but the air was reasonably smooth with good visibility. The terrain presented some interesting features revealing the path of ancient glaciers and seismic plate movement.

A route from the Bay area to Oshkosh via Scotts Bluff would bring one through this area, then head in a little more northerly path to Oshkosh. It is the best route and I have travelled it 3 or 4 times in the past. After passing Fort Bridger, the Wasatch Mountain range comes into view and at 12,500 ft, one can just get a glimpse of the Great Salt Lake. Descent into Ogden starts here and takes us through a pass in the mountain range clearly visible at the head of a lake. (*Pine View Reservoir)*

The elevation at OGD is around 4,500ft. We landed and had an early lunch at the airport. We were about three hours from home at this point (510nm), so phone calls were made to wife and girlfriend to plan the arrival.

Fuelled up, we climbed out over the Great Salt Lake to 9,500 ft. OUr route is ELKO-RENO-RHV, because a straighter line would put us over higher terrain and there were still some showers around the peaks and the Great Salt Lake. I have flown this route many times but it always surprises me how massive and desolate that Great Lake is and how completely different it is from the eastern states. Reno is 2 hours ahead and moving into Nevada, the terrain pictures are different again.

The sky became a clear azure blue as we passed Pyramid Lake and Reno, into California and started a long slow descent from Immigrant Pass down to the Bay Area. It had been a great initial Mooney familiarization for Michael. I handled the controls just twice on the journey; less than 20 minutes total.

In retrospect I must conclude that Michael made an intelligent purchase in his 252.

It took almost 10 hours to get from California to New York via a commercial flight, including travel to the airport and flight wait time. The Mooney 252 covered 2,300 nm in just over 13 hours of flying time. I am certain that the pilgrims could not even dream of that possibility as they trudged along the trail to the West in covered wagons.

Landing Gear Retraction/Extension System Inspection

by Michael Riter (Service Manager at LASAR)

Let's take off the belly panels and look at the landing gear retraction/extension system

There is a lot going on so let's start by raising the gear and checking to make sure the gear is fully up and the doors are closed snug. The gear should not be up tight in the wheel wells. There should be a little movement when you push up on the gear. The doors should be closed snug, not so tight that the door deforms when closed. Extend the gear manually and check pre-loads. At this point we often find that pre-loads need adjustment. Before any work is done on the gear system, it is important to finish the gear system inspection. It's important to get under the aircraft and watch all the parts as the gear is operated. You never know what you will see. We recently found an MLG rod that was chafing on the retraction bellcrank when the gear was up. Further inspection found that the rod was manufactured with the non adjustable rod end installed on the wrong end of the tube. So keep your eyes open and watch how it all works. Also grab, pull and twist things with normal hand pressure with the gear both up and down. You want to make certain things are secure.

Now let's check the system for loose play and lost movement. Partly retract the gear to remove tension. This is where the FAA likes to tell us mechanics, "You have to clean before you inspect." Yes, if the aircraft is caked in mud, I will, of course, clean it first. If it is just normal dirtiness after a year, I need to see what the parts are telling me. Besides that, I'm going to be inspecting the aircraft again. As parts wear or become loose, they leave signs. In the gear system it is most often found by a black, almost watery looking ring around the part. This is most easily seen around roll pins securing the rod end in the retract tubes as well as around bushings. **If you see this ring, pay close attention**. Move to the wheel well and grab the gear. Move it back and forth while you are watching the movement between the gear, the retract link and the retraction truss. There should not be any lost movement between these parts and the retraction truss should pivot, not rock in the bushing. Move further inboard to the next bellcrank and make sure both rods rotate a little.

Also, check the ears of the bellcrank. We have seen them cracked before. As you move to the belly, keep moving the gear and check the rod ends for excessive movement at the ball, as well as movement between the rod ends and the roll pins attaching them to the tube. It is not uncommon to find play between the rod end ball and its race. It is important to find it before it becomes so bad that the ball separates from the race. More than once, we have seen the ball move enough in the race to prevent the rod from rotating. This could lead to a bent rod. In the case of

movement between the roll pins and rod ends; replacement of the roll pins will normally fix the problem, and sometimes you have to go to oversize roll pins. In extreme cases the rod may need to be replaced. Also you need to inspect the rod itself. A dented rod is a weak rod and should be replaced. A rod that is bent needs to be replaced and the reason for why it bent needs to be determined. To me, it is not acceptable to straighten a bent rod. One part of the tube was stretched and the other compressed. You may be able to get it straight, but in my mind the intended strength is no longer there.

So now we get to the hard part. Your mechanic has to tell you what he found. In a perfect world I would tell you everything I found and you would say, “Fix everything”. It is not a perfect world and no one could afford that. Personal judgment comes into play. We want to keep you safe in a safe aircraft. So, we want low pre loads and little play in the system. Minor play in the rod ends can be adjusted out. Questionable play; replace it. The part is cheap and the time to do it is less than 1/2 hr. Loose roll pins? Just replace them. Obvious rocking in the retract truss should be fixed. Slight rocking is a judgment call. Excessive loss of movement in retract link should be adjusted. Slight loss of movement is a judgment call. Up to a point it can be adjusted out.

Remember as your mechanic, our first priority is to keep you and your family safe.

November 9: Winter Haven (GIF) Pappy's Grill
December 14: Punta Gorda (PGD) Skyview Cafe
E-mail DaveanRuth@aol.com by Thursday night of the week of the event so we have a head count for the restaurant on Friday.
January 11, 2014: The tenth anniversary of the Florida Mooney Lunch Group will be hosted by EAA Chapter 534 of Leesburg (LEE). They will cook lunch for us in their hangar.

Prop Culture

by Jim Price

Pilots are creatures of habit and unless they are receptive to new ideas, they will carry those habits – right or wrong – throughout their flying years. The Mooney Pilot Operating Manual simply directs that one should “cycle the prop” prior to takeoff. The term “Cycle” is left to your interpretation.

It’s not B-17

There is a holdover “culture” from the old "big piston recip" days of cycling the propeller multiple times. This was necessary in those big birds because pilots needed to flush their large propeller hubs. Old habits die hard and the multiple cycling method has been passed down from CFIs to their students as Prop Gospel. However, this just isn't necessary in the Mooney, or any other GA aircraft.

What does “Cycle the Prop” mean to you?

Do you **a)** Give it a gentle test to see it you can get a 100 RPM drop, or **b)** Do you feel like you need to do a “Deep Cycle” and really put it through its paces through feathering?

If you answered **a**, you’re right. You just need to see if the oil will control the prop ever so slightly.

You can thank me later.

November, 2013

Mobile Flight Risk Evaluator

Download the ***Air Safety Institute's*** Mobile Flight Risk Evaluator to clarify the gray areas of making a go/no-go decision. By taking into account your total flying experience, including recent flight hours, how much experience in a given aircraft, weather, terrain, and runway information, this app gives you an assessment of how much risk you may be undertaking for a particular flight—helping you to be more realistic about your skills and proficiency.

- It's free—to anyone!
- Great tool for students, instructors, and veteran aviators
- Offline and online access
- Store performance data for one or more aircraft
- Automatically download real-time airport weather and runway information
- Objective risks, safety recommendations, and explanations
- Helps craft your own personal minimums
- Make better, safer choices

Watch the video to learn more

Flight Plan Equipment Suffix Changes

Some suffixes for Flight Plans and designation when Flight Following have been revised based on equipment onboard and services requested. **CLICK HERE** to read the details.

NOAA is "mostly" ending Paper Charts

The future is electronic as even the government is going non-paper on April 13, 2014, except for printing nautical charts on demand. **CLICK HERE** for more of the story.

Product Review: Garmin D2 Watch

We are reporting on Garmin's new D2 watch for pilots. It's an aviation version of their earthbound watch for outdoors people. Back in the day, pilots were wearing "big" watches and the D2 maintains that legacy. They packed quite a bit into a watch. The main features include a moving map (pretty simple representation, but usable), the ability to download a flightplan, and even computes your glide ratio. We are all used to the Direct To features on our panel and portable GPS and the D2 has the same capability built-in. It's actually a WAAS GPS in a watch. In addition, the D2 incorporates a highly sensitive altimeter with adjustable barometric setting. If you can believe it, the D2 also sports a worldwide aviation database. Pilots can easily press and hold dedicated buttons for quick access to perform direct-to and nearest functions, as well as load flight plans, and create waypoints, similar to the capability found in our popular portable avionics. Even further, the option to assign customized data fields to display GPS ground speed, GPS track, distance, estimated time enroute, bearing, glide ratio and much more, are all conveniently accessible within D2.

The D2 also has some E6B functions. The data field can be customized to include ground speed, track, and time en route. Additionally, the D2 has a moving map, adjustable altimeter, an HIS equipped digital compass, and vibrating alarms.

Last month, we reviewed the Garmin VIRB HD camera. The D2 will also remotely control Garmin's VIRB HD camera. When connected to the VIRB through its Bluetooth link, the D2 has the ability to remotely start and stop video, view elapsed time for active video recording, as well as capture high quality still photos while video recording is active.

The D2 will go on sale next month, according to Garmin, for $449.

More information:

https://buy.garmin.com/en-US/US/prod148289.html

Mooney Instructors Around The Country

California

Chuck McGill (Master CFI) located in San Diego, CA 858-451-2742, Website: Click Here

Florida

Mike Elliott (CFII) located in Tarpon Springs, FL, Contact 317-371-4161
Quality instrument & commercial instruction, transition training, ownership assistance, plane ferrying

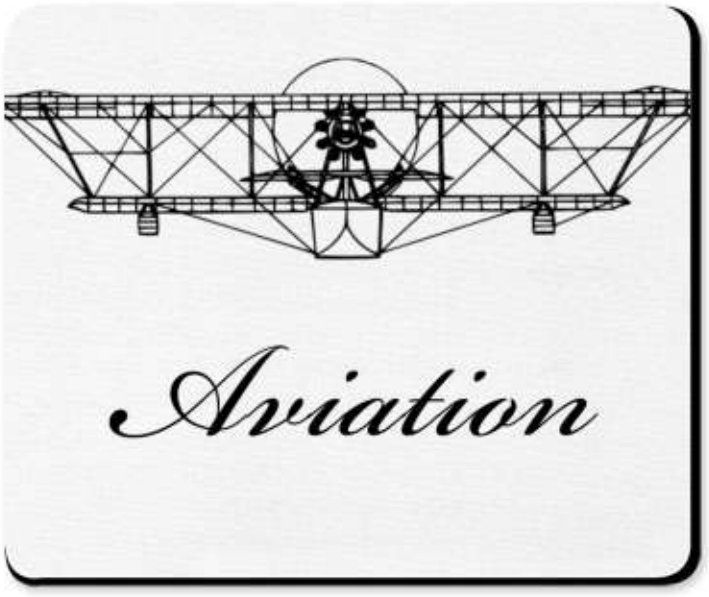
Georgia

Jim Stevens, USAF, Col, (ret), CFII. Atlanta, Ga area. 404-277-4123. Instrument, commercial, IPC, BFR, transition training. 20 year owner of 1968 M20F.

South Carolina

Wallace Moran – Charleston SC, 843 822 9725, Email wallace.moran@gmail.com

A NAFI Master CFI with extensive Mooney experience. He is also an FAA Designated Pilot Examiner and has been awarded the FAA Wright Brothers Master Pilot Award. Wallace is a retired airline pilot and Mooney owner.



Wanted: Looking for the following M20J MSE parts: 1) Cowl, 2) One Piece Belly, 3) Front Gear Doors, 4) Exhaust tunnels. Please call Scott at (574) 292-1059