

Mooney

Pilots Association

NEWSLETTER



Bob Priddle and his trip across the ditch in his beloved M20C. Australia here we come!

Table of Contents

The Prez Sez	3
AMPA Presidents Report October 2023	3
AMPA Calendar.....	4
Membership update.....	4
2024 AGM	4
Other Events that might be of interest.....	4
AMPA Mooney Fly-in: Orange 20-23 October 2023	4
Ever thought about flying the ditch?.....	6
Bob Priddle tells of his nostalgic search for a C model and his exciting trip home across the Tasman.	6
Way ahead of its time – 1949 Mooney Mite. 120 knots on 65HP.....	9
Report on the progress of SBAS, still possibly 2028	9
Tallawarra B Exhaust Stack	10
How impossible is the impossible turn?	11
Parts for older Mooneys could get easier....(?)	13
Mooney v Bonanza.....	13
New members	15
From the Mooney Flyer.....	15
New parts and equipment for sale.....	16
Maintenance Matters.....	16
Mooney special tools	16
How are your Tie-downs?	16

Contributions to your AMPA Newsletter are very welcome. If you can share a Mooney story or let others know about news, please send your contributions and photos to Peter at jrus2233@gmail.com

Thank you!

Ed.

The Prez Sez

AMPA Presidents Report October 2023

Welcome to the October 2023 President's report. It's been a bit quiet within AMPA since my last report. Summer is on its way and looking like a bad season for bushfires this year. The crops around the Riverina are looking great but the coastal areas of southern NSW are in drought. Flying from Wagga to Merimbula is a real contrast with lush green paddocks around Wagga to bare brown countryside along the coast. I think northern parts of NSW are pretty dry also.

I have recently returned from a trip to Oshkosh and around the states. Oshkosh was good as it usually is, with plenty of new things to see and experience.

The highlight for me was flying my mates Mooney around the US. We visited the Mooney Factory in Kerrville Texas, where we were well received. I was impressed by the positivity of the Mooney employees.

I got a great 3 ½ hour tour of the factory by Frank Crawford (Their Manager of Technical Services). There are about 40 employees, making parts. Not only Mooney parts but for other aircraft manufacturers and airliners. They seem to have a large stock of parts built up, but not quite finished (They have to pay tax on finished parts so they only finish them for orders.)

There is still some money owing to the last Chinese owners, which they are paying off slowly. Once that is finished they may have some more money to do other things.

I saw their priority list. Can't remember it all, but the Plessey gear motor replacement was on top. The "No Back Spring" supply issue was also high on the list.

Personally, I haven't had any real issues getting parts through LASAR, but I did get a good contact at Dugosh Aviation (a certified Mooney agent) on the other side of the field at Kerrville.

David Behrens seemed to have a vast knowledge of Mooneys and said he would be only too happy

to help anyone in Australia. He can be contacted at service@dugosh.com

Unfortunately I can't see them competing with Cirrus, but maybe one day.

A bit optimistic I suppose, but if someone like Elon Musk or Bill Gates came along and reintroduced the Chinese M10 with maybe a diesel (not electric). Then start the Ovation and Acclaim line again.

After visiting Kerrville, we flew to Dayton Ohio, Washington DC, Niagara Falls and around the top of Michigan. The flying was great, and I logged about 35 hours in my mate's M20D, converted to a C, with a de-rated engine.

The committee has been working to get the amendments to our constitution ready for our Special General Meeting at our Orange flyaway in a couple of weeks' time.

We will be putting to members that the implementation of "Associate Memberships" will allow Members partners and spouses to become additional members of AMPA.

We are also trying to align our membership year with our financial year. This will be put to members also.

If you can't attend the SGM, it will be livestreamed to view online. It would be good to have as many as possible attend.

Andrew has been talking to our insurers about a better deal and trying to encourage more members to participate in the PSP's that we run each year. The next one will be in WA next year.

Owen and I will soon start work on our next flyaway and AGM in Port Lincoln SA. I have been there before on a flyaway from my Aero Club in Wagga, and it is a great spot. The dates are 14th to 18th March 2024.

So that's about it for my report this time. Hope to see you at Orange.

Cheers

John Smith, President AMPA
0408 692929

AMPA Calendar

Membership update

The Special General Meeting held during the Orange fly-in approved two changes to AMPA's Articles of Association to align the membership year with the financial year (both are now calendar years) and to create an Associate class of membership for spouses and partners of ordinary and life members.

Applications for associate membership will be email to current members soon.

Renewal notices for 2024 will be sent next month to members whose memberships expire on 31 December, 2023. If you don't receive a renewal notice, it means your membership has been paid until at least 31 December 2024.

If you have any queries, you can always contact our Treasurer, John Martindale directly at treasurer@mooney.org.au.

2024 AGM

14 - 18 March 2024.

Next year's AGM fly-in will be to Port Lincoln in South Australia. You will be able to enjoy fabulous Coffin Bay oysters, swim with the tuna, visit local wineries and much more. AMPA is holding 20 rooms at the Port Lincoln Hotel, an excellent venue on the waterfront and a short walk from local cafes. Room prices are between \$199 - \$234 per night and we strongly recommend that you book early. Book directly with the hotel (08 8621 2000) or reservations@portlincolnhotel.com.au and quote booking reference 'Australian Mooney Pilots Association'.

IFR Refresher

Date TBA

Several years ago, we ran an on-line IFR refresher course that was very well attended. This was fantastically informative. Even if you're just thinking of a PIFR or CIR, it's extremely valuable. And if you did your IFR rating a few years ago, even more so! The AMPA IFR 'cheat sheet' that accompanied the last course is absolutely brilliant

and may well have saved a few of us from a little embarrassment during proficiency checks and Flight Reviews. Very highly regarded by our members. We are hoping to run the event again later this year, most likely as an online event.

Other Events that might be of interest

HARS TARMAC WEEKENDS, 10-12 NOV 2023 and 8-10 DEC 2023.

(Highly recommended)

AIRSHOWS DOWNUNDER Fri 01 MAR - Sun 03 MAR 2024 Shellharbour Airport NSW.

WARBIRDS OVER SCONE Sat 23 MAR - Sun 24 MAR 2024 Scone NSW

ALDINGA AIR SHOW Sun 7 APR 2024 Aldinga SA

FLYIN' FOR FUN Fri 12 APR - Sat 14 APR 2024 Parkes NSW

NHILL AIRSHOW Sat 24 APR 2024 Nhill Aviation Heritage Centre, Nhill VIC

CENTRAL COAST AIRSHOW Warnervale NSW Sat 25 MAY - 26 MAY 2024

AUSTRALIAN AIR RACE September 2024

AMPA Mooney Fly-in: Orange 20-23 October 2023

Reflections from the right hand seat with some censorship/amendments from the left.

Around 3.30pm on Friday we were about the last plane to arrive into Orange. In total 13 assorted Mooneys, 1 Trinidad, and Greg's red homebuilt were all ahead of us. With others coming by car, we were 32 by Saturday. A great turnout, and we welcomed a new couple too.



We had a great mixture of meetings and outings to occupy us, and gentle starts.

For me the essential reason for joining the fly-in is to catch up with or renew friendships and make new ones, whereas for others it is an amazing opportunity to talk endlessly about their aircraft, benefitting from sharing problems, advice, complications ad nauseam. John claims there was not a lot of Mooney chat, the main topic being whose aeroplane was sick and why?

Opportunities to do all the above were organized by Dean around a variety of activities; a winery visit, SouthPAN presentation by Andrew Andersen, going to the Parkes CSIRO radio telescope, with a stop off at the canola processing plant at MSM Milling in Manildra, and finally the HARS (Historical Aircraft Restoration Society) Museum.

All these were interspersed with a variety of venues to eat, drink and be merry, memorable for many reasons, some great, some less so.



Ploughman's lunch at the Agrestic Grocer was huge and delicious, though it followed a great "cheese platter" at the winery that could almost have been lunch in itself!

We were treated to "fine dining" at Tonic Restaurant in Millthorpe, and a "shared plates" dinner at the Union Bank in Orange. Multiple first courses and shared plates dining provide much drinking and chatting time, but that is not to everyone's taste. The main courses of lamb loin at Tonic and the sirloin at Union Bank, were standouts for me on each occasion, but too much and too late in my opinion.

Inevitably large groups make for very noisy dining and it was very good to be in a room for just ourselves at Union Bank.



So, what were some of the memorable moments and highlights for me?

The wine tasting was a well organised and very interesting beginning – we sampled 6 wines, trying some grape varieties new to some, arneis. Philip Shaw promote themselves as being "Pioneers of Unconventional Tradition" and lived up to this, in a lovely venue.

The Sunday morning visit to the Canola Oil Processing Plant, organized by Andrew Kotzur (and showcasing some of Kotzur's silos), was an eye opening, mind boggling surprise for me. An extraordinary example of how two farmer brothers could create and grow a business that is now worth millions, and exports around the world. The story of their growth and expansion, their responsiveness to the need for sustainability, the use of renewable energy sources, a reminder of the local effect of the Ukraine War on price levels, were all fascinating aspects of this tour. Actually, donning all the gear and being exposed to all the machinery was fascinating, as I struggled to understand what it was all doing. So many coils and cans, oil stored in "wineboxes", huge quantities of wood chips to provide fuel, so much colour co-ordinated wiring, so many taps, such huge plant, all carefully, meticulously and colourfully maintained. Phew!



And of course, the Parkes “Dish” is a great sight, and the 3D films very well presented.



Andrew Andersens’ SouthPAN presentation was probably too technical for me, so I omitted it and did manage a brief visit to the Orange Art Gallery, which was a great interlude and also allowed getting up close and personal with the \$10,000 gold balls sprinkled across one of the parks. Our coach driver had pointed them out on our first drive around Orange, with some disdain about the cost, particularly as there were quite a few. . . .

Orange, with a population of around 42,000 is a delightful city and well worth another visit. Overall, the trip certainly met my expectations, and although “catching up” is a relatively rare event with our Mooney friends, it is enormously enjoyable and worthwhile, aeroplane chat notwithstanding.

Many, many thanks, Dean.

Rosemary Hillard (censorship/amendments by John Hillard!)



Sick Mooneys that didn’t make it to Orange.. M20C commiserates with M20R. Please send us a LAME ... and a one tiny part. Their prayers were answered. Both up and running again.

Ever thought about flying the ditch?

Bob Priddle tells of his nostalgic search for a C model and his exciting trip home across the Tasman.

In 1969 my Dad purchased a Mooney M20C from Illawarra flying School at Bankstown Airport VH-IAE. It was on the line for hire along with IAF and both were used mainly for Qantas Cadets to do their cross country training

Having had a restricted PPL I quickly saw this as an opportunity to do my cross country's and complete my PPL, which incidentally took another 5 years due to my champagne lifestyle on a beer budget, brought to an end by my lovely bride Marlene, and 4 babies one after the other. I loved that little bird with its manual undercarriage and a great step up in speed from my dad’s Victa Airtourer.

Dad moved up to a Beech Debonair in 1972 due to IAE being destroyed by fire after being milked at Grafton main airport. Over the ensuing decades I owned a couple of different aircraft, Beech 33, A36, 2x172s, Mooney Ovation (beast) 2 x Lake

Buccaneers and Chipmunk to mention a few but now in my seventies, had a year to turn back the clock and go back to my aviation roots, and so the search for a C model began. I couldn't find anything suitable in Australia but there was one for sale in Auckland NZ, it had been on the market for some time so in November 2019 Marlene and I went over to check it out.

The friendly owner Hans took me for a local fly, we settled on a deal, paid a deposit and we flew back to Sydney to arrange a ferry pilot.

I hit a brick wall trying to find a ferry pilot. By this time, it's late January and in early February when Covid hit, there were talks of border closures everywhere so when Hans said it was on his bucket list to fly the ditch, that gave me supreme confidence in the machine and we decided to do it together.



The deal done. Hans and Bob getting ready to depart Kerri Kerri.



Bob kitted out and good to go at Kerri Kerri.

Day 1

NZKK -YSNF

On the 24th of February 2020 after clearing NZ customs at Kerri Kerri (north Island), we set off with a 15 knot tailwind to Norfolk Island, time interval 3.4 hours which was fine just using the main tanks.

We had a 40 litre flexible Turtle tank strapped to the back seat which was plumbed into the main fuel system given a critical situation arising.

We had a sat phone along with a 2 man life raft, which we had attached to our belts, so in an emergency we could exit the aircraft if ditched and it would stay with us

Along with the old Garmin navigator I was happy that we also had OZ Runways all the way across.

On arrival in Norfolk we waited patiently for customs clearance but before disembarking had to unload a can of spray into the cabin. We refuelled, got a taxi to our accommodation, stayed overnight and arrived early the next day for departure to Lord Howe.

Fortunately we got all the current weather/winds etc from the ARO who was most helpful.



Norfolk Island appearing in the distance.



And a nice long runway



Awaiting customs clearance at Norfolk Island

YSNF-YLHI

Again, tail winds at altitude so we departed Norfolk for Lord Howe early and climbed above the 5 octas of cumulus to our cruising level.

Because we were heading west our clocks went back 2 hours on this leg, which gave us a super long daylight day. It was a relief to see Lord Howe Island starting to appear over the horizon and this leg was just on 4 hours duration.

The approach to Lord Howe was very bumpy, cross wind and plenty of wind shear as the strip is between two mountains. Hans did a great job here given the gusty conditions experienced but

with no other options it had to happen. More customs, paperwork with official stamps, refuel, a quick bite to eat and away we go again.



Lord Howe Island in the distance

YLHI – YPMQ

After departure from Lord Howe to 8500 feet we were made aware of the terrible weather in the Sydney area so decided to track direct to Port Macquarie, which was the most direct route and although marginal weather, it was still VFR status. As it worked out, most of our communications to Auckland radio and Sydney were relayed by Virgin and Qantas flights via 121.5 for which we were most grateful.

On seeing the east coast of Australia come into view I felt elated that we were going to make it and a little misty eyed for another tick off to the bucket list. We landed at Port, tied down due to thunderstorms in the area and stayed overnight.

The next day although the weather was still marginal VFR, we worked our way down the coast to Maitland airport where we left the Mooney in a hanger, and made our way by road to Sydney. The Quarantine squad from Newcastle graciously agreed to carry out the required inspection at Maitland, again we were most grateful given they

mainly dealt with vessels entering the port of Newcastle.

There's a bit more to it than I've written here. Anyone considering embarking on a flight across the ditch to NZ is welcome to contact me to have a general chat about preparations, procedures etc. rpriddle@performance.net.au

Do you have a story you'd like to share? Please contact the Editor jrus2233@gmail.com

Way ahead of its time – 1949 Mooney Mite. 120 knots on 65HP



Short video at:

<https://youtu.be/nDX-MGh3VaU?si=iXtdQMSxcRprEh5z>

Specifications (Mooney Mite M-18C)

Data from *A Field Guide to Airplanes* – Second Edition,^[1] *Plane and Pilot: 1978 Aircraft Directory*^[2] & *The Incomplete Guide to Airfoil Usage*^[3]

General characteristics

- **Crew:** one pilot
- **Capacity:** 260 lb (118 kg)
- **Length:** 18 ft (5.5 m)
- **Wingspan:** 26 ft 10 in (8.18 m)
- **Height:** 6 ft 2.5 in (1.892 m) ^[13]
- **Wing area:** 95 sq ft (8.8 m²) ^[13]
- **Airfoil:** NACA 64A215
- **Empty weight:** 520 lb (236 kg)
- **Gross weight:** 780 lb (354 kg)
- **Max takeoff weight:** 780 lb (354 kg)

- **Powerplant:** 1 × [Continental A65](#) wooden propeller, 65 hp (48 kW)

Performance

- **Maximum speed:** 138 mph (222 km/h, 120 kn)
- **Cruise speed:** 125 mph (201 km/h, 109 kn)
- **Stall speed:** 43 mph (69 km/h, 37 kn)
- **Range:** 440 mi (708 km, 382 nm)
- **Service ceiling:** 19,400 ft (5,900 m)
- **Rate of climb:** 1,090 ft/min (5.5 m/s)
- **Power/mass:** 12 lb/hp (0.14 kW/kg)

Avionics

- None installed at the factory

Report on the progress of SBAS, still possibly 2028

Report below courtesy John Hillard.

GPS, APV, LPV, SBAS, WAAS, SouthPAN, PRN... and more

At the fly-in to Orange, we had a really interesting presentation from Andrew Andersen on Space Based Augmentation Systems (SBAS) for Approaches with Vertical Guidance (APV).

Andrew is the Vice President, Pacific Region of the International Council of Aircraft Owners and Pilots Associations (IAOPA). He is also co-chair of the SBAS sub-group of the Australian Strategic Air Traffic Management Group (ASTRA). ASTRA was established to provide industry advice to government on the future direction of air traffic management in Australia, and it remains active in relation to SBAS.

Instrument approaches with a GPS system providing lateral guidance have been available in the USA since 1992 and in Australia since 1996. In 2003, the USA declared Initial Operational Capability of WAAS, the USA's satellite-based system that enabled such approaches to include vertical guidance.

There are currently about 4,800 such approaches available in the USA and about 800 each in Europe and in Canada. These approaches enable the pilot to descend to minima (typically 250') that are

comparable with that of an ILS but without the need for any ground-based navigation aids. There are more than a thousand locations in Australia (mostly in regional areas) that are likely to be suitable for such approaches.

This is a topic replete with acronyms so Andrew began by taking us through the reasons we can't have LPV (Localizer performance with Vertical Guidance) approaches until Australia and New Zealand have completed the Southern Pacific Augmentation Network (SouthPAN), which is an SBAS comparable to the WAAS (Wide Area Augmentation System) used in the USA – approved for use by ICAO (the International Civil Aviation Organisation). The Australian and NZ Governments have committed \$1.4 billion to develop SouthPAN and the “safety of life” certified system is targeted for 2028.

One aspect of this that was new to me was that the ionosphere is the largest source of error with SBAS systems (particularly for northern Australia) and the mathematical model used must be specific to the region in which it operates. Since no such model exists for Australia and NZ, the development of such a model is one of the key tasks for SouthPAN.

The safety benefits for aviation are clear since straight in approaches are 25 times safer than the circling approaches, and approaches with vertical guidance are 8 times safer than approaches with lateral guidance only.

A key issue for aircraft operators is ICAO's continuity requirement for the certification of an SBAS, which requires two satellites to broadcast the corrections, and correspondingly two PRN (Pseudo Random Noise) numbers to encode the signals. Whilst SouthPAN has already secured one, there is a risk that the second one, which must be allocated by the United States Space Force, might be outside the range that existing units can currently receive. It is not clear whether manufacturers will provide firmware updates for existing GPS navigators to receive a PRN in the new range, and, if so, at what cost. There are, so far, five variants of TSO146 - (a) to (e) – and

manufacturers are more likely to offer firmware upgrades for more recent variants.

So, if you are considering avionics upgrades in the next few years, it will be worth keeping a close eye on how this issue plays out.

Andrew's presentation at the fly-in was recorded and will be available to members on the AMPA website. If you did not see it at the fly-in, then I would strongly recommend that you see it online.

Tallawarra B Exhaust Stack

(From the Illawarra Flyers)

Now more than ever we need everyone associated with aviation in Australia to get in touch with Minister Paul Scully, either via the online form, or via telephone.

A recent reconnaissance photo taken of Tallawarra B from an aircraft in the circuit area, as you can see the Dispersal Unit is now fitted to the exhaust stack so this is getting much closer to reality. You get an idea of the scale of the stack when you see the worker in an orange shirt in the foreground. There is a blue box placed around him to help pick him out. This will be huge.



The online form is available at: <https://www.nsw.gov.au/nsw-government/ministers/minister-for-planning-and-public-spaces>

Just tell Minister Scully in your own words that we need him to ensure Energy Australia measures the actual Tallawarra B plume during hot commissioning to ensure it is safe for aviation

prior to NSW Planning granting Tallawarra B operational approval.

What is LIDAR? According to Wikipedia, LIDAR stands for Laser Imaging Detection and Radar, and covers a range of established and emerging tools with an extraordinary range of applications, including what could be a crucial application for aviation safety, given that the Tallawarra B project, located in the circuit area at Shellharbour Airport, is nearing readiness for testing.

How impossible is the impossible turn?

The following was sent to the editorial team with a view to a mention and a few thoughts in the AMPA newsletter.

October 1, 2023 By AOPA Communications staff. Richard McSpadden Jr., senior vice president of the AOPA Air Safety Institute, was one of two people killed in an aircraft accident October 1 in Lake Placid, New York.

https://www.aopa.org/news-and-media/all-news/2023/october/01/aopa-mourns-death-of-richard-mcspadden?utm_source=ebrief&utm_medium=email

Richard was a very high-profile personality in the USA version of AOPA. He was a great communicator and a true top gun having flown at the very pinnacle of aviation being a former member of the Thunderbirds fast jet formation team. Later in his role at the AOPA Air Safety Institute, he produced some excellent videos that demonstrated safety culture for GA pilots and the reasons behind many accidents and how to avoid them. Our first thoughts rocked us. If this can happen to someone with Richard's credentials, how dangerous can single engine light aircraft actually be? There is an awful lot of conjecture on social media on this high profile accident. Some very opinionated views have been publicised, mostly from unofficial social media sources, such as Dan Gryner's Probable Cause. Whilst the NTSB preliminary factual report has now been released

there still appear to be many more questions than answers as to what happened. Like our own ATSB, the official probable cause is not likely to be released for some time, possibly years to come. Richard appears to have died in a C177RG turn back following engine failure shortly after take-off, although it has to be acknowledged that some sources are stating that it wasn't as simple as that. But of course, it rarely is. One point is that Richard, sitting the right seat, may not have been PIC at the time of the accident.

One of ASI's more contentious videos (link below) was on the topic of turning back after EFATO, Engine Failure After Take Off, where they presented a view that in certain aircraft, in certain circumstances, the impossible turn is possible.

<https://youtu.be/dFVFKq3QqXo?si=Zy7emzvr3YpjBFIZ>

The ASI video compared the performance of four aircraft in a turnback situation, a Piper Cub, RV4, C172 and a Bonanza. Richard himself flew the Cub and showed a turnback was achievable but needs to be done 'correctly' and quickly. The RV4 did it but only just made it two times out of three. The 172 apparently had no problems at all (which may or may not be accurate) and the Bonanza had no chance and didn't get anywhere near. The Cub was the most successful, probably because it is a slow draggy aircraft able to turn tightly, but flying that close to the ground, engine out, with steep turns of 45 degrees or more with stall warning blaring seems very unwise by conventional logic.

The 'logic' is quite simple. If we try a 180 at (say) 400 ft, a rate 1 turn will take two minutes. An EFATO turn will probably be significantly greater than 180 deg to get realigned with the runway that was behind. A C172 turn at rate 1 might see about 600 ft per minute descent at best glide speed turning without power. The first 180 degrees would take 1 minute at rate 1. From 300' at 600 ft/minute, it would likely end up colliding with the ground before it reached the runway. Of course, I wouldn't do that because a rate 1 turn would eat up too much altitude in the time available so I'd increase the bank to turn faster and try to stretch the glide by raising the nose and

therefore increase the angle of attack, loading up the wing towards a stall. Then I'd stall, spin and end up rolled up in a ball short of the runway.

A student pilot has to practice the EFATO drill before going solo. They must be able to demonstrate a rapid lowering of the nose, establishment of a glide and choose as clear as possible area where they can land. Above all they must not approach a stall. Fly it to the crash! Turning will mean higher stalling speeds. As a part-time instructor, I have practiced this with students quite a few times. Fortunately, after the exercise, the engine has regained power when commanded every time so far but I cannot recall a situation when a student would not have made it, had the engine not done so. Likely with a written off aircraft but hopefully with minimal injuries.. Indeed, our School did have a real EFATO when a pilot with a newly minted PPL took his friend for a ride in a Cherokee. The pilot did exactly as trained, picked a spot ahead (which wasn't easy with rising ground at the end of the runway) flew the aircraft to the crash, did not stall, and they got away with one broken wrist between them. The aircraft (or most of it) will never fly again but had the pilot chosen a turnback, stalling in the turn, the outcome does not bear thinking about.

At the other extreme, there was a case of a Jabiru (not Jabiru powered) at the airstrip which is not the greatest place on earth to land or take off having a slope of up to 4% in places, surrounded by trees and subject to turbulence and windshear. The Jabiru pilot is an accomplished guy who knows what he's doing. His Jabiru is fairly new, factory built but being very disappointed with the factory warranty and support he had the engine swapped to a different make. The new engine performed well until the fateful day when it catastrophically failed on take-off. Con rods, bits of crankcase and piston deposited beneath. The pilot thought very quickly. There were only trees in front and to the sides, and so he turned back immediately and did not stall – and made it to the runway, landing completely normally. Chatting to the pilot later, he said those who commented fell into two groups. 1. The 'you were bloody lucky mate' group, and 2. The 'that was incredibly good

airmanship and brilliant judgement' group. Would the pilot have been better to try to dissipate energy by bouncing across the tops of the trees? He is alive but should have bought a lottery ticket that day.

So how would a Mooney go? We'd maybe have to acknowledge it would probably be closer to the Bonanza than the Cub. A long body for example quickly accelerates to 120 knots once gear and flaps are up, which is great for getting up and away but covers a lot of ground quickly necessitating a large radius turn that takes the aircraft well away from the runway if the dreaded happens. The stall speed in a steep turn in that configuration is over 90 kts and thus a stall/spin might be harder to avoid. The C177 has a slippery strutless wing, very similar to a C210, performing more like a laminar flow Mooney wing than the classic docile strutted Cessna wing of the 172 and 182. We don't know what happened or even if Richard's plane stalled. Steep turns at low attitude with no power in a Cub or a Jabiru might work, but are probably not a great idea in any plane and in our planes even more so. In fairness, the ASI video does sort of make that point.

One further point is how quickly this all happens. The recent EFATO in Victoria of a parachute Cessna Caravan with 17 on board that landed straight ahead with a few minor injuries and a heavily damaged aircraft, was all over in about 20 seconds. Whatever we decide to do in this situation, we probably need to decide to do it quite quickly.

The pre-takeoff briefing is a great idea. Whilst talk of engine failures, emergency off airport landings might freak out some passengers, it does keep front of mind what you're going to do if the dreaded happens. Being ready with potential landing sites, where you'll go depending on altitude, what you'll do with switches, tank selectors, flaps, gear, fuel pumps, prop, door release etc. will help.

Of course, prevention is better than cure. If the engine doesn't sound quite normal in the preflight or you're not airborne where you'd normally expect to be... stop immediately. More easily said

than done? One nameless intrepid pilot in a C182RG took off, raised the gear, set the attitude as normal but was taken aback when the stall warner sounded and the aircraft ceased to climb. Clearly some loss of power had occurred. The nose was lowered and a very low circuit was completed at 65-70 knots with a normal landing. The pilot then checked out everything on the ground. Mag checks were fine and no defects apparent. Unbelievably, the pilot decided to try again. Take off and climb was back to normal. Later he got his LAME to check it over who found nothing wrong. Everything was fine and continued to be until it happened again. This time the circuit on much reduced power was even more scary but our intrepid pilot at least had the sense not to try again and this time left the aircraft on his LAME saying 'FIX IT!' A case of confirmation bias perhaps? Something to be very wary of when an EFATO could be on the cards. (It was muffler baffles in this case that had become detached and sometimes rolled inside the muffler to block the exhaust, robbing the engine of quite a few neddies.)

Just to prove the point (not), here's a Mooney pilot getting away with it - and perhaps even defying death?

https://youtu.be/t6v45p9lilc?si=BgdIK16V8JFSdU_W

No comment.

Parts for older Mooneys could get easier....(?)

The Experimental Aircraft Association (EAA) used this Cessna 150 for testing spare parts under the new VARMA program



[Courtesy: EAA] (VARMA: The Vintage Aircraft Replacement and Modification Article)

A new FAA program should reduce the difficulty of finding spare parts needed to keep vintage aircraft flying, according to the Experimental Aircraft Association (EAA). See link below.

https://www.planeandpilotmag.com/need-parts-for-your-vintage-aircraft/?fbclid=IwAR0slQwxFDniyiCbhPHXkTfeThQiyDZ1ioKaWaiOgnFHLJksi_Z29hDa3TY

Mooney v Bonanza

Stuart Payne Started a new discussion on the forum - Mooneys v Bonanzas. This is actually a 2001 article.

Stuart said 'The opening sentences got me in:

Overheard in the airport cafe:

I don't know how you can fly an airplane with the tail on backwards.

At least the tail doesn't fall off.

Yeah? Well, your mother wears combat boots!'

This interesting comparison is at the link below:

<https://www.aviationconsumer.com/aircraftreviews/mooney-versus-bonanza/>



The O



....and the Bo

It's an interesting article, but not really fair to compare a 200HP four with a 285(HP six. Not to mention the price difference! Strangely enough I had the opportunity not long ago to compare a 2008 G36 with a 2008 Ovation 3GX, which is a much closer comparison imo. I'd been given the job of mentoring a new pilot. He turned up in a magnificent Bonanza G36, parking next to the Ovation.. Both aircraft have a Continental IO550 engine except the Bo TBO was only 1700 hours against 2000 for the O. Avionics in both were G1000 with GFC700 autopilot and so virtually identical. So much for AvConsumers comparisons with Camrys and the like, seeing these two together was more like comparing a frumpy RangeRover next to a classic Porsche 911.

The O looks much more purposeful sitting sleekly tail down and more sportily lower to the ground. The Bo sat much higher and upright with an interior that was very RangeRover with big leather seats and appointments that would look more suitable in a stately home. The O interior is utility by comparison but more sporty with a more reclined straight legged pilot position and smaller, contoured seating. Av Consumer is right in that cabin width is about the same with a useful armrest between the front seats in both but the cabin height is much lower in the O and feels a little claustrophobic. Entry and exit to the O is a bit harder and like a Porsche demands a little more agility compared to Lord Grantham's RangeRover. The G36 Bo of course is nominally a 6 seater but on this particular example, the rear most seats had been removed leaving the second row seats in club configuration, necessitating the rear passengers travelling backwards. This

revealed a cavernous almost ute like luggage area. The big double doors making access to this a dream compared to the O's minuscule hatch. However, the pilot was muttering concerns about weight and balance when the ute was filled up with heavy machinery his boss liked to lug around. The O is relatively tolerant to weight and balance and the long body impressed the Bo pilot noting a fairly decent luggage area, that wasn't that far short of the Bo but of course the forward facing rear seats take up some of this and access through the rear hatch does limit what can be loaded.

The lower roofline of the O is more challenging for pilot and passenger entry and exit, especially for those of us who might be stiffening up a little in our middle years, but once in, if anything, the O feels a little more comfortable, with the controls and switch's falling comfortably to hand. The O feels like an extension of ones own body, almost like a racing car, but not encouraging to those who like to stretch and roll around in their seats. The sumptuous seats of the Bo were more like sitting in a cozy armchair in a gentleman's club. The big Continentals in both are smooth and throaty but neither are particularly quiet, requiring good noise cancelling headsets.

The silky handling of the Bo wins hands down in the words of the Avconsumer. After 3 years, I still don't much care for the handling of the O, which feels heavy and clunky in pitch and roll and takes a bit of getting used to but is not so bad when you do. However, the economy of the O which is unmatched in any other normally aspirated certified single. The Bo pilot was saying a decent

cruising speed in the Bo, which he runs ROP, would be about 165 kts at 16gph. The O will top that by at least 10kt at 12gph. The O offers 100 gallons of fuel compared to the Bo's 74, but neither can carry a full load of fuel, passengers and baggage and so whether the greater fuel capacity of the O would make any difference is highly dependent on the load carried. The Bo is heavier but carries about the same load. The G1000 avionics in both and indeed in most modern singles do seem to intrude into useful load.

Landing a long body Mooney has caused the odd sharp intake of breath. The Bo is more forgiving with a more compliant landing gear. Neither are particularly difficult to land, as long as you do it correctly. The O will bite if you don't, resulting in bouncing, bucking, rearing and yawing that requires immediate attention. It's probably a good investment to become adept at go arounds, especially in the O. The O go around is conventional and not difficult but a messed up go around in an O might get ugly fairly quickly.

The verdict? Well, obviously I'm biased but I was heartened to hear the Bo pilot, who was quite a big chap with some issues squeezing himself in, say he liked the O and would trade the apparent spaciousness of the Bo for the extra speed and economy of the O. Maybe he was just humouring me. The asking prices of late model G36's like his are just eye watering these days getting to a million or so. Similar aged and condition O's are a little more than half of that. Bo's also have reputation for expensive parts and being labour intensive to maintain. The G36 pilot shared annual/100 hourly costs which were about double the average cost of the O over the last 3 years. Neither had had major engine or airframe work, although the O did have a lower total time. The Mooney seems to have a significantly lower cost of acquisition and ownership. Is the AvConsumer article right implying that Mooney buyers are cheap? Not saying!

New members

Welcome to John Napier. Hello John, it's great that you've seen the light and decided to fly fast! John is from Atherton, Queensland. He is a former airline pilot having flown ATR72/42, SAAB 340,

Metro 23, C 208, C310, C402/404. B58, PN68. He's never flown a Mooney but plans on purchasing one. He won't be disappointed! Strangely enough, you might find another former ATR pilot, in our midst with a superb M20J. Hopefully if you don't know him already, you'll catch up. He's is an incredible source of Mooney information and experience. Hope to see you at an AMPA event. No doubt some of the locals up there will say Hi! Please don't hesitate to reach out to AMPA members if you'd like advice or just to chat about our Mooneys!

Welcome also to Tony Peterson. Hello Tony! We hear you've purchased a famous YouTube star M20J VH NWF. A lovely plane and some great videos by the previous owner. Tony obtained Private in 1990, Commercial 1991. Spent several years mustering, spraying and some single engine charter work before starting work designing and building irrigation farms around Australia. Bought first Mooney (VH-ERG M20G statesman) in 1991 and owned it for 13 years. Has owned several other makes since however has now returned to the best single engine aircraft made with an M20J. Approx 3500 total time. Pleased to hear you've already met our esteemed committee member Owen, who is located not far away from you.

Please feel free to contact us if you need anything Mooney.

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.

Go to <https://TheMooneyFlyer.com> to download and read your PDF and/or FlipBook version.

In This Edition:

- [O2 and CO](#) by Jim Price
- [Rules of Thumb for Takeoff Performance](#) by Phil Corman
- [The Voice](#) by Don Maxwell
- [Mooney Tale to Leavenworth & Lake Chelan](#) by Linda Corman

- [Oshkosh 2023 Round Up](#) by Richard Brown
- [The Letter](#) by Don Maxwell
- [Tupelo Mooney Safety Foundation Event](#)
- [Quiz](#)

Plus Ask The Top Gun, Have You Heard, Product Review, Upcoming Mooney Events, Mooney CFIs around the Country, and more
 Fly Fast, Fly Safe
 Phil & Jim

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.

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

Maintenance Matters

FAA AD: [2023-09-09](#)

The FAA is adopting a new airworthiness directive (AD) for turbocharged, reciprocating engine-powered airplanes and helicopters and turbocharged, reciprocating engines with a certain v-band coupling installed. This AD was prompted by multiple failures of spot-welded, multi-segment v-band couplings at the tailpipe to the turbocharger exhaust housing flange.

Models:

Small Airplane Corporation M20J	Mooney	International
Small Airplane Corporation M20K	Mooney	International
Small Airplane Corporation M20M	Mooney	International
Small Airplane Corporation M20TN	Mooney	International
Small Airplane Corporation M20V	Mooney	International

This list is far from extensive and is only an extract.. Please check the actual AD for definitive information. (Despite the above statement, the AD does not appear to affect only turbocharged models.)

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 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

How are your Tie-downs?

Bankstown 30 October 2023

