The Mooney Flyer

The Official Online Magazine for the Mooney Community

www.TheMooneyFlyer.com

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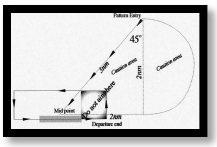

Features

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Jim Price

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Paul Loewen
Geoff Lee
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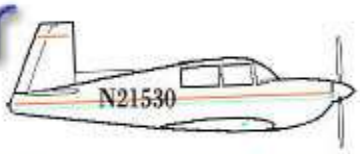
From the Editor

Phil Corman



Life should NOT be a journey to the grave with the intention of arriving safely in an attractive and well preserved body, but rather to skid in sideways, chocolate in one hand, hundreds of flying adventures in your pocket, body thoroughly used up, totally worn out and screaming "WOO HOO, what a ride!"

Owning and flying a Mooney is one of the pure joys in my life and also my copilot and wife, Linda. Every time we taxi back up to the hangar, she gleefully says “Well, we cheated death again!”. Flying is a most demanding undertaking, and can be most unforgiving of bad judgment or poor skills. Flying Mooneys demands a little more from their pilots because of their high performance and demand for precision. I think we love them for all of that.

Your Right Seater

In this issue, we deal with getting your “right seater” involved in the process. They don’t have to become a pilot, but there are many advantages of getting them involved. First, it makes them part of the flight. Second, it gives the PIC another set of “informed eyes” that can help with deviations on the instruments and another set of eyes on traffic. Thirdly, if trained, they just might be able to get your Mooney on the ground and walk away should the PIC become incapacitated. This has a low probability of happening, but we pilots love redundancy, so teaching your right seater some of the fundamentals accomplishes just that goal. We hope the article is useful to our readers.

Wildfires… Everywhere, but mostly in the West

Flying in September, especially in the west, is usually stunning. The temperatures are cooling and the air is clearer. But there’s also a demon out there which should have your attention, and that is wildfires. Last year, while flying from Methow Valley in Washington State to Glacier Park, Montana, we encountered severe smoke up to 18,000 ft enroute. The visibility was horrible and breathing smoke for a few hours was not fun. We really appreciated

the help from center on traffic reports. With the forward visibility at minimums for VFR, we would only have a small amount of time to "see and avoid" for oncoming traffic. And who knows what the effect of inhaling smoke for 2 hours at 11,500 has on your body. I'm sure it is not optimal. The point of all this is to suggest that pilots planning trips during fire season, should add wildfires to their pre-flight planning. Often you can cruise above the smoke layer, but not always… And if you must fly in smoke for an extended duration, consider bringing a bandana, moistening it with water, and then wearing it over your mouth and nose.

NORDO

Fellow Editor Jim Price writes about how to deal with Lost Communications (NORDO), including both smart things to do and how to remain in harmony with the FARs and the AIM. It's a great article and should be read by all, since sooner or later you'll lose a radio if you fly enough. It might happen due to the radios, loss of electrical, etc. But he did not cover another aspect of NORDO which is equally important, and that is other airplanes that either do NOT have a radio or are NOT using them. This should remind us every time we are operating in a traffic area to be vigilant of all other planes. You cannot assume that everyone is listening or communicating. The FARs are clear enough with "See & Avoid", but we're pretty sure that people get lulled into relying on CTAF communications. It only takes once to be in deep straits. And as Mooney pilots, we tend to be a little faster in the pattern. Although we can't back this up, we're betting that NORDO planes may be older, slower, planes which makes it even more important to not assume that radio silence means pattern empty. We'd also like to remind everyone never never never say "Traffic in the Pattern, please advise". This is just wrong. Tune in the frequency and listen well in advance. Much better for frequency utilization.

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

GPS Visualizer

http://www.gpsvisualizer.com/

We love this website, when used in conjunction with the GPS data from a flight. We download the GPS tracking data from our Garmin 496, and then access GPS Visualizer. Using GPS Visualizer, we create a KML file which can be rendered by Google Earth. Here is an example of our whale watching flight over Friday Harbor.

Andrew Stagg I believe there's an error on page 8. Unless something has changed in the last few days, Garmin is still providing parts and service for the 430W and 530W ($900 flat rate repairs). What they will not service is the 430 and 530 WITHOUT WAAS.

Editor's Note: Thank you Andrew, for your comments. A reputable Avionics Garmin dealer had led me astray a bit. I called Garmin Aviation Tech support, and the fellow who fielded my call was adamant that they DO support the GNS 430W and 530W. As you said Andrew, Garmin will not support a non-WAAS 430 or 530. They will, however upgrade them to WAAS. Once upgraded to WAAS, they are 100% supported by Garmin. Thank you again for your comments.

The Whole "9 Yards"

During WWII , U.S. airplanes were armed with belts of bullets which they would shoot during dogfights and on strafing runs.

These belts were folded into the wing compartments that fed their machine guns. These belts measure 27 feet and contained hundreds of rounds of bullets.

Often times, the pilots would return from their missions having expended all of their bullets on various targets. They would say, "I gave them the whole nine yards," meaning they used up all of their ammunition.

Lost Comm "NORDO"

Mooney Tunes

Jim Price

What does NORDO mean?

In North American aviation, a **NORDO** aircraft is an aircraft flying without a radio or one that has experienced a radio failure. The term originates from the abbreviated notation *"NORDO"* displayed on controllers' radar scopes when an aircraft transmits the "radio failure" code on its transponder (7600). An alternate explanation is that "NO RDO" was the standard maintenance note in the 1930s, as a code to identify planes which needed radio repairs or were not equipped with radios.

Are You Really NORDO?

The first part of using NORDO or Lost Communications procedures, is to determine if you have, in fact, lost communications.

If it's an ARTCC Radio Frequency Outage:

ARTCCs normally have at least one back-up radio receiver and transmitter system for each frequency, which can usually be placed into service quickly with little or no disruption of ATC service. Occasionally, technical problems may cause a delay but switchover seldom takes more than 60 seconds. When it appears that the outage will not be quickly remedied, the ARTCC will usually request a nearby aircraft, if there is one, to switch to the affected frequency to broadcast communications instructions. It is important, therefore, that the pilot wait at least 1 minute before deciding that the ARTCC has actually experienced a radio frequency failure. When such an outage does occur, the pilot should, if workload and equipment capability permit, maintain a listening watch on the affected frequency while attempting to comply with the following recommended communications procedures ...

How long should I wait before I try something else?

You should wait "at least one minute" before you start believing something is wrong, and one minute is the *minimum*. The controller may need to make a call on the landline and that could that take more than one minute.

If Center really did lose their main transmitter and two backups, **they'll get another frequency assigned** to the sector and send an airplane over to the old frequency to get **everybody to the new frequency.** That process could take more than a minute.

If it's been a minute (or more) and you begin to suspect something is wrong, what should you do next?

A. If you have been transferred to another Center Frequency, and you cannot get anyone to answer you when you try to check in, you should attempt to recontact the transferring controller (previous frequency).

B. When an ARTCC radio frequency failure occurs after two-way communications have been established, you should attempt to reestablish contact with the center on any other known ARTCC frequency.

C. If communications cannot be reestablished with Center, you are expected to request communications instructions from the FSS appropriate to the route of flight. This is quick because the FSS has direct interphone lines to the responsible ARTCC sector.

D. If all that fails, call ARTCC on 121.5, the emergency frequency. Some people call it “Guard”.

In Review

Wait a minute or so, call again, then call the previous controller if you still can't get anybody. If that doesn't work, contact the next facility (if known) or Flight Service. Then, try 121.5.

IFR: Squawking 7600 & Transmitting in the Blind

You have tried A, B & C , and nothing seems to work. Now it’s time to squawk Code 7600.

If your transponder is working and you're in radar coverage, it won't take but a few seconds for the controller to notice it, say a few choice words and start moving other airplanes out of the way. Give the controller a minute to notice that you're squawking 7600. Then, key the microphone and say something like, "Los Angeles Center, Mooney one two three four five, transmitting in the blind, turning to join V20 and climbing to five thousand."

Transmitting in the Blind

You would do this if you believe that the controller may be able to receive transmissions. **Don't overdo it.** Remember that the controller will start moving other airplanes out of the way if he sees that you are squawking 7600. He needs the frequency to do that, so don't tie up the frequency with a bunch of transmissions. After all, it may just be your receiver that is broken and your transmitter might be working. Make an announcement saying what you're doing and then . . . Stop talking.

ATC will try to contact a NORDO aircraft:

- Through the voice feature of VORs,
- By relaying via other aircraft,
- If you have provided a cell phone number, they’ll to reach you on your mobile.

Lost Communications, IFR Flight in VFR Conditions

If the failure occurs in VFR conditions, or if VFR conditions are encountered after the failure, you are to continue the flight under VFR and land as soon as practicable. However, it is not intended that the requirement to 'land as soon as practicable' be construed to mean 'as soon as possible.' Pilots retain the

prerogative of exercising their best judgment and are not required to land at an unauthorized airport, at an airport unsuitable for the type of aircraft flown, or to land only minutes short of their intended destination. The courts have clarified this for us by ruling that: "A pilot may not take advantage of this rule to continue his IFR flight in VFR conditions to an airport of his liking, bypassing other airports and leaving air traffic guessing what he or she is going to do."
In a case before the National Transportation Safety Board (NTSB), enforcement action was taken against an airline transport pilot's certificate when the pilot continued for approximately 25 minutes after losing his radios on an IFR flight but in VFR conditions, and landed at his destination. The NTSB found that the pilot did not adequately explain why he failed to land as soon as practicable, given that he passed several suitable airports in good VFR conditions.

If, upon arrival at the intended airport –

You're still IMC and have not had a chance to land "as soon as practical at an airport in VFR conditions". What do you do?

Proceed to the IAF from the clearance limit fix, and begin the approach as close as possible to the expect further clearance time or if this is unavailable, the estimated time of arrival.

Must all NORDO VFR pilots squawk 7600?

No. If a radio failure occurs in uncontrolled airspace, and a pilot is flying VFR and was not in contact with ATC, he/she is not required to squawk 7600. However, if in the same situation near controlled airspace, squawking 7600 is recommended.

Lost Communications Procedures, IFR Flight in IMC Conditions

Squawk 7600, and Continue on the ROUTE via ***AVE F*:**

- ***A***ssigned (Your last assigned heading)
- ***V***ectored (***If*** nothing is assigned, fly your last vector)
- ***E***xpected (If no vector, fly what was expected in your clearance)
- ***F***iled (Finally, fly what you filed)

Adjust the altitude *via* ***MEA*** **–** *this is the highest of:*

- ***M***EA
- ***E***xpected
- ***A***ssigned

Lost Communications, Landing VFR at a controlled airport

- Remain outside or above Class D airspace until you determine the direction of traffic and runway in use.
- **Squawk 7600** before entering Class D airspace.
- Enter the traffic pattern downwind on "a 45", and fly a typical pattern for landing.
- Look for the tower controller's light gun signals.

ATC Light Signals (FAR 91.125)

Color and Type of Signal	Movement of Vehicles, Equipment and Personnel	Aircraft on the Ground	Aircraft in Flight
Steady green	Cleared to cross, proceed or go	Cleared for takeoff	Cleared to land
Flashing green	Not applicable	Cleared for taxi	Return for landing (to be followed by steady green at the proper time)
Steady red	Stop	Stop	Give way to other aircraft and continue circling
Flashing red	Clear the taxiway/runway	Taxi clear of the runway in use	Airport unsafe, do not land
Flashing white	Return to starting point on airport	Return to starting point on airport	Not applicable
Alternating red and green	Exercise extreme caution!!!!	Exercise extreme caution!!!!	Exercise extreme caution!!!!

To acknowledge a light signal:

- Day, in flight – Rock your wings.
- Day, on the ground – Move your aileron or rudder.
- Night – Flash your landing light or Nav lights.

Lost Communications, Landing VFR at an uncontrolled airport

- Overfly the airport 500 feet above pattern altitude.
- Look for traffic, wind direction, and runway in use.
- Enter the traffic pattern downwind on "a 45", and fly a typical pattern for landing.

Fly safe,

Jim

PHIL CORMAN

Flying Companion Thoughts

The Pilot becomes incapacitated… Did you Plan for this?

Teaching your regular non-pilot right seater has a few wonderful advantages. First, it makes flying more interesting for them. Why? It gets them involved. The most difficult judgement for the PIC to make is to gauge just how involved they would like to be. Some right seaters are just along for the ride… nothing more. Others will appreciate learning how to fly the plane during cruise. At the other end of the spectrum, they would like to be able to land your Mooney in the event that you are incapacitated. The second advantage of having an "involved" right seater is that an informed right seater is an asset in the cockpit. My wife double checks all switches and annunciators and also is excellent at spotting traffic, which is always a good thing. She also calls out my Landing Checklist, including "Gear Down & Locked" on short final, and she even insists on my response "Copy That". The third advantage is in the event that you become incapacitated. This has happened in 41 out of 7499 accidents, according to AOPA, which is a mere 0.55%.

Step 1: Have your right seater take the AOPA Pinch Hitter course. It's easy, not too long, and gives you all the theory of flight stuff that's good to know. If you have the time, take the course together so that you can answer questions and relate the info to your Mooney.

Step 2: Review the location of the primary controls and the primary instruments. Don't review everything. Review the instruments that are key to survival such as Airspeed Indicator, Attitude Indicator, and Turn Coordinator. Then review the major controls including Throttle, Mixture, Prop Control, Flaps Control, and Gear Control. It is valuable during this step to show your right seater how to operate the radios and the Transponder as well.

> **Step 2A:** There are some that will want to teach their right seaters how to use their GPS and how to engage and manage their autopilots. There's nothing wrong with this, but do a thorough job. My wife engaged the autopilot once when the GPS had a flight plan activated. But the GPS was in VOR mode and when she engaged, the airplane turned around and headed for the VOR instead of flying the GPS. Lots of things to teach including heading vs. Nav mode, etc.

Step 3: Let your right seater take over at cruise and perform 1) Shallow turns (and/or standard rate turns) left & right, 2) Climbs & Descents, 3) Turn to specific heading while remaining level, 4), Climb and Descent at 500 fpm, and 5) Steeper turns with Rudder coordination. This stuff is easy and performed at altitude which will give your right seater confidence that they can keep your Mooney flying.

Step 4: Now it's time for landing practice. You need to emphasize how to properly slow your Mooney down to $1.3V_{s0}$, when approaching the airport of intended landing. We have experienced a 2-step process to landings is very effective. First, teach your right seater how to get into the pattern (or just straight ins) and let them descend over the numbers, where you take over. After mastering all of that, then you can teach them the roundout, power to idle, and flare. We strongly recommend informing your right seater that the goal is to walk away from their landing; not to make a perfect landing. It might be best to have a CFI teach this step as you are going low and slow, and not a CFI… hence unnecessary risk.

Step 5: Now simulate that you are not available and play the role of ATC. Have her pull her Emergency Card first. We have included an example of a card we use for our Mooney M20S. You can modify this for your model M20. Practice having her FLY FLY FLY while talking to ATC. Try to distract her with ATC like chatter and requests… then talk her down to land somewhere…

> **Step 5A**: If you want to simulate the 100% experience, the PIC should slump forward, possibly pushing on the yoke. This shouldn't happen with shoulder harnesses, but still look for that ugly scenario, and how to get the pilot away from the controls.

Fly Fly Fly, and Remain Calm…

Remember that the Insurance Company owns your plane. At this point, your only goal is to walk away from the landing!

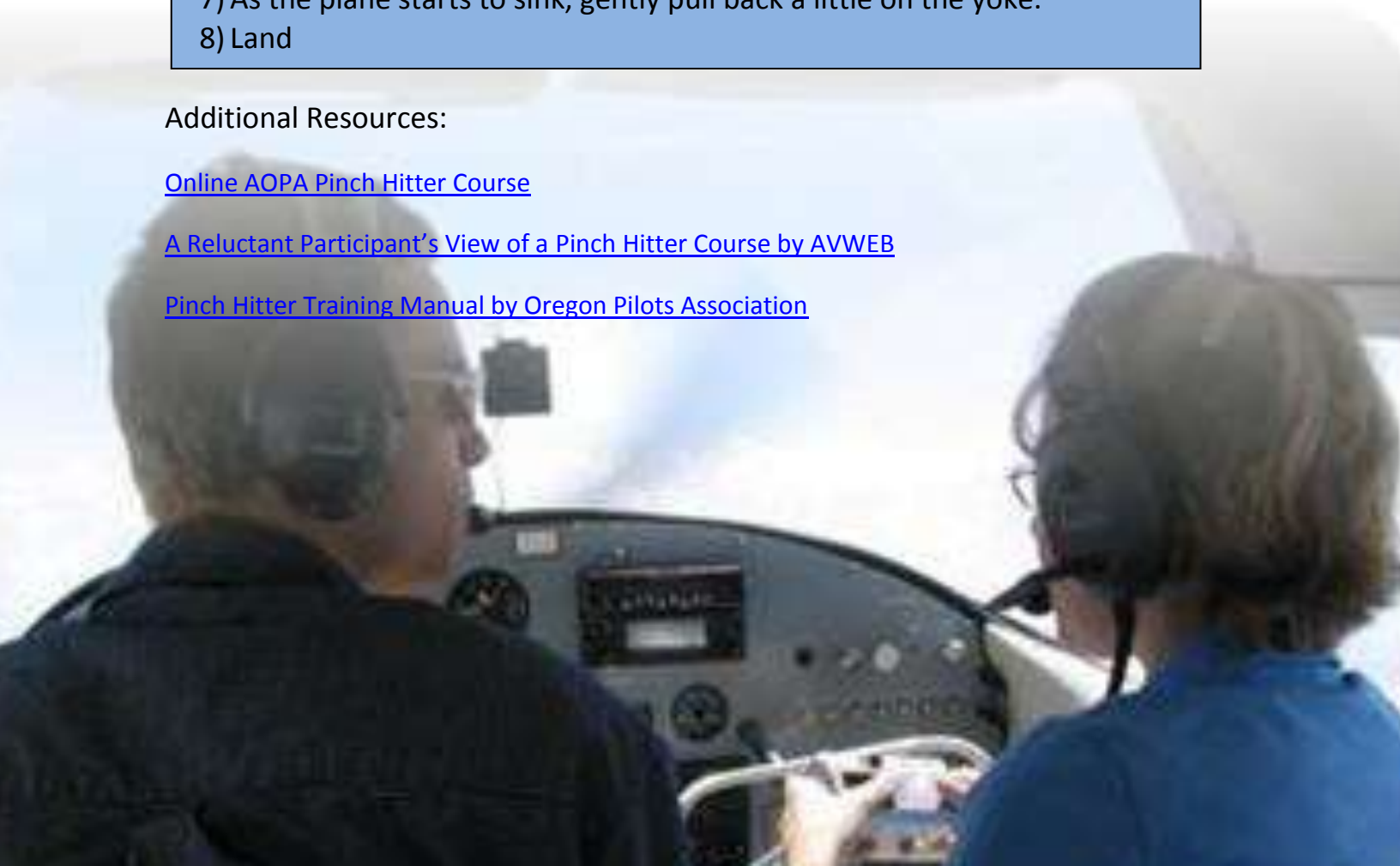
1) Tune **RADIO to 121.5** and set **TRANSPONDER to 7700**
2) Contact ATC and indicate "Emergency, I am a non-pilot flying"
3) Instruct ATC to direct you to the nearest large airport
   a. Ask ATC for a pilot to talk you through landing, if able
4) When you see airport, start descent as follows:
   a) Reduce **THROTTLE** (BLACK knob) to 15 inches on MP gauge
      Your nose will lower
   b) Lower gear
   c) Line up with runway
   d) If you are high, reduce (BLACK knob) power to 13inches
   e) Get airspeed to 80 knotss by raising or lowering nose
   f) Set **FULL FLAPS**
   g) You will need to lower the nose to reduce to 75 knots
5) Over the runway, pull **THROTTLE** all the way back to IDLE
6) At about 10ft over the runway, LEVEL the Nose
7) As the plane starts to sink, gently pull back a little on the yoke.
8) Land

Additional Resources:

Online AOPA Pinch Hitter Course

A Reluctant Participant's View of a Pinch Hitter Course by AVWEB

Pinch Hitter Training Manual by Oregon Pilots Association



Adventure to Airventure

by Greg Ellis

On July 29th, 2013, the Mecca of all things aviation opened its doors to tens of thousands of aviation enthusiasts. Of course, I am talking about EAA Airventure 2013 in Oshkosh, WI.

About a month prior I was sitting at home contemplating what I was going to do for my usual time off I take at the end of every July. When my wife told me that she really just wanted to stay home, the wheels started turning. Before she could get the word home out, I said I was going to Oshkosh. I had not been Airventure for a few years and was eager to re-visit the world's busiest airport.

While planning my adventure, I was perusing the schedule of forums at Oshkosh this year and low and behold what befell my eyes but a curious "Mooney Owner's Forum" scheduled for Monday and Wednesday. Wow!!! This is great. I immediately e-mailed Phil Corman to ask him what this was all about. After a short exchange I realized that I would love to be a part of this and volunteered to represent the Vintage Mooney Group at Airventure.

I was granted that wish when the big wigs with the Vintage Mooney Group were unable to attend. And not to be shadowed by this wonderful news, I soon found out that the Mooney Factory would be there this year after a 5 year hiatus. Everything was falling into place.

I departed Fort Worth Spinks early Sunday morning in my trusty old 63 C model, with the nickname of Buttercup given to her by my wife. After a short stop for fuel in Kirksville, Missouri I arrived at Fond du Lac just south of Oshkosh around 1:00pm. There were surprisingly few airplanes there for the day before the big event.

After a short drive to Oshkosh, I arrived at Airventure. Campers were pouring in by the truck loads. Camp Scholler and the North 40 were slowly filling up. A good night's sleep ushered in the first day at Oshkosh. Wow, folks get there early, long before the vendors open for business.

If you have never attended Oshkosh, I suggest you try it at least once. There is plenty to do and to see. There are 4 large buildings loaded to the doors with vendors selling everything from avionics to zippers. Every aircraft manufacturer was represented with the latest they had to offer, including Piper with its 93UL Archer, Beechcraft with new King Air's, Bonanza, and Baron and don't forget the little guys like Sonex, Vans, Rans, and any number of homebuilt companies.

And this brings us to all things Mooney. The Mooney factory was well represented and had their own tent with a very nice timeline history hanging on the wall. Making an appearance was a 1955 M20 which was in great shape. Also, the youngest pilot to fly solo around the world, Jack Wiegand, was there along with his Ovation 2. Free T-shirts were given out to those that presented a copy of their airplane registration. It was a very nice touch for Mooney to do this.

On Monday, we had our first of 2 Mooney Owner's forums. Each lasted about an hour and forty five minutes. Groups represented in the forum were The Mooney Factory represented by Mooney CFO Barry Hodkin, MAPA represented by Trey Hughes, Vintage Mooney Group represented by your's truly Greg Ellis, Mooney Ambassadors represented by Mitch and Jolie Latting, Mooneyspace.com, the Mooney Caravan represented by our host David Marten and Larry Brennan. Also on the panel were Don Kaye for flight instruction, Don Maxwell for all things mechanical, Dr. Chuck Crinnian for any AME medical issues, Dr. Bob Achtel for medical issues and fitness for flight, and Jack Wiegand just in case you wanted to know how to fly around the world. At our second Mooney Owner's forums we were joined by Carol Ann Garrett who has flown her Mooney around the world 3 times as well as Theresa Arrendondo from ArtCraft paint who has painted well over 50 Mooneys.

The meetings were well put together and there were many questions for the forum but mainly for the Mooney Factory. It seems that the factory is doing better. They have been able to repair some machines and are filling 99% of all orders now. That was fantastic news!!!

After hours brought us to the Mooney Caravan in the North 40 where over 100 folks participated in a Wings Credited talk by some of the folks from the Owner's Forums. We had folks in attendance from all makes of airplanes including the other big manufacturers. Wings credit was given for being in attendance and there was a great happy hour and good food.

We hope that the Owner's Forums continue each year. It was certainly informational and provided assistance to many pilots curious to know more about their own airplane, medical issues, and the future of Mooney.

During the day there is plenty to do including lots of airplanes to see, and a great Airshow each day. A highlight of the week was the 2 nightly Airshows. They were spectacular and each followed by a great fireworks display.

I have been to Oshkosh 4 times since owning my Mooney (8 years). I have enjoyed the trip each and every time. You spend your days with great people who have the same passion for aviation that you have. Everyone seems to be your friend. You owe it to yourself to try Airventure at least once in your aviation career.

The Traffic Pattern

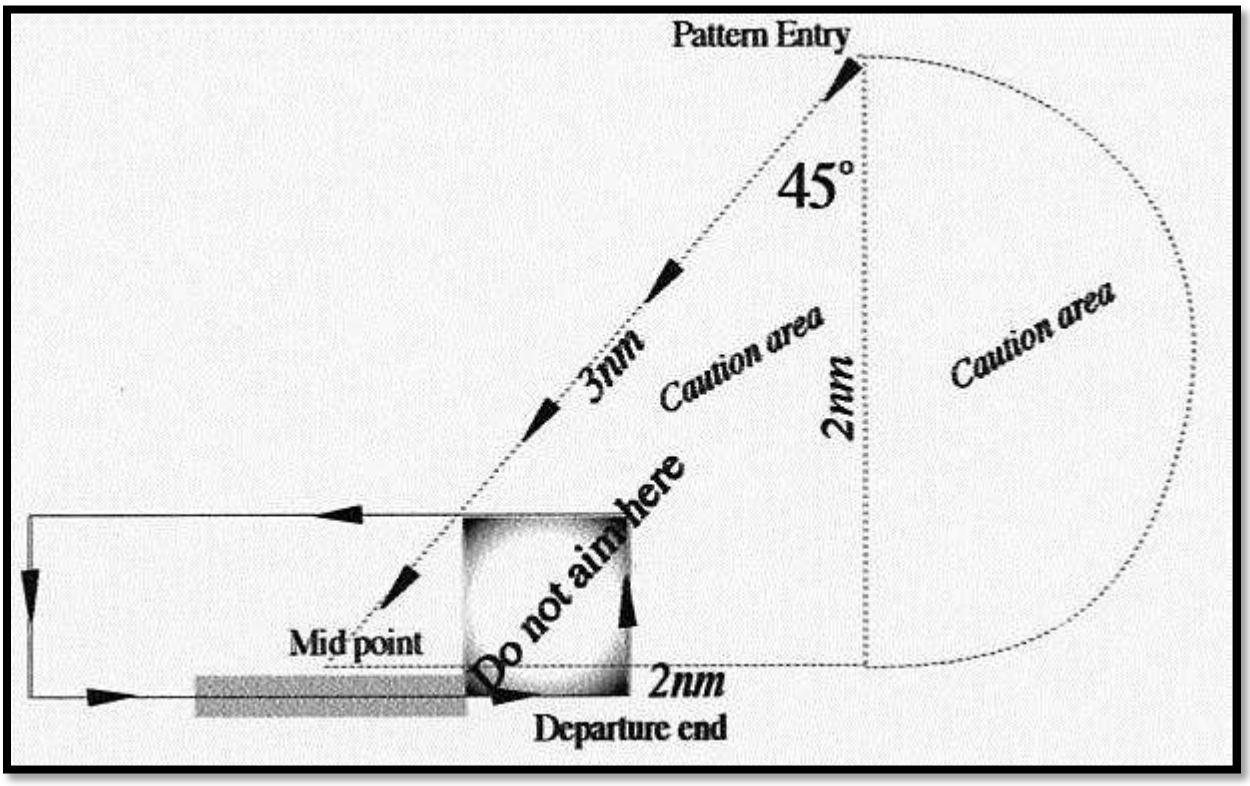
by Geoff Lee

Upon entering the traffic pattern at an uncontrolled airport particularly, it is advisable not to point the nose of one's aircraft at the departure end of the active runway.

The following illustrations for a standard left hand pattern are using a 3 mile long, 45 degree entry to the middle of the runway. The departure end of the runway should be in your 11 o'clock position.

From about 3 miles out, the view from the cockpit prior to commencing the turn to the 45 entry should put the view of the departure end of the runway well in the pilot's left window. If the view of the departure end **is in the windshield** prior to commencing the 45 entry and within 3 miles, exposure to a flight path conflicting with departing aircraft is high.

Entry to a right hand pattern should present the runway in the pilot's 1 o'clock position just prior to entering the 45.



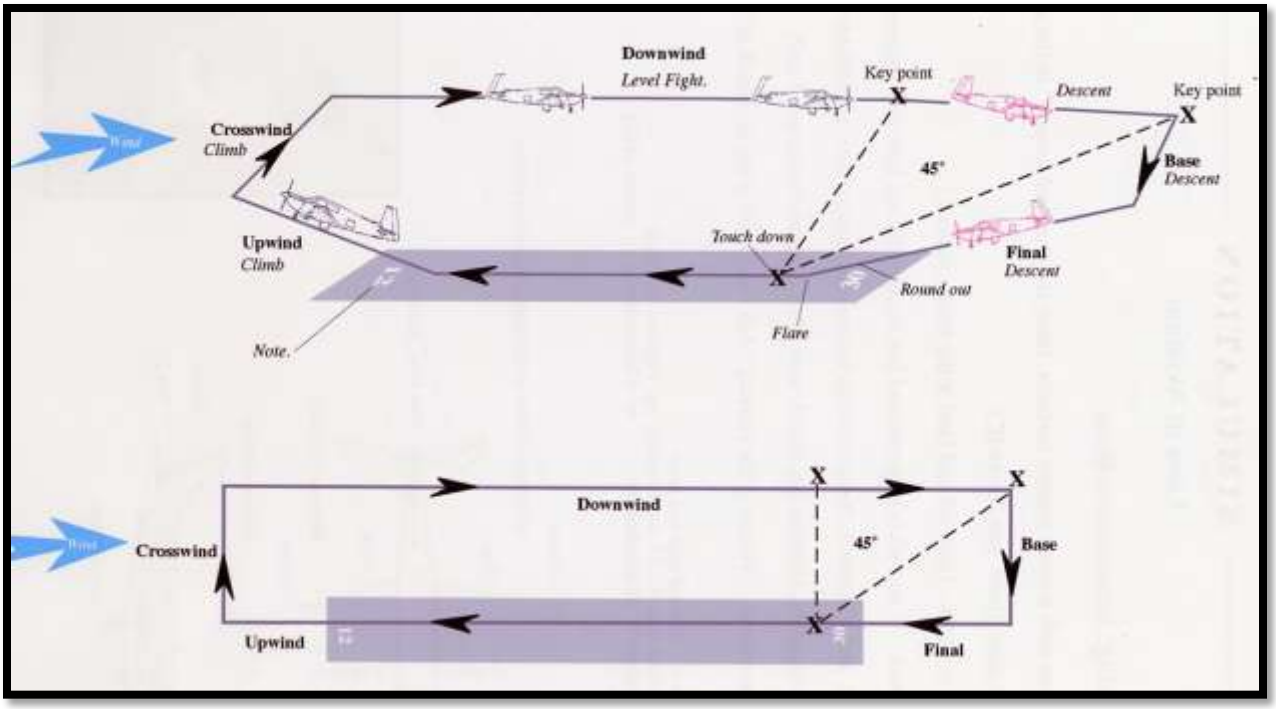
This picture was taken from 3 miles out and slightly above pattern altitude, just before turning inbound on the 45 entry to a left downwind. The actual flight path will be to the right of the white line. The area to the left of the line presents real traffic conflict exposure from aircraft that are operating in the pattern or departing.

It should be noted that the runway is visually positioned well inside the pilots left window, not in the windshield. Turning inbound at less than 3 miles the runway picture would appear somewhat further into the left window.

We all have the occasional landing that cannot be classified as a “greaser”. If forgettable landings start to become the norm for your operations, ‘tis time to examine the reasons why.

Usually when engaged to examine a pilots landing technique that has deteriorated, I find that there is a clear absence of consistency in the pilots’ pattern or approach technique. In other words they rarely use the same speeds or power settings to accomplish the given task.

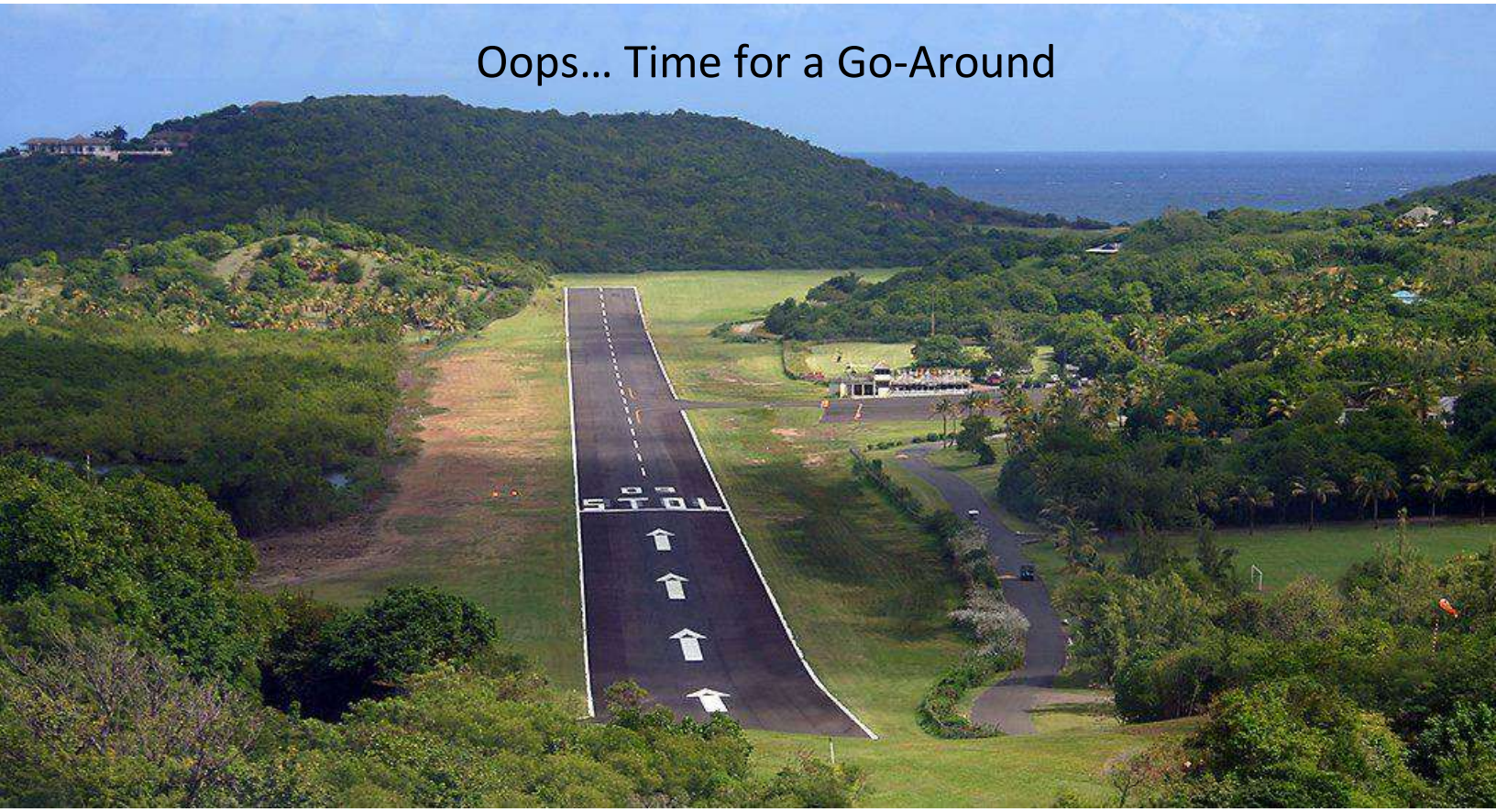
Supplying the pilot with the following diagram of a traffic pattern I ask that they write down, on the chart, the power settings and approximate speeds they would normally use at each leg of the pattern.



An example would be to note your downwind IAS and power setting in the pattern. Speed should certainly be well within the white arc (*flap speed*) abeam the runway mid- point. Write down the power reduction to be made at the first key point plus the accompanying airspeed and descent rate.

Always choose a touchdown target before the first key point and continually reference that spot throughout the descent phases of the approach, particularly on base and final. If you note the altitude at which you regularly turn to final, this is very useful because the view of the runway at this point is probably the most significant visual clue. From here, you can tell if the approach is too high or too low, thus prompting power or pitch adjustments. If any type of slope equipment (VASI or PAPI) is present at the airport, it will serve to confirm or reject your choice of an initial approach altitude and correction can be made to power and pitch starting at the first key point. In my experience, most poor approaches and landings start to deteriorate at the first key point. Once satisfactory power and speed values have been developed to produce that optimum view of the runway, a good touchdown is a function of controlling airspeed between 1.2 to 1.3 VSO and a sink rate of 400fpm or less and keeping the chosen touchdown target well in sight. The round out should begin well in front of the touchdown target. Adjust the round out phase for wind.

Careful documentation of your landing process will re-affix previous knowledge and crystallize the reasons behind the landing issues. With very little supervised pattern work and some practice, the old skills will re-appear.



eApis

International Travel for the Good Guys

eAPIS, **Electronic Advance Passenger Information Service**, has been around for a few years. There seems to be a small stigma about using it, so we thought we'd do an overview of it. You can access the system by clicking on https://eapis.cbp.dhs.gov/. After getting your account and creating a complex password, required by the government, the system is remarkably easy to use.

Once you log in, you get the opportunity to create or update your traveler information, manage your account, or upload manifest. Most of us will not use Manifests, so we will not cover it here. You'll need your Passport number, but the rest of the information required should be readily available to you.

Electronic Advance Passenger Information System

CUSTOMS & BORDER PROTECTION
U.S. DEPARTMENT OF HOMELAND SECURITY

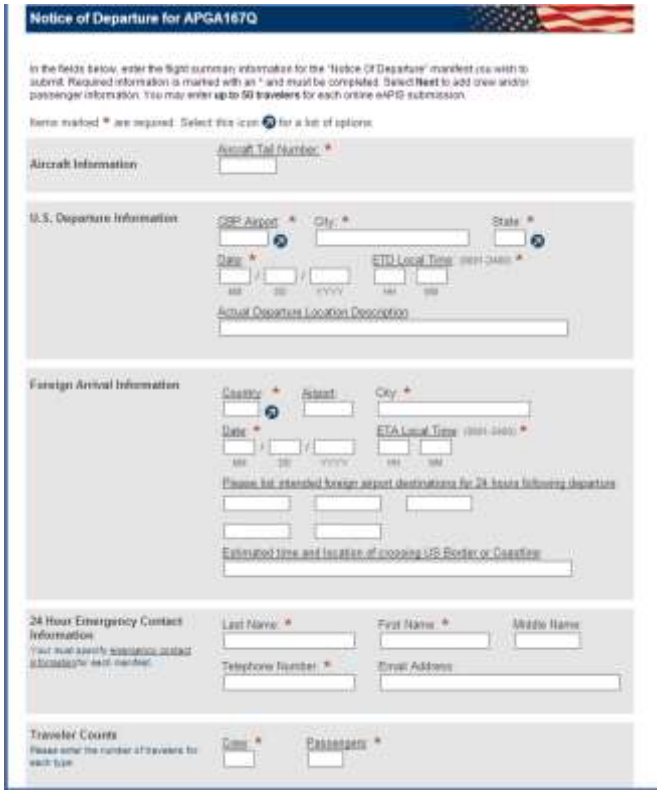
News Legal Notices [!] Log Out [X] Help [?]

Private Aviation - Manifest Options

The Electronic Advance Passenger Information System for Private Aircraft allows authorized users the ability to Submit Notice of Departure and Notice of Arrival manifests to Customs and Border Protection, an agency of the U.S. Department of Homeland Security. Please select an option below, or Help for assistance.

Your current email address is: **philcorman@hotmail.com** . All DHS response emails will be sent to this email address. If this is not correct, select the **Modify primary account holder information** option under Manage Account, and update your primary contact email address **prior** to submission of a Notice of Arrival or Departure.

Traveler Options	Manage Account	Upload Manifest
Select an option below to update or create your crew information or to submit a Notice of Departure or a Notice of Arrival.	Select an option below to manage account information. Visit the Account FAQ to view user account frequently asked questions.	Select the "Upload" option below or "Download" the latest XML schema.
Update or Create Crew and Pilot Information	Update your password.	Upload a Private Aviation XML compliant document.
Create a new "Notice of Departure" and traveler manifest	Modify primary account holder information.	Download the latest Private Aviation XML Schema Definition.
Create a new "Notice of Arrival" and traveler manifest		
View or Submit from recently submitted manifests *(new feature)*		
View or Submit from saved manifests *(new feature)*		

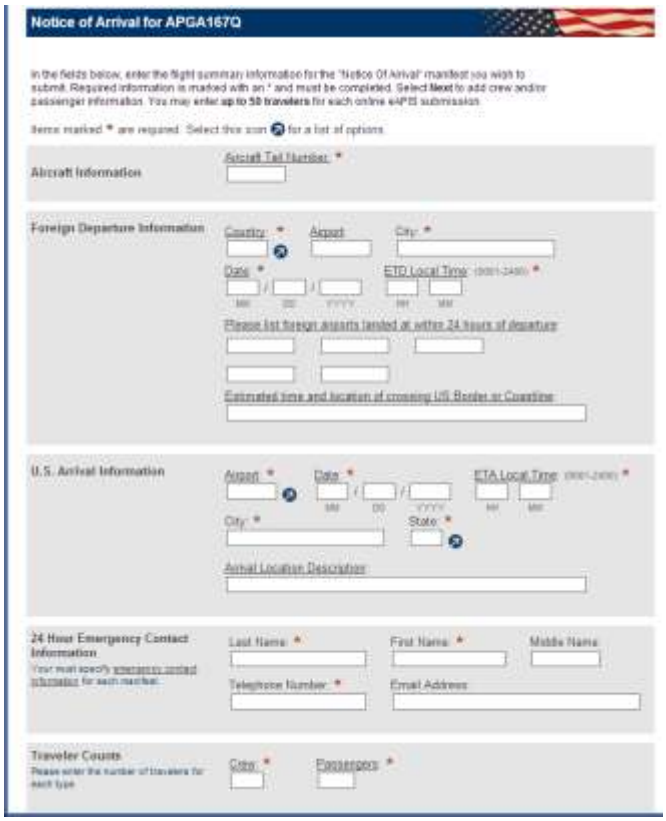


Notice of Departure

When you know your departure flight plan, click on CREATE a Notice of Departure. You will notice that you must enter a CBP Airport. This is either your actual departure airport, or if not, the nearest CBP airport. There is NO NEED to leave the USA from a CBP airport. Returning to the USA, you MUST land at a CBP airport.

On the Arrival side of the form, you must enter your Airport of Entry and also any/all airports you will land at within the first 24 hours. Usually, you land at an Airport of Entry, and then fly onto your destination.

You'll be entering your return or Notice of Arrival next, so this information should also be ready to enter. We'll talk about how to change information if dates or returns change during your trip.



Notice of Arrival

This form is used by CBP when you are returning to the USA. Again, you must include any/all airports you operated at within the previous 24 hours of arriving back in the USA.

You'll need to fill in the **Estimated time and location of crossing the US Border or Coastline** which is the location where you will cross the border back into the USA.

There is also an **Arrival Location Description** which is used if your landing place does not have an ICAO airport ID.

If you want to make changes to your manifest, here are some of the limitations of eAPIS and how to make those changes.

If you want to…	Then…
Change airports and/or flight times…	Contact the affected CBP airport directly. You do not have to update your manifest in eAPIS as long as the flight date remains the same.
Change the date of a flight…	Submit a new manifest through eAPIS. To ensure that a CBP officer does not respond to the previously submitted manifest, please contact the affected CBP airport to notify them of the change.
Add additional travelers after you have submitted a manifest through eAPIS…	You can submit another manifest with the same flight information and the new travelers. It is not necessary to resubmit travelers who have already been transmitted, but you must resubmit the pilot each time, as eAPIS always requires a pilot for each manifest.
Delete travelers who will not be on the flight…	You cannot delete travelers from a flight that has already been submitted via eAPIS. It is not necessary to resubmit the manifest without the travelers who will not be flying.
Cancel a manifest once it has been submitted…	eAPIS does not offer this function. Contact the affected CBP airport to notify them of any cancellation to ensure that a CBP officer does not respond to a cancelled flight.

Separate from the eAPIS system, some pilots have heard horror stories about re-entering the USA. The most common misconception is if you are too early or too late for your return. Our experience is that if your plans change, or are changed for you such as weather, then notify the CBP at your USA Airport of Entry. We've found them to be very accommodating. Simply contact FSS as soon as you can and notify them of your change of plans if you cannot reach the airport.

Remember that you'll need a CBP decal. An annual user fee decal ($27.50) – allow a few weeks for delivery. CPB encourages all applicants to use the online renewal process, which is fast, secure, and accurate. Pre-printed paper applications will be mailed only by request - not automatically sent as in previous years. To request a pre-printed paper renewal application, call the User Fee Help Desk at 317/298-1245, option 3; or email decals@dhs.gov.

Some folklore about flying into and out of Mexico

Let your passengers know that upon landing at an Airport of Entry into Mexico, they can expect 18-year old military personnel to surround your Mooney carrying automatic weapons. Once they realize that you are not "evil", they welcome you to Mexico with smiles and assistance.

Bring "patience" to the entry process and have all of your paperwork. Most of what you need to know can be found at: http://www.aopa.org/Flight-Planning/Mexico.aspx. Regarding bribes and such. We are sure that some pilots have probably experienced this, but we do NOT know any specific individual who has paid bribes. The frustration is mostly that you must go to 2-3 different locations and pay several fees. This takes 45-90 minutes depending on the location and how busy they are. You'll need to have a flight plan for the airports you'll be visiting, but it just doesn't seem to be enforced. Remember, however, that you must land at an Airport of Departure in Mexico before leaving the country.

Regarding Insurance: It used to be mandatory to have a Mexican rider on your insurance from a Mexican insurer. AIG would provide this to you, for a fee, and it was good for a year. This insurance is no longer required. So check with your Aircraft Insurance company for precisely what you'll need.

Moab, Utah

Canyonlands, Arches, Dead Horse Point

By Linda Corman

We love flying the Southwest during the fall months as the weather is nicer and the country is truly beautiful. The October day we decided to fly to Canyonlands was no exception. We flew into Canyonlands airport (KCNY) and stayed in the little town of Moab, Utah. This is a great choice as the flight into Canyonlands is breathtaking all by itself with canyons snaking along our route with tall mesas and colorful desert country everywhere you look. It is spectacular from the air. We had no problems landing and our rental car was waiting at the airport for us.

We drove to Moab and decided to stay at a rustic inn called Redstone Inn. It is not hard to find as the town of Moab is only one straight street long. After checking in at the Inn we decided to have dinner and get an early start in the parks the next day. We stopped at a local brewery and restaurant which was a pleasant surprise, as it is, after all, Utah. However, when we ordered beer with our dinner we were told only the brewery could provide the beer, not the restaurant part of the establishment. Oh yeah, it is Utah!

The next day we got an early start as there is so much to see in these National Parks. We

decided to visit Arches National Park first as it was so near the town of Moab. The arches in this park are wonderful. Everywhere you look you'll find fantastic rock formations. Some of the arches were short hikes from the roadway most were easy or moderate hiking and well worth getting out of the car. One of the rock formations looked like a rock balanced on a pillar. We saw it with the sun just rising behind it and it looked "other worldly". We did hike to the Delicate Arch but ended up at the lower arch instead of the upper. I am told the Upper Arch is the most dramatic one to see up close. We spent the whole day in the park so we were ready for dinner by the time we drove out.

We found a great Mexican restaurant just on the outskirts of town, but any Mexican restaurant in Moab is good. The next day we were off to see Canyonlands National Park. The park has the Colorado River running through it and joins with the Green River at the Confluence Overlook. We drove from Moab up onto a huge Mesa and continued to the Island in the Sky. This is a long skinny mesa where you can see the rivers on both sides. We did a lot of hiking in this area and found an interesting formation called Whale Back Rock. Even if the weather seems cooler I still recommend taking water on these hikes as they do last for hours. Between Arches National Park and Canyonlands National Park is a small area called Dead Horse Point State Park. We drove to it on the way back from Canyonlands and was surprised at the beauty of the place. There is a legend that early cowboys used the mesa as a corral for wild horses they rounded up. They herded them across the narrow neck of land and onto the point. The neck is only 30 yards wide. They then fenced off the neck with branches creating a natural corral surrounded by precipitous cliffs.

As we had seen the natural wonders surrounding Moab we decided to just drive along the Colorado River and explore the area. To our surprise we found a Vineyard on the banks of the

Colorado River in Utah, called Castle Creek Winery. I had to try this out of the way as we do come from California wine country. It's very interesting wine and I bought a couple of bottles, because the label had a bronco with a cowboy, as a small reminder of our trip to the incredible Red Rock Mesa country. Going to Moab, Utah seems a random place to go, but of course with our Mooneys, half the fun is just getting there.

WhaleBack Rock

Some Left Seat Notes:

We flew from California. If coming from that direction, the flight is memorable. Generally we flew KSGU-KBCE-1L7-KCNY. We deviated left and right frequently due to the amazing aerial scenery.

On this route, you will overfly Bryce National Canyon, The Grand Staircase (Escalante), Capitol Reef, and Canyonlands. This is a pure delight on one thankful of 100LL. Bryce Canyon starts with creamsicle (red/orange/white) spires, called hoodoos. The Grand Staircase is covered in spectacular geological formations. Capitol Reef is a unique 100+ mile geological formation called a Waterpocket Fold (best seen from a Mooney), and Canyonlands is dramatic with the Colorado and Green Rivers cutting it in every direction.

After approaching over lots of rugged canyons, you'll find the Canyonlands Airport (KCNY) located in a wide valley, approximately 18 miles northwest of Moab on highway 191. Canyonlands Airport is easy to get into and out of. Be mindful of the DA as it is 4557' MSL, but equipped with a 7100' runway, sloping up to the north. We rented a car and it was waiting for us when we arrived. We just left the keys in the car when we departed at "zero-dark-thirty".

From St. George to Canyonlands is a flight over more beauty than you can probably find on any other single tank of 100LL in the country. I normally fly near highways over rugged terrain, but since my old Mooney was flying like a champ, I threw a little caution to the wind and enjoyed the views.

Send your questions for Tom to TheMooneyFlyer@gmail.com

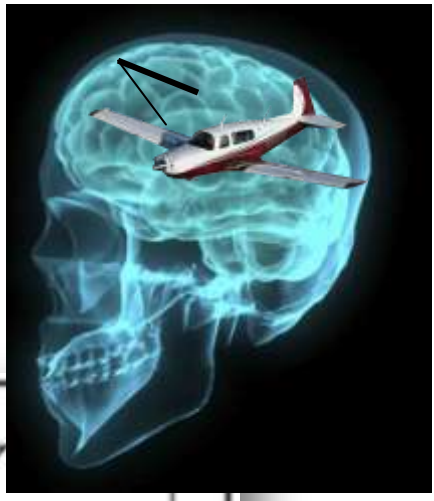
Oops… we screwed up this month and didn't get your questions to Tom in time for publication.

We are sorry and will double down next month!

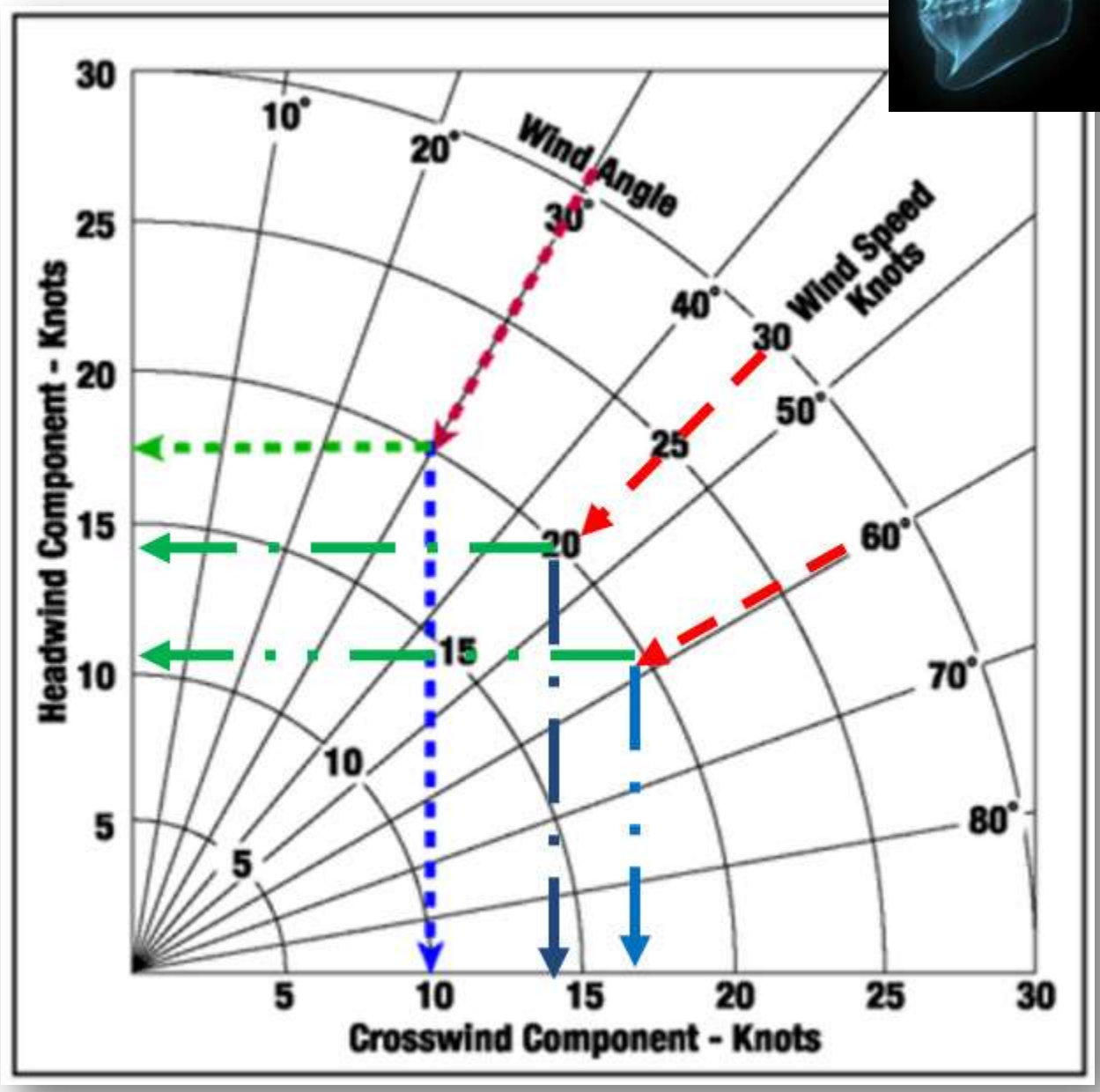
Top Gun Aviation

Specializing in Mooney and Cirrus
(209) 983-8082
For Service and Maintenance, ask for Mark or Tom
FAX: (209) 983-8084
6100 S. Lindbergh St., Stockton, CA 95206
or visit our website at www.topgunaviation.net

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



Crosswind Calculations in Your Head! .5, .7 and .9



30° Crosswind – multiply the wind velocity by **.5 = x-wind component**

45° Crosswind – multiply the wind velocity by **.7 = x-wind component**

60° Crosswind – multiply the wind velocity by **.9 = x-wind component**

September 14: Lakeland (LAL) Air Harts Cafe
October 12: Flagler (XFL) High Jackers
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.

October 12 at the Wings Over North Georgia Airshow in Rome, GA (KRMG). We'll be meeting around 9am at Cole Aviation, one of the premier MSCs in the area and having a talk with the owner Joey Cole. Folks should know that once the air show starts there will be no departures, so expected departure time will be 5:30 pm. We'll have Sunday the 13th as a rain day option.

October 5-6: California Capitol Airshow & Mooney Fly-In, Sacramento Mather Airport (KMHR) http://www.californiacapitalairshow.com/

September, 2013

XGPS160

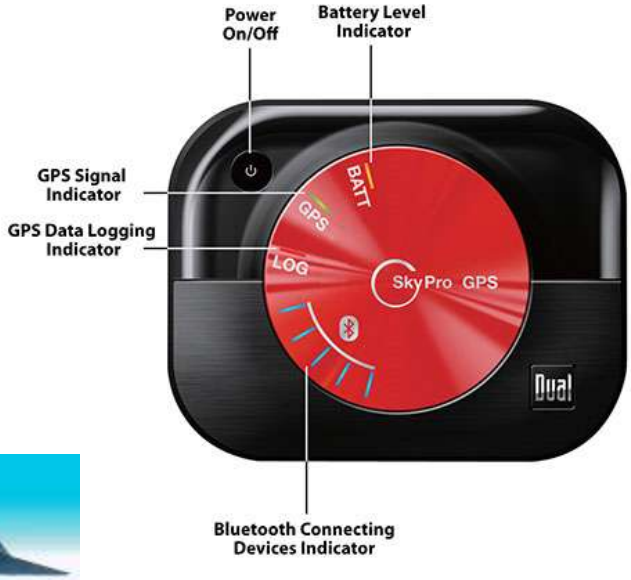
SkyPro GPS Receiver

for iPad, iPod touch, iPhone and Android tablets

Meet the SkyPro – Dual's brand new GPS Receiver with fast signal acquisition and 10Hz positioning update. .The WAAS receiver is compatible with both GPS (USA) and GLONASS (Russia) systems and it connects via Bluetooth to up to 5 Apple or Android devices.

The GPS receiver will run for up to 10 hours on a charge, and can be recharged using the included 12-28VDC cigarette lighter adapter, from any PC, or from the USB charger which came with your tablet/phone.

It also comes with a useful GPS Status Tool app. (Available free at the iTunes App Store). READ MORE



Concorde Battery discontinues the CB line

August 2, 2013 by General Aviation News

WEST COVINA, Calif. — Over the years, Concorde Battery's technological advances have led to sealed lead acid battery technology that provide more efficiency, more power and more convenience than traditional flooded battery technology. This led to an escalating shift in customer's preference for a sealed RG Series battery over the CB (dry charged) flooded battery type, according to company officials.

As a result, the decline in flooded battery demand dramatically increased manufacturing costs to produce the CB product line. READ MORE

National Weather Service Upgrade

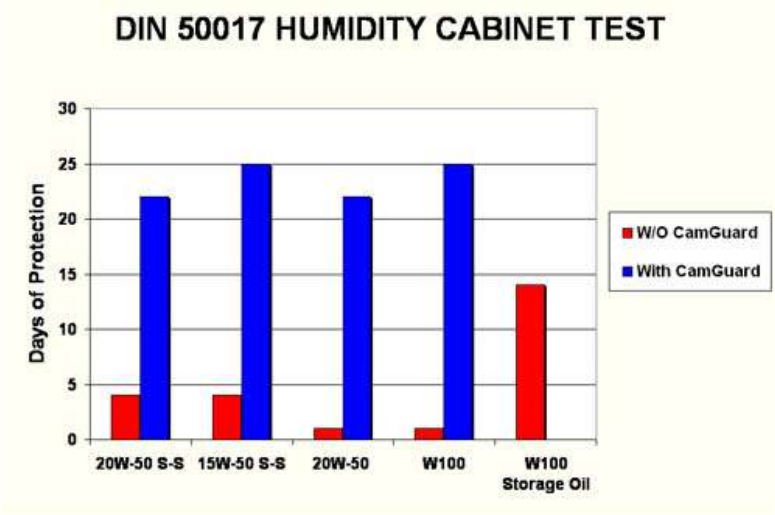
The National Weather Service has done a significant upgrade to its computing capabilities employing supercomputers to enhance the ability to crunch their weather models. We hope this improves accuracy, and does not result in simply giving us the same old forecasts, only quicker.

Product Review: Camguard

We recently reviewed the effectiveness, or not, of using Camguard in our Mooneys. There are a lot of additives that don't have science behind them. Camguard is definitely not one of those.

Camguard is FAA accepted, fights rust and corrosion, reduces engine deposits, conditions engine seals, and is compatible with whatever aviation oil you are using, that is approved by the engine manufacturer.

From AVWeb: We used CamGuard, a multifunctional additive package containing rust inhibitors, antiwear and antioxidant chemistries that was developed for aircraft oils. When five percent of CamGuard was added to the oils, the measured film thickness remained the same but the increase in rust protection was dramatic. Test results show protection for more than 500 hours versus less than 24 hours for the unadditized oil (see graph below).



Camguard seems expensive at about $24/pint, but I only use 2/3 of a pint when changing my oil, so it goes a long way. Most of us don't fly regularly enough, and the rust inhibitor alone is worth the money. When flying more frequently, the other features weigh in. Changing your oil and filter regularly is one of the best and "cheapest" things you can do to improve the longevity of your engine. Camguard may fall into the top 5 of other things you can do for your engine at almost no significant cost.

Giant Concrete Arrows That Point Your Way Across America ...

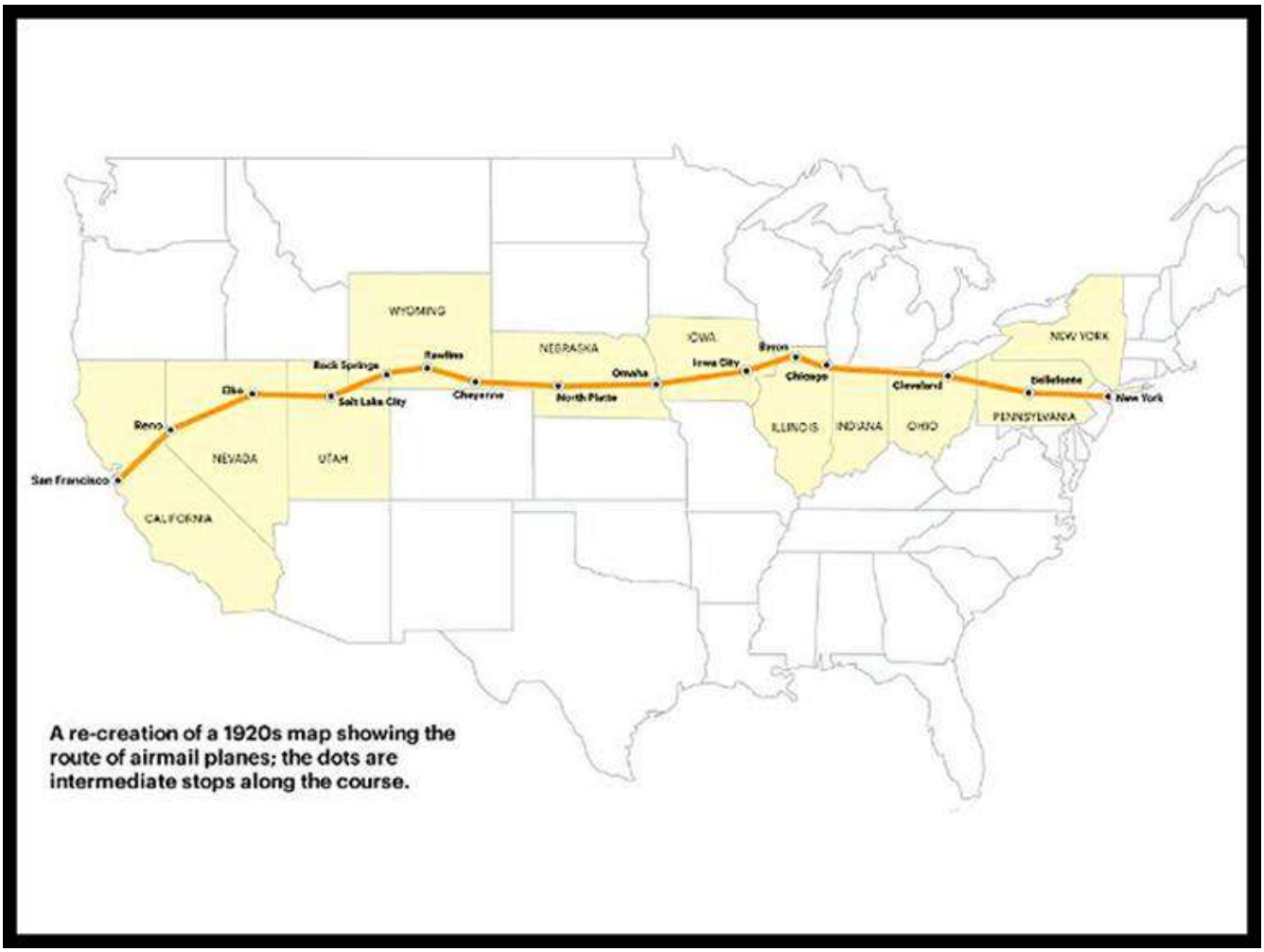
Every so often, usually in the vast deserts of the American Southwest, a hiker or a backpacker will run across something puzzling: a large concrete arrow, as much as seventy feet in length, sitting in the middle of scrub-covered nowhere.

What are these giant arrows? Some kind of surveying mark?

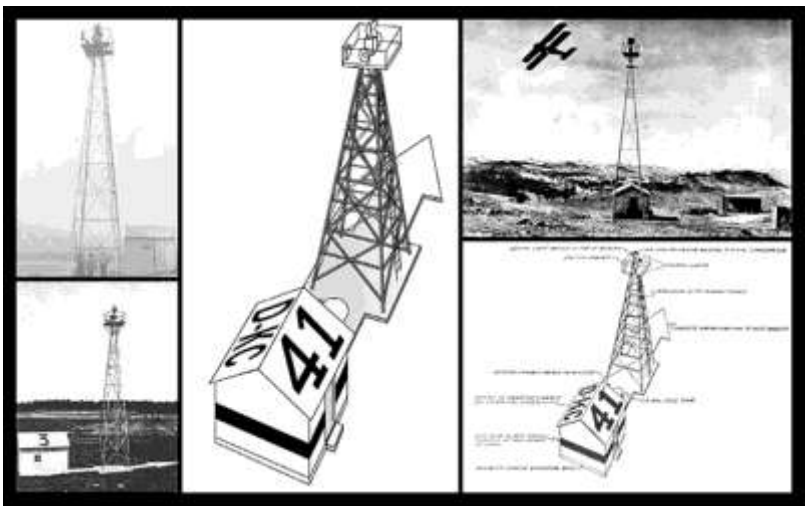
Landing beacons for flying saucers? Earth's turn signals?

No, it's...

The Transcontinental Air Mail Route .



A re-creation of a 1920s map showing the route of airmail planes; the dots are intermediate stops along the course.

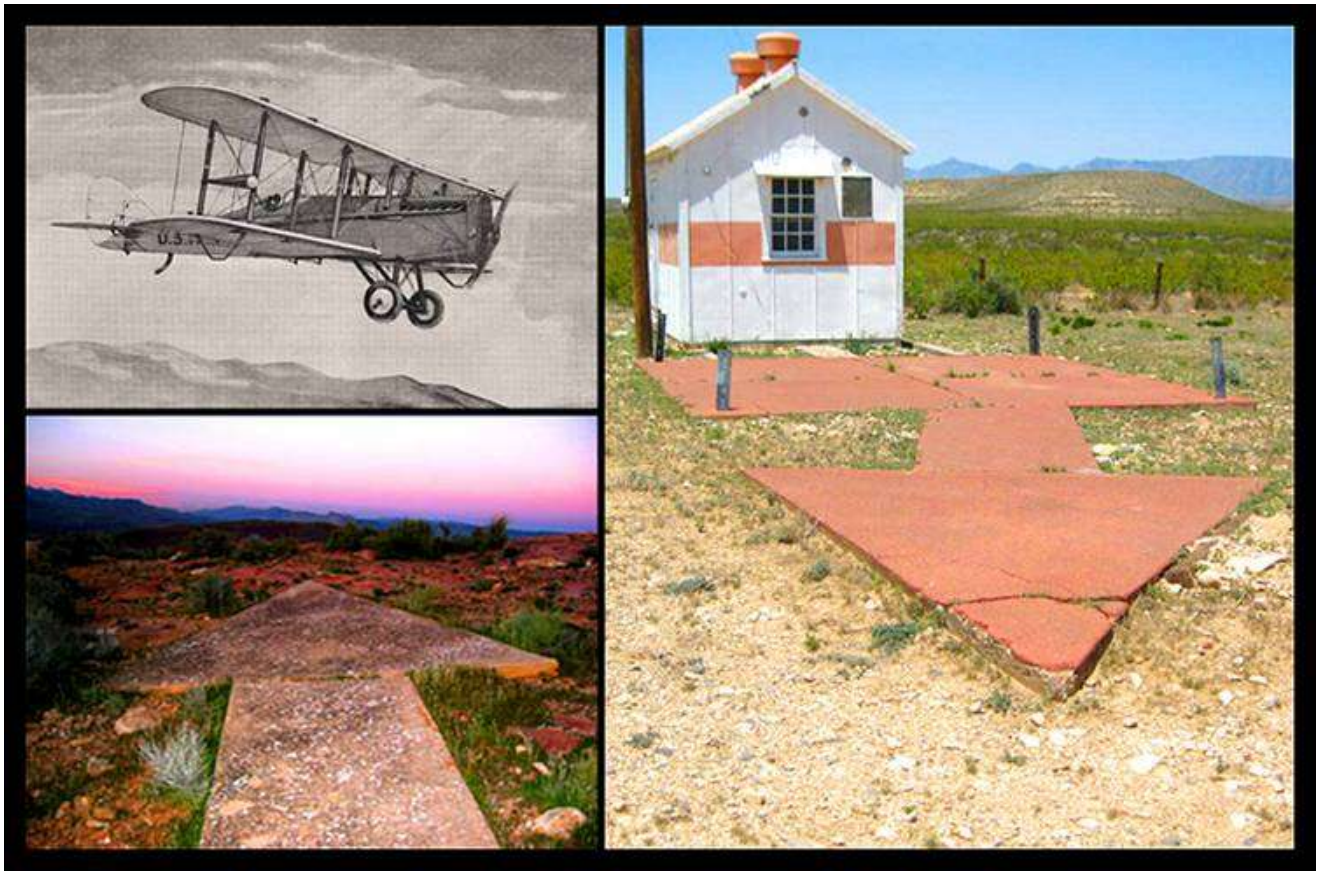


On August 20, 1920, the United States opened its first coast-to-coast airmail delivery route, just 60 years after the Pony Express closed up shop. There were no good aviation charts in those days, so pilots had to eyeball their way across the country using landmarks. This meant that flying in bad weather was difficult, and night flying was just about impossible.

The Postal Service solved the problem with the world's first ground-based civilian navigation system: a series of lit beacons that would extend from New

York to San Francisco. Every ten miles, pilots would pass a bright yellow concrete arrow. Each arrow would be surmounted by a 51-foot steel tower and lit by a million-candlepower rotating beacon. (A generator shed at the tail of each arrow powered the beacon.)

Now mail could get from the Atlantic to the Pacific not in a matter of weeks, but in just 30 hours or so. Even the dumbest of air mail pilots, it seems, could follow a series of bright yellow arrows straight out of a Tex A very cartoon. By 1924, just a year after Congress funded it, the line of giant concrete markers stretched from Rock Springs, Wyoming to Cleveland, Ohio . The next summer, it reached all the way to New York, and by 1929 it spanned the continent uninterrupted, the envy of postal systems worldwide.



Radio and radar are, of course, infinitely less cool than a concrete Yellow Brick Road from sea to shining sea, but I think we all know how this story ends. New advances in communication and navigation technology made the big arrows obsolete, and the Commerce Department decommissioned the beacons in the 1940s. The steel towers were torn down and went to the war effort. But the hundreds of arrows remain. Their yellow paint is gone, their concrete cracks a little more with every winter frost, and no one crosses their path much, except for coyotes and tumbleweeds.

But they're still out there…

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

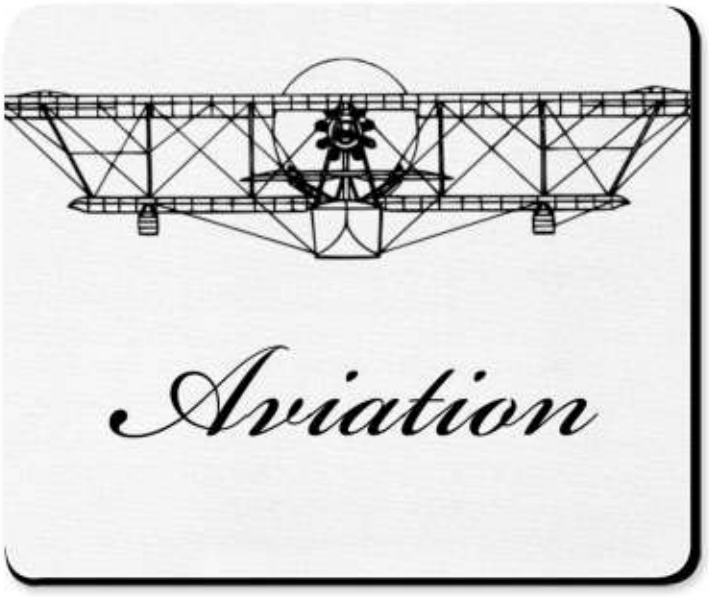
Georgia

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.



Two Bose Headset cases, both for $20. Free shipping.

Send $20 to my PayPal account - jimpriceaz@gmail.com

Don't forget to send your mailing address to jimpriceaz@gmail.com

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

Get yours at www.JDPriceCFI.com or
www.Amazon.com

The Biennial Flight Review Study Guide provides the right amount of information to help you prepare for your flight review. It enhances your ability to deal with abnormal and emergency situations.

The Instrument Proficiency Check Study Guide is a must, whether you're extremely proficient or need to dust off some cobwebs. It's more than 100 pages are packed with concise information and helpful graphics so that you can increase your knowledge of FAA Regulations, weather reports and forecasts, IFR charts, and the airspace system. Flight planning, takeoff, departures, holding, STARs, and all the approaches are thoroughly covered.

Aircraft Expen$se Tracking is essential, whether the aircraft is all yours, or in a partnership - two people or a club - SEL or MEL - reciprocating or turbine - this tool is for you. When is that engine due for an oil change? You'll quickly find out in ***Aircraft Expen$e Tracking***. It's designed to help aircraft owners keep an accurate record of expenses, by simplifying your efforts.