

Australian

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Mooney

Pilots Association

NEWSLETTER



Howard Hobbs' M20J with new paint

THE PREZ SEZ

Welcome to my Spring 2022 President's report.

The weather hasn't been too kind to us in recent months with almost all grass areas of airports in the eastern states closed due to soft wet surfaces. The grounds around most of NSW are saturated, so any rain just lies around or runs into the surrounding creeks and rivers, causing flooding. It looks like the weather forecasters got it right with La Nina this time around, especially on the east coast and inland.

One of the casualties has been "Wings over Temora" this year. The wet conditions on the ground can't accommodate the airshow and associated aircraft, car, caravan parking, which is a big shame.

I think our fly-in to Merimbula went off pretty well, in September. Once again, it was disrupted by the weather with only 4 aircraft being able to fly in, in trying conditions. But, in true Mooney style, most people got there by car and/or RPT. We had 28 in attendance and everyone had a great time. We managed to fit quite a few activities in with plenty of relax time. You will read all about in Noel Archer's excellent report, in this newsletter.

These fly-aways are fantastic for our association. They bring our members together and give us a great chance to explore parts of Australia we probably wouldn't normally do. I would encourage all members to attend as many of these fly-aways as you can. Get to know your fellow members and learn more about our Mooneys. They certainly are an excellent resource when keeping in front of all the issues associated with owning or flying a Mooney.

With all this in mind, don't forget to start thinking about our next fly-away to Longreach in central QLD. That will be in March next year (2023). Howard has done an excellent job putting this one together with many exciting activities planned. Registration should be open soon.

Some upcoming airshows around the NSW, VIC regions are:

- Wings over Illawarra (Wollongong, NSW) on 12 & 13 November 2022;
- and Australian International Airshow at Avalon in VIC, running over the week of 28 Feb – 5 Mar 2023.

THE PREZ SEZ	2
AMPA Calendar.....	3
Major Aircraft Shipments	4
From The Mooney Flyer.....	5
AMPA at Merimbula	6
GAMI Unleaded Avgas Approved For GA Piston Fleet (Updated).....	9
Outback air race 2022	10
Precise positioning & aviation – why is Australia so far behind?	12
Mooney Disc Savers.....	13
Maintenance matters.....	15
New parts and equipment for sale	15
Mooney special tools.....	15
New members.....	16

These are other opportunities to network together. We have a couple of members who are going to put their aircraft on display at Avalon, so I am sure they would like a visit from the rest of us. I hope to join them for a couple of days.

Unfortunately, weather got us again with our Pilots' Safety Program in Bathurst being postponed until 14 - 17 April 2023. More on that later. This was to be held over the weekend of 29 – 31 October 2022. Andrew Kotzur and John Hillard have again put together another informative weekend to help us all fly our aircraft more safely and efficiently. Many thanks to them for their hard work. This program is very popular as registrations this year were closed, but will be open again next year if you decide you would like to attend.

The PSP has a ground component as well as a flying component. You can register for one or both. Also, by attending the PSP, you are eligible for a discount on your insurance, so it is a no brainer, in my mind.

So that's about it for my report this time. Stay safe and try to stay in the middle of the air and avoid the edges.

Cheers

John Smith
President AMPA
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AMPA Calendar

IFR Refresher

Several years ago, we ran an on-line IFR refresher course that was very well attended and very highly regarded by our members. We are hoping to run the event again later this year. It will be an on-line event focussing on the changes in the new Part 91 as well as other important operational matters.

2023 AGM

Next year's fly-in and annual general meeting will be in Longreach from March 16 – 20. Howard Hobbs is planning a fun weekend with visits to the QANTAS Founders' Museum and the Stockman's Hall of Fame, a cruise on the Thompson River and ample time to relax over an ice cold XXXX.

Registration forms and costs will be available closer to the date.

Day 1 – Thursday 16th March

Longreach Motor Inn will transfer from Longreach Airport to accommodation

Dinner at Longreach Motor Inn, Harry's Restaurant

Day 2 – Friday 17th

Rosebank Station Tour and Morning Tea.

Outback Aussie Tours Longreach Town Tour

Lunch and free time in town

Smithy's Sunset Cruise on the Thomson River.

Transfer to The Branch Café

Following dinner walk back to your accommodation

Day 3 – Saturday 18th

Qantas Founders Museum Entry, Guided Airpark Tour, and Lunch

Australian Stockman's Hall of Fame Museum Entry

Camden Park Station Sunset Tour with Nibbles, Dinner and Drinks

Day 4 – Sunday 19th

AGM approx. 09:30 -12:00 at (TBC)

Lunch at the Wellshot Hotel.

Ilfracombe Town Tour & The Machinery Mile.

Dinner at the local's favourite pub "The Birdcage Hotel"

Day 5 – Monday 20th

Longreach Motor Inn will transfer from accommodation to Longreach Airport

2023 Pilot Safety Program

The PSP has been postponed, yet again. An adverse weather forecast for Bathurst in the days leading up to the event looked to limit flying activities while en route forecasts would have prevented many participants arriving and/or departing.

The Committee decided to postpone the event until April 14 – 17, 2023. More details will be available closer to the date for those who weren't registered for this year's event.

Major Aircraft Shipments

Aircraft	Q2 2022	Q2 2021
Pilot 100	12	6
Cessna C172SP	42	47
Piper Archer III	18	20
Diamond DA40	40	37
Cirrus SR20	27	19
Tecnam P2010	9	11
Cessna C182T	10	16
Beech G36 Bonanza	0	0
Cirrus SR22/T	86	83
Piper M350	5	4
Mooney Ovation/Acclaim	0	0
Diamond DA50	5	-
Beech G58 Baron	0	0
Piper Seminole	4	3
Piper Seneca V	0	0
Diamond DA42	9	7
Tecnam P2006T	10	7
Diamond DA62	16	8

From The Mooney Flyer

The Mooney Flyer is a monthly on-line newsletter published by Phil Corman. It always contains a range of useful and interesting articles and can be accessed free of charge at <http://themooneyflyer.com/>. The contents of recent issues are listed below and AMPA members are encouraged to read them.

September

- The fatal berm
- How to almost eliminate gear ups
- “Rambo” gets a new spark (SureFly)
- Take someone flying
- Warning! Acronyms ahead quiz
- Don’t make these common mistakes on crosswind operations
- How do you slow down?
- How I became a Mooniac?
- A birthday week palooza
- Talking about tail at Oshkosh
- A higher call
- Spotlight on maintenance resources
- A pirate turns 70
- Get ready for autumn

October

- Methods for fuel-efficient flying
- Watsonville airport mid-air analysis

In every issue

- Appraise your Mooney’s value;
- Ask the Top Gun;
- Have you heard the latest?

DID YOU KNOW?

The universe comprises:

- Electrons
- Protons
- Neutrons
- Photons
- Muons
- Bosons
- Morons

AMPA at Merimbula

Noel Archer reports

The Banjo duelled unfairly with a “washboard” and a “tea chest base” as the curtain closed on AMPA’s successful 2022 fly-in to Merimbula. Michael “Banjo” Young owns three Mooneys and is an AMPA member and so was well qualified to help wind up the weekend. It was short and sweet too, with just a few songs. A Beatles number and a Greek medley as a response to “Name a Country”, being the most memorable. At least, for me. Although I can’t remember which Beatles song it was. I know it was a good rendition, and it was at the end of the weekend!



The other musical and promised highlight of the weekend failed to materialise, at least fully, with Tony only briefly serenading us with “Do your Balls Hang Low”, despite being highly promoted as a master of Irish balladry. I think we did sing “Happy Birthday” to him, despite many finding it hard to lift their spirits due to being in mourning with the Queen’s passing. Perhaps Tony was also just too distraught, as a Yorkshireman I think, to raise his spirits to the point of bursting into song.

The long awaited AMPA outing to Merimbula, as yet another victim of a delayed function caused by “Covid”, was finally completed successfully from September 9 to 12. Friday to Monday. Although, for the few that did fly in, they were forced to make it from Thursday to Monday. They were rewarded for their bravery with a very turbulent approach on Thursday to brag about having mastered and a bumpy flight home on Monday. A few of us VFR pilots were encouraged that we had

made the right decision when most of the IFR guys also drove in. AMPA pilots, of course, being among some of the most highly credentialled, able and knowledgeable, single engine, light aeroplane, instrument pilots around.

A few of the familiar faces were not there and of course their presence was missed. People like John Hillard, who literally sheds aviation knowledge that can be soaked up if you listen intently at his feet. Fortunately, Greg Manzie and John Smith covered some of the loss just by describing the multiple instruments and screens in their aeroplanes. We learned that another expected attendee, had recently been slowed down by a Golden Staph infection acquired in hospital. Even more dangerous places to avoid these days. I think I heard that Rae McEwen and Victoria had headed north in their helicopter, to Airlie Beach for a warmer weekend. Not that it was that cold and the weekend itself was pretty good weather overall. Owen Crees was there, despite being also slowed down not long ago, and proudly wearing his Angel Flight shirt, or shirts, or coat, for the whole weekend. My apologies to the other regulars who I have not honoured with a mention.

There were a few young and “newer” faces too. Probably not enough though to arrest a trend and those who were there were apparently impressed, and a little intimidated I learned through my grapevine, by the drinking ability of the, on average, much older attendees.

Perhaps I had better actually say something about what happened on the weekend, which went to plan and was well organised and co-ordinated by John and Judi Smith. The highlights, as this writer saw them were:

- All was well run with the bus always on time (set your watch by it) and all activities successfully happening and thoroughly enjoyed as planned.
- Really good meals at the best restaurants that the region has to offer.



- An exceptional and unexpectedly interesting oyster farm tour. You can skip the next part if you are seafood allergic or know all there is to know about oyster farming but press on if you would like to improve your life!
- The flat-bottomed boat tour was complete with a sample of around a half dozen oysters each, thanks to the seafood allergic abstainers. I also now know how to correctly shuck an oyster and that they can be taken home for up to two weeks in a wet bag. I vaguely recall my father telling me something like that, or even watching him do it, but then I was too young to appreciate a good oyster. How different my culinary life would have been if I had remembered! And how much better entertainers we would have been at our dinner parties if I knew before what I now know! I think the exceptionally knowledgeable and able tour guide even said that you can get them delivered by mail! I didn't know that the oyster knife varies so much between countries either, or even that a Pacific Oyster is a pest in a Sydney Oyster farm. Testament to how Sydney centric the state is, as they really should be named NSW Rock Oysters. It would seem that their presence, or not, was used to define the north and south state borders. Another gem of knowledge that I could have talked about at many dinner parties to impress my guests. I now know too that if I tear down our venetian blinds, I can use them to successfully catch wild oysters and I know what type of container to grow them in and when to turn them (and why). Perhaps 'Sponge', the tour operator owner, could add private allotment type rental plots in his oyster leases to add to his business interests. A bit like the many who have their own bee boxes, or the gardening allotments in some cities.
- The whale watching tour was good.
- I am glad I brought my snow country coat but I should have gone the whole way and put on the thermal long-johns. John had appropriately

warned us about the propensity for south coast coldness and the wind did not disappoint by cutting right to the bone. One whale obliged by rolling and water slapping, while others played hide and seek. They seemed to know and enjoy the game of holding their breath and waiting until they see the boat heading off before reappearing and so getting it to go around in circles. A leap or two would have made the watching perfect, while there was no problem with the abundance of whales, with the boat even diverting around a pod so as to not slow up the return trip.

- Click the link below to see the highlight of what we saw. It might work for you if you have a fast internet connection. Or it will be a 'shuddering' annoyance if your internet is as slow as mine. In that case try moving the white ball on the progress bar!
<https://longbow.git.com.au/Eden%20whale.mp4>
- I have a friend who would have loved the old cars we saw at the very impressive car club.
- We learned things about every car that most of us would otherwise never have known.
- There were very rare cars. I was not even aware of the make of a couple and some cars had exceptional, interesting histories.
- The dedication and commitment of our tour-guides was outstanding. The tour was run with military precision, to the minute, by the uniformed pair of guides who worked well in tandem.





- John Smith proudly showed us the whole coast via bus and impressed us with his extensive knowledge of current events and even the history of many individual buildings.
 - We pulled up outside his and Judi's house and I have to say that there is no problem with his selection of location, as a northerly view along the coast, while being tucked behind a hill from southerlies, is the ideal, eastern Australia, coastal "possie".

At past meetings I have been conscious that I was one of the few that no longer had a Mooney but who is still

keen to attend to reconnect with an interesting and high-quality group of people. Maybe it is simply that I have recently been trying to improve myself and part of this is trying to listen to others more closely, but it would seem that more have either moved to other aircraft types, or at least have another type as well. There was talk of Foxbats, Lancairs, Rans, Vans, Lake Buccaneer, a Luscombe and others.

So, it was a long wait but well worth leaving the motel deposit in place as the accommodation was the best yet for even an AMPA weekend. Wonderful views of the river / inlet and plenty of room in the apartment and not at an outrageous price. We did have a washing machine I am told, unlike another room, but felt no need or desire to use it. A view from the balcony is shown below.



I have attended a few AMPA outings now and never been disappointed. With full credit to the many other good ones, this may have been the best yet. At least for me, even factoring in the long drive from the far north coast of NSW and having to leave my plane in the hangar. A decision I am happy about as I might not have been one of those able to brag about mastering the tricky Thursday approach and landing! Then again, if I had gotten the Cessna 180 down successfully, I would rightly have had the reason to brag the loudest. We will never know!

GAMI Unleaded Avgas Approved For GA Piston Fleet (Updated)

By Kate O'Connor (Published: September 1, 2022 in www.avweb.com)

In a first for the aviation industry, the FAA has approved supplemental type certificates (STCs) for the use of General Aviation Modifications Inc.'s G100UL 100-octane unleaded avgas in all general aviation piston aircraft. GAMI co-founder George Braly stated that the fuel will initially be produced in small batches while the manufacturing and distribution infrastructure is established. Although pricing for G100UL has not yet been determined, Braly noted it will cost "slightly more" than 100LL until production volume increases.

"This is a big day for the industry," said Braly. "It means that for a lot of our general aviation communities, and especially for a high fraction on the West Coast, relief is on the way. And it means that our industry will be able to go into the future and prosper, and provide the essential infrastructure for this country for everything from Angel Flights to critical training of our future airline pilots."

As previously reported by *AVweb*, the new STCs come after significant controversy surrounding the approval process including unanticipated delays and additional reviews. GAMI received its first STC for G100UL in July 2021 and STCs for around 600 additional engines the following October. The company began work on G100UL in 2009.

Braly said the expanded STC covers all of the spark ignition engines (including airframes) in the general aviation fleet. If field experience reveals any oversights, the FAA has agreed to allow amendments through Designated Engineering Representative signoffs.

G100UL will require an STC, which Braly said will be available through a web store the company is setting

up. Prices haven't been established yet, but he expects them to be similar to those charged for the Petersen autofuel STCs, which typically vary by horsepower between \$130 and \$500, but more for some engine models.

Production details remain to be determined. GAMI has a production distribution agreement with Avfuel to manufacture and distribute G100UL. Avfuel says it will engage with any refinery qualified to manufacture the fuel. Avfuel's Craig Sincock said last year that developing the market will take several years.

Initially, Braly said, California Aeronautical University in Bakersfield, California, has agreed to be a launch volume customer for G100UL. Fuel components will either be shipped in and blended or a finished fuel will be shipped from a refinery in Texas by rail.

G100UL's approval culminates nearly 13 years of research and testing that began shortly after the EPA announced gathering research on leaded fuel emissions near airports. It's widely believed that the EPA will announce a finding of endangerment on leaded avgas before the end of the year. It's unclear if this brings other players into the 100-octane unleaded fuel market. Swift fuel has been selling 94UL for several years and the University of North Dakota had adopted it as its sole piston fuel. Swift is working on its own 100-octane unleaded fuel.

Braly credits AOPA's Mark Baker with pushing the FAA to remove barriers to the expanded STCs for G100UL. Although he was not openly vocal, Braly said Baker worked behind the scenes to encourage the FAA to complete the project.

Outback air race 2022

By race organiser Stuart Payne



The Outback Air Race, a national event raising funds for the Royal Flying Doctor Service, has been run and won for 2022. This year's winners were Ian and Connie Warburton, the "Wacky Warbos", from Wanniasa in the ACT. Top Fund Raisers were David Tait and Red Johnstone from Goondiwindi, QLD.

Stuart Payne and his crew of former Outback Air Racers performed credibly, especially considering Stuart was bearing the Race Manager's workload as well (*Ed: excuses, excuses*).

The Outback Air Race is a national charity fund raising event in aid of the Royal Flying Doctor Service, and is a time trial for teams flying in light aircraft across Australia, held every three years.

The 2022 event commenced in Darwin and travelled through Cooida, Adels Grove, Karumba, Airlie Beach, Gladstone, Roma, Goondiwindi, finishing in Coffs Harbour.

This wholly volunteer run event involved 34 aircraft and 84 participants from almost all states in Australia. See www.outbackairrace.com.au for more info.

There were three Mooney teams in the event this year:

- Tim & Marguerite Alexander in their M20F VH-DRK, team "Show me the Mooney"
- Stuart Payne, Patrick and Janelle DuBois in M20J VH-SJT, team "Bad Mooney Rising"
- John, Julie and Janet Martindale in M20J VH-CAI, team "Once in Blue Mooney"

Tim & Marguerite showed that Tim's skills honed with John Martindale on the last race were still there, and they were placed 3rd in the overall results, including the highest leg score by any crew on any leg of the event – an incredible 1,792 out of 1,800 points. There was intense competition this year and six teams averaged higher than 1,700 points per leg.

The Martindales were a late starter after they survived a steering linkage failure that left them with no steering on their landing roll at Mataranka. Through perseverance, good work by Ben Bowden (LAME at Katherine Aviation), and lots of good luck, they

managed to obtain the required spare part from some surplus Hamish Ramsay stock, get it fitted, and re-join the event in Shute Harbour.

While the event was in Roma, home town for AMPA Committeeman Howard Hobbs and his partner Anne, Howard and Anne were able to attend the dinner event held there, along with RFDS and Santos representatives.



Above: the Mooney entries pictured in front of Howard's hangar, at Roma Airport.



Above: Leg Winner presentation, Roma, QLD. Stuart Payne (Race Manager), Marguerite Alexander, Katrina Marsh (Santos, Leg Sponsor), Tim Alexander

This year's event smashed the previous fundraising record and raised **\$750,000** for the RFDS, far exceeding the target for the event of \$600,000. This was the

eleventh time the event has been held and this now brings total fund raising from Outback Air Races to the RFDS, to approximately \$4 Million.



Above: Cheque presentation to RFDS at Finale Dinner, Coffs Harbour. Julie Jardine (OAR Sponsorships Manager) and Justin Marr, (GM Aviation, RFDS South East).

As manager of this volunteer run event, I am immensely proud of the achievements of the organising committee, to again deliver a safe and enjoyable event, despite the many complexities and challenges involved, and to provide much needed support to the RFDS.

We also acknowledge the generous support of all of the event's many sponsors and supporters, and particularly principal sponsor The Lottery Office, and major sponsors Bose Aviation and Recharge Petroleum.



Above: Outback Air Race 2022 (OAR2022) fleet at rest, Adels Grove, QLD

Precise positioning & aviation – why is Australia so far behind?

Satellite Based Augmentation Systems (SBAS) are signals that increase the accuracy of GPS systems from about 5 meters to 10 centimetres and are essential for new technologies in aviation, other transport, emergency services and agriculture (e.g. driverless cars and tractors).

SBAS was developed in the 1990s by the FAA and Department of Transportation (DOT) primarily for aviation use. An SBAS signal certified for “safety of life” applications was first switched on in the USA in July 2003 and there are now more than 4,000 LPV approaches in daily use across the USA as well as many more in Europe and Canada. These approaches enable suitably equipped aircraft to make approaches to heights of 200-250 feet above ground that would normally only be available using the expensive ground-based Instrument Landing Systems (ILS) that are installed at a few major airports.

In August 2018, Airservices announced that “... *safer and more accurate approach guidance to regional and rural aerodromes in instrument meteorological conditions*”. This trial used an Satellite Based Augmentation System (SBAS) test signal that had been established by Geosciences Australia in partnership with Lockheed Martin and others. Airservices said that “*The Australian Government has allocated \$160.9 million over the next four years to implement SBAS in Australia. The funding explicitly includes aviation certification, certification of other applications that require safety-of-life use and the roll-out of SBAS procedures around the country*” and later that “... *we are working toward an operational SBAS for the aviation sector by 2023.*”

Geoscience Australia recently announced the award of a \$1.18 billion contract to Lockheed Martin to deliver an SBAS system for Australia and NZ and that “*On 26 September, SouthPAN early Open Services became live, with a safety-of-life certified SouthPAN services planned in 2028.*” The latest FAA summary of SBAS development worldwide lists the systems already implemented (and others that are due to be delivered in the next two years) in the USA, Canada, Europe, Russia, India, Japan, China and then says at the end

“Additional countries and regions such as Africa, Australia and New Zealand continue to assess SBAS for aviation.” The FAA is now releasing new applications of SBAS for aviation such as special low-level routes for aircraft to avoid icing, whereas Australia has not even got to first base. Airservices release in 2018 included the usual platitudes about ensuring that “... *Australia is at the forefront of aviation technology*”. The reality is that, within a couple of years, Australia will be one of the few places in the developed world where pilots do not have access to SBAS and LPV approaches.

The Airservices press release in 2018 explained the potential benefits of SBAS for aviation as “... *safer and more accurate approach guidance to regional and rural aerodromes in instrument meteorological conditions*” and that “*While airport access is important for the economics of regional and general aircraft operations, facilitating medical emergency evacuations from rural locations is a crucial capability that SBAS will provide. For example, a patient in Meekatharra in WA could be transported by air, receive primary health care assistance on the aircraft, and transported to a hospital because the aeromedical aircraft was able to land and reach them when it mattered most.*”

The importance of SBAS to aviation and to regional Australia has not changed but the target for delivering it to the industry has slipped from 2023 to 2028 without any explanation or justification. Airservices have also not revealed any detail on the timetable for development of LPV approaches or any rollout to Industry so that aircraft owners can take this into account in their avionics upgrade plans. It is not even clear from Airservices what exactly it is that they expect to deliver by 2028 – is it a complete SBAS rollout with a large number of LPV approaches or something short of that?

Note that this Airservices “target” of 2028 is 25 years after the first certified “safety of life” SBAS system was switched on in the USA. At this rate, Airservices/CASA/Geoscience Australia will have taken longer to implement an established and proven technology than it took the FAA to develop the original SBAS system from scratch.

Mooney Disc Savers

There has been quite a bit of discussion on the AMPA forum recently about the availability and cost of spares. One of the topics was the large increase in cost of the rubber donuts that are critical to the suspension of our Mooney landing gear. If we were able to extend the life of the donuts, there would be considerable savings to our operating costs. Replacing donuts is typically a \$5,000 exercise.

If we take, as an example, a Mooney that does about 50 cycles and 100 hours per year, the time might be allocated like this:

- 100 hours flying - no weight on donuts.
- 100 hours taxiing, takeoff, landing – weight on donuts.
- 10 days, 240 hours parked up away from home base – weight on donuts.
- The balance, 8,320 hours parked in home base hangar – weight on donuts.

This means that, for 95% of the time, there is an opportunity to relieve the stress on the rubber donuts. Logic suggests that, if the stress on the rubber donuts was relieved by jacking the aircraft while hangared, the life of the donuts should be at least doubled.

There are Mooney owners, including in Australia, who have proper aircraft jacks to lift their planes and take the weight off the donuts when hangared. However, these jacks are heavy and costly, and it is somewhat time consuming to fit the lifting points and then screw up the jack.

A few Mooney pilots were discussing this, and an idea was born.

The Mooney Disc Saver has evolved over the last 6 months. Various prototypes were trialed, including a fully self-contained lever system, but the simplest and most ergonomic solution turned out to be a simple frame which lifts via a pin inserted into the main suspension

torque tube. It lifts the wheel by approximately 60 mm which is enough to allow the tyre to just clear the floor. Lifting is via a small, hydraulic automotive jack. When the appropriate height is reached, the disc saver is pinned to hold it in place.

Lifting is an easy operation requiring only small amount of force and much safer than the prototype lever system which could run away if the operator was not careful when lowering. The disc savers are generally suitable for any stable, hard surface (concrete, compacted road base, bitumen).

The disc saver has been designed by an engineer and been tested/reviewed by several Mooney pilots and a Mooney LAME.

- The disc saver is suitable for both mains and the nosewheel.
- In testing on an Acclaim, the rubbers on the mains decompressed by about 5% to 6% when the weight was taken off by the disc savers. That might not seem like a lot, but the discs don't compress much at all at any time. For the mains, it represents around 60 – 70 mm of suspension travel.
- On the nose wheel, the decompression reduced to about 3%. AMPA's view is that this is still worthwhile as there is no tolerance for gap when the nose wheel discs are checked for serviceability (there is a tolerance on the mains).

The disc savers will shortly be available for purchase via a commercial website. They will be sold on behalf of AMPA with a small profit going to our association. They will retail for \$160 plus GST per unit (2 required for main gear wheels).

The hydraulic jack is not supplied. Any jack with minimum 1,000 kg capacity which can lower to 200 mm or less, and raise to 270 mm or more, will do the job. These can typically be bought from Repco or Supercheap for around \$50 to \$70.



Lowered position



Raised and pinned



Lowered Position

Maintenance matters

New parts and equipment for sale

There's a new and extensive list of Mooney parts, avionics, electrical equipment and assorted other items on the web site. The list includes:

Magnaflite starter

KN64 DME

Nav-Radio w/o GS

Altitude Encoder

GPS Annunciator

KMA24 audio panel

Annunciator

Electric A/H

Turn Co-ordinator

KG258 A/H

AA80-001 intercom

Radio blower

Light control box

Strobe generator

Strobe generators

Voltage Regulator

Stall & Gear warning

King KX-155 NAV COM

King KG-107 Directional Gyro

King KG258 Attitude Indicator

Remote Annunciator Control Unit

Stainless steel wheel covers (set)

Main wheel covers

For details, prices and who to contact, go to the CLASSIFIEDS page.

Mooney special tools

AMPA has purchased a number of Mooney specific tools that are available for loan to members. The tools that we have available include the aileron, elevator and rudder travel boards for all Mooney models, over-centre tools for the nose and main landing gear, and tools to replace the landing gear donuts.

The equipment is owned by AMPA but is stored by Smartair in Albury; Smartair also manage the loan of the tools to members.

The tools are available to AMPA members only. There is no charge for their use if returned in good order within the specified time but a late fee will be charged

for every day of late return; the maximum late fee will equal the replacement cost of the equipment. Members must agree not to make copies (or allow copies to be made), to pay freight both ways, in advance, and to ship the tools back to Smartair after a maximum of 5 working days from receipt.

The full terms and conditions of use are available on the web site.

To borrow any of the above equipment, contact Pieter Mol at Smartair in Albury by telephone (02 6021 2929) or email (pieter.mol@smartair.com.au).

The AMPA tools are:

P/N 030003-200	Aileron/flap travel board
P/N 030005-100	Rudder travel board
P/N 030004-100	Elevator travel board (M20C, D, E, F, G, J)
P/N 030004-503	Elevator travel board (M20K, L, M, R, S)
P/N 030012-100	MLG spring installation tool
P/N 030011-001	MLG shock disc tool
P/N 030038-501	MLG disc changer tool

P/N 030035-503	Rudder spring tool
P/N 030011-100	GSE MLG biscuit changer
P/N 030008-100	Nose gear over-centre tool
	Blanking plates for PreciseFlight 3000 series speed brakes

New members

Tom Oosterhof from Applecross in WA held a PPL since 2008 and has flown a variety of aircraft including RV7, C152, C172, C182, C210 and Beech Bonanza. He recently purchased 1998 Ovation VH-OID from David Marshall, and is loving it. He is a former member of the Australian Beechcraft Society and understands the value these organisations can provide pilots/owners.

Gavin Lord from Mitta Mitta owns M20C VH-ERJ. He is currently a RPL student working towards his endorsements for constant speed prop, retractable landing gear and navigation.

Michael Young has been a pilot for 46 years and a Mooney owner for 22 years. He lives in Merimbula and owns VH-MNY, VH-PFN, and N1297.

Fred Clej owns an M20E, VH-REM, which is based at South Grafton. Fred started his aviation career in the RAAF as an instrument fitter working aircraft such as the DC3, Caribou, C130, F111 and Chinook. Retiring after 20 years, he joined Ansett as a LAME. When

Ansett closed, he started Archerfield Avionics which he ran for 30 years. He bought and restored VH-REM in 2000 when it was written off by the previous owner in a wheels-up landing.

Joshua Schuessler and his M20E, VH-CBA, are based at Frogs Hollow. He also owns a Bantam and a Morgan Cheetah. Josh started in ultralights as a teenager, building his own Cheetah when he was just 20. He bought CBA in 2021 and uses it as a work vehicle to take him and his building gear to remote areas.

Simon McMahon has previously owned and operated a Bonanza and most recently a share in an SR22. He has seen the light and is now moving to a Mooney. Simon is from Balliang in Victoria.

Kirk Amos is a glider pilot, instructor, tow pilot and CFI at Gliding Club Victoria, a Benalla Recreational Flight Instructor at Alpine Aviation Jindabyne NSW. He likes flying tail draggers, but is loving getting to know his Mooney, an M20C VH-RKF.