



AUSTRALIAN
Mooney
PILOTS ASSOCIATION LTD

NEWSLETTER

EASTER IN THE OUTBACK

The AMPA 2000 calendar is off to a flying start thanks to the effort of Bernhard Kaufmann in Sunny Queensland.

Bernhard has kindly organised the Easter Flyin to Longreach. This is a great time to visit Longreach as the fly-in and AGM correspond with "Easter in the Outback" and a special celebration at the Qantas Founder's Outback Museum with the unveiling of the DH61 Giant Moth.

Bernhard recently flew to Longreach, after draining and checking his fuel tanks, to organise the itinerary and accommodation for us. It is important that you respond to Bernhard early as the city will be busy with the Easter festival.

Note that the Easter holidays are followed by Anzac Day so that you have ample time to return home from this flyin.

2000 Events

Prior to the Easter flyin we have another PPP set down for Canberra. This will be on Friday the 31st March and April 1 and 2.

We are also running a one-day GPS course prior to the PPP and this is held in association with CASA.

Ian Mallet of CASA, their guru on GPS, has developed the course program. This course is

open to anyone and we already have interest from other GA people.

So if you can't make the PPP attend the GPS course.

Mid year MSA (Mooney Safety Australia) shall be running a high altitude course at Edinburgh SA. So if you wish to experience the effects of hypoxia in a controlled environment join us for this 2-day event. A session in the hyperbaric chamber is preceded by detailed lectures on Physiology. You will also experience the effects on night vision with reduced O₂ levels.

So if you fly at night and or travel in the flight levels this course is for you.

In October another PPP shall be held at Jandakot in association with RACWA.

Another event in the AMPA calendar which has been absent for 2 years is the October long weekend flyin. This has not yet been arranged so if any member would like to make a suggestion or organise this fly-in please contact one of your committee members, we would love to hear from you.



John McVicar (AMPA-NZ) in his M20C over the New Zealand Alps. Photo courtesy of Callum MacPherson Pro Photo through 'Pacific Wings' Magazine.



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Marc and Fleur Michell departing Mitta Mitta international airport.

AMPA MEMBERSHIP

Have you renewed your dues for the 1999/2000 year. If you don't wish to renew or you have sold your aircraft please advise us.

AGM

This shall be held in conjunction with the Easter Flyin in Longreach so please attend.

Your association requires a new editor. We fortunately had Brian McWhae and Barry Coventon join the committee this year.

Brian McWhae accepted the position of Vice President.

PRESIDENT

Our President John Chesbrough is currently in the UK so his contribution is missing from this newsletter.

CANBERRA PPP

The following members attended the PPP in Canberra in March 1998 and are due for their renewal:

- | | |
|----------------|---------------------|
| Ian Baker | Darren Baumann |
| Ken Jones | Bernhard Kaufmann |
| Andrew Kotzur | Graeme Lowrey-Jones |
| Brian McWhae | Brooke Mackley |
| Robert Mackely | Tom Milledge |
| John Webber | |

BASI REPORTS

A review of BASI Occurrence Reports for Jan to September 1999 follows. As usual, controlled airspace incursions continue to lead the list. Only a few incidences are recorded here.

February 21, Sydney

This was Skip Hodgson's forced landing at Pymble Golf Club following a loss of oil pressure and the subsequent landing. The aircraft was substantially damaged during Skip's textbook forced landing.

Skip's report on this engine failure was detailed in our newsletter last year.



Dr Andrew Marsden, PPP Course presenter on Physiology at Jandakot.

April 26, Beverley, WA

"The aircraft was being taxied to runway 08 when the nosewheel dropped into a stormwater grate which was 200mm below ground level and unmarked. The engine stopped when the propellor contacted the ground.

May 12, Bankstown, NSW, overseas aircraft

The pilot of the Mooney entered Williamstown military CTR without a clearance. The pilot was conducting a flight from Coolangatta QLD to Bankstown NSW. The pilot had elected to conduct this flight under VFR and had intended using GPS as the sole means of navigation. The pilot had tracked directly from Coolangatta to Bankstown, this track crossed the Williamstown CTR.

The Mooney conflicted with an IFR Beech 1900 RPT aircraft.

May 12, Bankstown, NSW, overseas aircraft.

The pilot was instructed to join the circuit on a right downwind for runway 29R but joined the circuit on left downwind. The a/c was observed by the tower to be in close proximity to three other a/c operating in the left circuit. Traffic information was passed and the pilot was re-sequenced to land on runway 29C

May 17, QLD

The pilot reported to flight service that he was experiencing a rough running engine and was attempting to reach a nearby landing area. After switching fuel tanks, the pilot advised that engine operation had improved and he reported his safe arrival in the circuit area a short time later. An overflying a/c was requested to monitor the area VHF frequency and relayed to flight serve the pilot's after landing report.

I was reported that the a/c had recently been returned to service after an extended period of hangar storage and a 100 hourly inspection had been completed prior to the incident flight. Maintenance inspection of the a/c following the occurrence could not positively determine the cause of the apparent engine malfunction. As a result of the incident, the pilot has elected to bring forward a scheduled engine overhaul.

May 28, Bankstown

The a/c was cleared to the holding point for runway 11L. and instructed to call the Tower. However, despite SMC request for read-back, the a/c proceeded to enter the runway before contacting the Tower.



Committee member Brian Moore with his beautiful 205 at Jandakot.

June 3, Archerfield

The tower controller advised that the landing gear of the Mooney M20 appeared to be down and locked when the a/c was cleared to land. During the landing roll the gear collapsed and the a/c skidded to a halt on the runway. The pilot was able to exit the a/c safely. A small flame from under the engine cowl, was extinguished by a safety officer who attended the scene. Emergency services arrived soon after and applied foam.

Several attempts to contact the pilot for information regarding the accident were unsuccessful. Information passed to the investigation suggested that the landing gear selector was not locked correctly into position in the cockpit, prior to landing. In this model a/c the landing gear is manually locked into place by placing latches attached to the cockpit gear handle into a detent located between the pilot and co-pilot seats. It appeared that the pilot may have recently purchased the a/c and was not familiar with the landing gear system.

June 8, Lancelin, WA

The a/c was observed on radar to enter R146a without a clearance. Attempts to make contact with the PIC were unsuccessful, as a consequence, military firing was halted during the infringement.

July 19, Penrith

During the approach, over water at 600 ft., a bird struck the a/c left wing leading edge.

September 5, Jandakot

The pilot informed FS that he was experiencing a surging engine and would be diverting to Carnamah. An alert phase was declared and subsequently cancelled when the a/c landed safely.

September 10, Bankstown

As the a/c landed, the radar label was seen to jump to another a/c that was departing the airport, changing the callsign by mixing the letters.

AMPA DATES



March 30th Canberra

GPS Course

March 31, April 1 and 2.

PPP Canberra

April 21 to 24

Easter Fly-in and AGM, Longreach, QLD

October 6, 7 & 8

PPP Jandakot WA

MOONEY MUSTANG

As mentioned in the last newsletter there is the possibility that member Yves Sylvie shall bring his M22 Mooney Mustang to Australia.

The Mooney Mustang was the first single engine pressurised a/c certified. This occurred in 1966 when the FAA signed the certification papers, 11 years ahead of the Cessna P210 and 17 years ahead of the Piper Malibu.

The a/c was supplied with the 310 hp Lycoming engine, TIO-541-A1A. The factory promised all 5 Mustang passengers could ride in pressurised comfort at altitudes up to 24,000 ft whilst cruising at 200 kts. The pressurisation system would provide a 4.0 psi cabin differential permitting an 8,000 ft cabin at 20,000 ft.

The factory sold between 27 and 32 aircraft before production ceased in 1970.

To pressurise the a/c, Mooney had to abandon its typical welded steel-tube fuselage. It could not be efficiently pressurised. Instead, the company



Yves Sylvie's Mooney Mustang.

designed a new frame of ribs and stringers similar to the semi-monocoque structures of most current production light aircraft. The engineers must have done a good job, as there has never been an AD on the airframe.

Though it seated a maximum of 5 passenger, the fifth person must sit sideways in the back.

The a/c operating at 73% power, best economy gave 194 kts for an endurance of 4.4 hours at 24,000 ft.

GARMIN 430 NOW IN TWO MOONEYS

by Russell Kelly

Robert Buttery showed me his newly installed Garmin 430 in his magnificent Porsche Mooney one day at Essendon Airport.

I had decided it was time to "go TSO" and that the Garmin offered the most features for the dollar and the best technology on the market.

The next job was to get quotes from the various Garmin avionics shops. This task was made difficult by the different inclusions, exclusions, USD conversion rates, availability of product, trade-ins and "extras" such as Flight Manual documentation. So the various quotes were put into a spreadsheet and a few phone calls made from ex-customers to get a feel on the reputation/performance of the avionic shops.

Eventually Capital Air Services at Canberra was selected. They had promised a four day turn-

around and this coincided with my ability to coexist with my relatives who would be providing food and lodgings.

As it turned out, my 231 Mooney was the first Mooney in which they had installed a Garmin 430 and very quickly the panel was dismantled and the old equipment removed. By this time, Capital Air Services proprietor, Neil Alan, was cursing Mooney for the tight panel and the difficulty in getting access. A more delightful treat was in store when it was time to remove the circuit breaker panel, not the sort of thing for the faint hearted.

Part of my requirement was to re-arrange the radio stack and to keep the old Garmin 100 as a backup. The 430 is a composite unit containing GPS, VOR, ILS and radio coms and whilst most of the circuitry is separate for each function, a failure of the display would result in a catastrophic loss of resource. So it is essential that there is appropriate redundancy - in my case, I also kept two aging ADF units and a VHF COM.

Mooneys also have an unsavoury (but warranted) reputation for behind-the-panel earth loops, the cause of a high percentage of problems with gauges and avionic audio. This was kept in mind as the rack was reinstalled and tested. A few minor glitches were expected with such a complex installation and these were revealed on schedule during a test flight. Capital Air Services cheerfully and professionally sorted all this out and Service Manager, Jake Jansen, then attended to the Flight Manual revisions.

Neil Alan met his promise of completing the job in four days and helped avoid any bloodshed with my brother-in-law. There was no change from \$17,000 but the 430 is a spectacular instrument, intuitive, with an amazing colour screen and superb quality coms.

I'd have no hesitation in recommending Capital Air Services in providing honest and competent service. They are confident enough in the product and their installation to offer an additional 12 months warranty - some comfort for such a complex piece of state-of-the-art equipment.

ABS, (Australian Bonanza Society)

Our friends at ABS continue to organise fabulous flyins and safaris. AMPA members are welcome to join any of these flyins. The "Australia 2000 Safari" promises to be up to their usual standard.

This Safari commences in White Cliffs on August 11 and includes trips to Kings Creek Station, Mataranka in Elsey National Park, Litchfield National Park, Karumba, Cape York, Cooktown, Undara Lava tubes and finishes back in Gladstone.

They also are planning a Safari to the Kimberleys in August 2001

Check their website at
<http://www.ats.com.au/bonanza>



Robert Buttery's Porsche Mooney instrument panel.

