



AMPA

AUSTRALIAN MOONEY PILOTS ASSOCIATION

NEWSLETTER

Volume 3 No 3
December 1993

PRESIDENT'S REPORT OCT 93

It does not feel like a year that we were at Brampton Island where we approved our constitution and set the path for the future of the Mooney Association.

For some reason the Association has not prospered in the same manner as it did in the first 12 months and our membership has dropped from 56 to 44 in that period and may be this is parallel to the changes we have experienced and are about to experience in the flying regulation area and the general difficulty of General Aviation.

Over the 12 months we have produced 5 newsletters and my thanks goes to Roger Allison-jones and to Robyn Kelly for their efforts in producing first class editions of interesting articles. Further, we have conducted 2 Fly ins, this one and the one to Narooma at Easter arranged by Dave Morgan, both of which were low in aircraft numbers. The Narooma Excursion and what I have seen so far of Arkaroola, have provided scenery both in the air and on the ground which is amongst the most beautiful and spectacular the private pilot can experience. Unfortunately, our overseas excursion to Singapore & Penang did not eventuate.

The Committee system incorporated in our constitution has not worked this year and largely I have performed both the Presidential - organising and Secretarial roles. Dave Morgan has been great as our Treasurer and Robyn Kelly has been a sudo secretary in quietly making things happen with little fuss and without anybody knowing about it. Russell Kelly has been a great back stop for opinion and ideas.

It is with some regret that I cannot continue in the roll of President of the Association in its present form as at the moment do not own an aeroplane and am flying low hours together with a severe time problem being highly involved in two family businesses all of which make it difficult to give the Association the time and enthusiasm it requires to be a success. I am grateful however of these two years and to Allan Currie for inviting us all to Ayres Rock in June 1991, from which I developed what we have today. I certainly intend to remain a member, write an occasional article for the newsletter and hopefully attend Fly ins in the future.

Thank you all for your good Mooney Fellowship - there is nothing better than to discuss aviation matters with a Mooney Pilot and with the Mooney as a yard stick.

I wish you all, and the Association and the new office bearers, all the best for the future and ask that you accept my report.

Good Flying,

Gordon Grant -President

MINUTES OF ANNUAL GENERAL MEETING

AMPA WEEKEND OCT 2,3,4 1993

There was not a quorum, so according to the constitution, the President declared 5 members to be a quorum.

Apologies:

Hans Bannink, Ross Smith, Neville Perrin, Marcus Michell, Juergen Ochmann.

President's Report - moved and seconded
Treasurer's Report - moved and seconded

It was suggested that some funds be used for the next fly inn.

Gordon Grant moved that the membership fee be \$30 a year, seconded by Neville McDonald.

Motion moved that incorporation be reviewed at the next meeting and seconded.

Motion was then withdrawn and seconded.

Motion moved to approach Spencer Ferrier to carry out incorporation, provided it is financed and viable according to the President. Seconded by Bryan Baker.

Motion carried.

General Business

Easter Fly inn - there was some discussion as to suitability of Easter, due to family commitments, school holidays etc. However, the next Fly inn will be over Easter '94 at Echuca Victoria, on the Murray River.

Thoughts of a "Progressive Fly inn" were discussed, nothing definite.

October '94 Fly inn was suggested to be to Canberra, not necessarily over the long weekend, but sometime during Floriade.

Nominations for President:

Hans Bannink nominated Dave Morgan, seconded by Russell Kelly

Neville McDonald nominated Gordon Grant, seconded by Bryan Baker.

Gordon was convinced to stay on as President, with the proviso that the work load be shared with other members This was agreed and seconded

Nominations for Treasurer:

Motion moved by Gwen Baker that Dave Morgan be Treasurer, seconded by June Currie.

Nominations for Secretary:

Gordon Grant nominated Robyn Kelly, seconded by Neville McDonald, with the possibility that the Secretary may need to be in the State of Incorporation. Seconded by Bryan Baker.

Minutes of Meeting cont..

Motion moved to appoint two further Committee members:

Bryan Baker to be Fly inn coordinator

Neville McDonald to be Vice President.

Motion seconded and carried unanimously.

Alan Currie discussed new air space possibilities. Agreed by all at the meeting that everyone should write to AOPA about air space, expressing their views.

MEETING CLOSED.

COMMENTS FROM THE ARKAROOOLA FLY-IN:

Well I had no say in whether we were coming or not! My spouse said we're going! End of story.

I have wanted to visit Arkaroola after seeing a TV travel programme some time ago and AMPA provided the opportunity.

Great weekend and seeing Saturn at the visit to the Observatory was just one of the highlights.

Another one was when the awards were presented so proficiently by Neville, on the Sunday night, what a line shooter.

Thank you AMPA for another good time, looking forward to the next one. BB

After a relatively painless and pleasant flight - great to meet with our regular group who attend our adventurous Fly inns.

This time the weather was a bit of a damper, but the companionship was something that brings me back every time. DM

Great flying and navigation and what spectacular terrain. Marvellous wildflowers - the first for 4 years, and the observatory was worth the trip. GG

A great weekend and although Rain God David interrupted Sunday planning, it was a great way to spend the October long weekend. AC

Unlike some of the guests at Arkaroola, who should never have got off the bitumen anyway and grumbled and grizzled about the rain, I thought it was a wonderful experience to see the country wet. A high light was the gift of the "Flight Crew" mug, thank you Neville and Robyn, but mostly thank you Gwen and Gordon. EC (a blow-in from QLD)

Great company and a terrific way to spend the long weekend. The trip to the stars was the highlight. When do we all head off again? JC

Even though we were rained in, the fact that we saw a thunderstorm in the centre, and flooding in the creeks was well worth the stay - not to mention the renewing of friendships. GG

When will we have the pleasure of your company & aircraft at a Fly-in?

ARKAROOOLA FLY-IN OCT '93

A most relaxing two days, with plenty of plane talk and a minimum amount of physical activity (I needed the rest). To get to the fly-in, I had to fly Kalgoorlie - Ceduna - Adelaide on the previous day. On Saturday, Adelaide to Arkaroola was a 2hr 15min flight, and the Balcanoona airstrip was a good choice for landing.

The accomodation was excellent and the observatory a real treat. The meals were reasonable and considering the location and kitchen rennovations, acceptable. With such wonderful dining companions who worries about the food.

Our Association business was as usual conducted superble by Gordon Grant. I really felt a little remote on the occasion (overwhelmed and weary - even though I managed a 2hr snooze beforehand).

The prize awards was a little off-the-cuff with little forward planning (have already started planning for the next fly-in)

The weather prevented some acitivities but helped me get some rest.

Departure (except for the Grants - keen to get up onto the ridge top) was orderley with a good display of airmanship from Alan Currie to alert following aircraft of bird (eagle) hazard along the centre line of RWY 22. Dave must have been on another frequency because I did not get the message across.

Neville McDonald DXT (now Vice President)

NEXT FLY-IN

RIVER MURRAY PORT OF ECHUCA

EASTER HOLIDAYS
APRIL 1994

**There is lots of time to plan, so what
about it?**

TREASURER'S REPORT October Meeting

Opening Balance: \$1,880.13

Expenses for Narooma & Newsletters

204.20

170.00

195.00

152.86

50.00

772.06

Subscriptions \$1,350 (45 members)

Interest 43.71

BALANCE as at

30/6/93

\$2,643.96

BALANCE

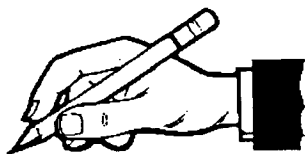
Arkaroola

\$2,733.88

Dave Morgan

Treasurer

Hans' On



LAST CHANCE!

For the question time column.

Pick the brains of someone who really knows.

If I don't get any questions for the next issue, I will find something else to fill this space.

Surely you have some queries about your aircraft, or someone else's?

All that Mooney knowledge just waiting to be tapped....

Come on and start it rolling, fire some questions at this column!

Fax (03) 699 3239 BH Phn (03) 690 9399

AH (03) 347 2897 WE (060) 723632

Postal: AMPA Newsletter

318 Station St Carlton North VIC 3205

NEWS BRIEFS

WELCOME !

to new member **Tom Milledge**

who has joined the mooney Fraternity by buying SXT, an M20K (231).

This aircraft was placed on the Australian register in March 1985 as serial number 25-0687, having been ferried to Australia under the USA callsign N1167D.

Dave Morgan has purchased Juergen Ochmann's top-line Mooney 252. We expect to see Dave flying in the FLs now. Dave's 201 has been sold to John Anderson.

Russell Kelly has had his medical certificate suspended following a recent aviation medical. He expects to be grounded for at least 6 months pending further medical investigations. Luckily Robyn will be able to move into the left hand seat of MZY.

Dave Morgan and Precy recently actually celebrated their marriage at a function at "Pamela Park". Having snuck off & done the deed on the quiet earlier this year.

Any gossip & scandal for this section? Let me know!



BEATING THE FLOODS AT ARKAROO LA

from L to R standing

Neville McDonald, Bryan Baker, Dave Morgan, Precy Morgan, Gwen Baker, Edith Cameron, Gwen Grant, Gordon Grant, June Currie, Alan Currie, Russell Kelly.

THE NEXT FLY-IN.....

EASTER 1994 AT ECHUCA

Murray River Country - Victoria

Progress Report

from Fly-in Coordinators Bryan & Gwen Baker

We have made bookings at the Nirebo Motel, located right in the centre of the Port of Echuca, where all the action is. There is a host of things to do and experience in the immediate vicinity of the motel. We plan to have free time for individual activities as well as organised group functions.

~~A suggested programme outline would go like this:-~~

Friday 1st April -

1400 arrive Echuca aerodrome
Tea & coffee on arrival - Echuca Aero Club
Bus to Motel
Dinner Meeting, Motel restaurant

Saturday 2nd April -

Breakfast in room or restaurant
Free morning until midday Murray River cruise
aboard paddle steamer
Free afternoon, heaps to see & do
Evening meal & entertainment at Rich River Golf
& Country Club

Sunday 3rd April -

Breakfast, smorgasbord in motel restaurant
Fly-out/mini trial to Swan Hill Pioneer Settlement
for lunch
Return to Echuca & refuel
Free time until dinner
Dinner meeting & guest speaker at Motel

Monday 4th April -

Departures to suit individual aircraft

Echuca is very busy at Easter and reservations are hard to obtain. **Early confirmation of intention to attend is IMPERATIVE!**

Special segments and activities will be included for children, depending on ages and numbers attending.

The above Itinerary is flexible, and suggestions are sought. Nirebo Motel accommodation costs are \$80.00 a double with child \$8.00 extra each.

Just to whet your appetite,

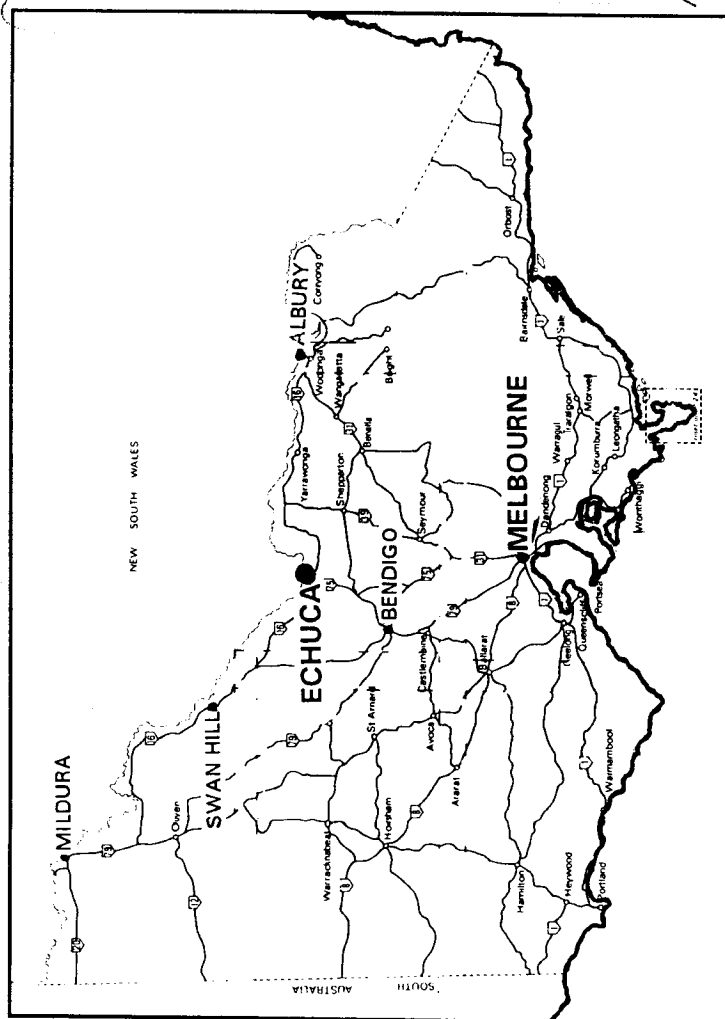
here is some idea of what is available in the area.

A choice of 5 paddle steamers to cruise on
Hire canoe, kayak, barbecue pontoon
Horse drawn carriage museum
Murray River museum
Echuca Wharf (filmed All the Rivers Run here)
Gem club
Model railway & village
Horse drawn carriage & buggy rides
National Holden museum
Local Aboriginal display
Red gum sawmill, woodturner & blacksmith
Magic Movie House & Penny Arcade
Tisdall winery
Wax works
3 Fauna parks - including a yabbie farm
Golf
The Barma Red Gum Forest
For those with lots of spare \$'s, a choice of 5 Pokie clubs.
Now that you have read right to the end, how about contacting Bryan or Gwen and putting your aircraft on the list of those attending.
There is plenty to do for those that don't want to talk Money Talk, and lots of opportunity for those that want to talk aeroplanes till blue in the face.

I will put a confirmation form in the next edition.

For further information please contact Bryan or Gwen Baker 054 437 256.

The rough map will give you an idea of the wherabouts of Echuca.



A CASE OF:-

YOU THOUGHT YOU WERE....

BUT YOU FOUND OUT YOU WERE NOT!

From our roving ANONYMOUS REPORTER.
Who can appear anywhere at any time!

I've recently been disturbed to find that the survival beacon fitted to my Mooney has been disconnected for about four months!

The aircraft went in for a periodic inspection during which I was advised that the ELT battery was due for replacement, a fact that I was well aware of. I requested that no action be taken at that time. At \$80 plus mark up, time charged to install and test the unit, I prefer to do this type of maintenance myself and save a dollar.

I had purchased the alkaline battery at the Oshkosh Fly Market for about \$40 Aussie money just over three years ago and fitted and tested it with the intention of running it for three years to see just how good the two year service life is. I add that good quality domestic alkaline batteries have a shelf life of three years. Also the temperature environment in the aircraft has been relatively stable due to constant hagarage and low utilisation. So I was prepared to take the risk of less than normal ELT transmission time should the need arise.

About a week ago I opened the access panel to replace the battery to find the aerial plug and the two remote switch leads disconnected from the ELT sockets.

What concerned me most was that over the past four months on several occasions I have been flying VFR in remote areas believing that the ELT was operational, all be it with possible reduced transmission time.

The new battery has since arrived and is now installed so the old one has been tested and then dismantled to find out what was inside.

Very interesting! The voltage after three years was down to just over half the normal with quite a large voltage variation over the six American made Eveready "D" cells found inside. These cells have been modified on a grindstone to reduce height and has been glued together at one end with epoxy. The interconnections between cells was achieved by spot welded strips of metal. The flexible wires to the connector had been hand soldered. The whole assembly was inserted into a sealed cardboard box which seemed to be made of a water resistant type of cardboard.

The new replacement is quite different externally. It has a

cont ...

fully sealed red plastic case with scalloped sides that follow the six individual battery cell shapes inside.

Next time a battery is due I plan to make my own replacement assembly at a fraction of the cost using readily available Mallory alkaline "D" cells which I believe to be a far superior battery in shelf and service life to the Eveready equivalent.

Well I guess there are several morals to the story:-

Check the operation of the ELT after any airframe maintenance

Also before any flights into remote areas and

Make sure the battery is serviceable and within its useable time frame.

By the way, how long is it since you have listened to your beacon on 121.5 MHz?

And... do you monitor 121.5 MHz on a regular basis when flying, especially in remote areas?

MOONEYS FOR SALE

I think there has been a bit of "I'll show you mine if you'll show me yours" going on within the Association!

I will advise next issue.

If you know of any Mooneys for sale, or future Mooney owners who would like to put in a request, please call Robyn Kelly bh(03) 690 9399 ah (03) 347 2897 or fax (03) 699 3239

WING TIPS

My feathered spies tell me that we may have a new Mooney Distributor soon.

I also heard on the Wing that there is a bit of incestuous Mooney swapping going on - within the Association!. The next question is -- what are the Ochmanns going to fly in the future?

CONGRATULATIONS !

Are in order to Alan Currie.

He is now authorised by the CAA to approve Permits allowing movement of aircraft for maintenance purposes.

Alan is based in Albury, on the VIC/NSW border and has been in the aircraft engineering business for 40 years.

How many Mooneys are going to try their "Wing" at Pylon Racing next year? is anyone planning on going to Tassie to watch, or participate in the Air Race?

This newsletter is for the interaction of Mooney owners & pilots, for mutual benefit.
Annual membership fee is only \$30, you may well find useful technical information, or even have your problems solved by Hans On, for free!

LOOK FORWARD TO SEEING YOUR NAME ON THE PERMANENT LIST.

Send your membership fee to the Treasurer,
Dave Morgan at: Shop 9 Southfield Plaza,
NAROOMA NSW 2546 (044) 737214

LETTER TO THE PRESIDENT OF AMPA

from Don Rowling ACT

Dear Sir,

I have enclosed details of my recent holiday in the USA which was for the express purpose of attending the Pilot Proficiency Program offered by MAPA Safety Foundation and the Mooney Homecoming in Kerrville.

On September 22 my aircraft co-owner Graeme Camage and I departed Australia for the USA with United Airlines. After a one night layover in LA we continued on to Chicopee, Massachusetts for the Pilot Proficiency Program. Chicopee is a 30 minute drive north of Hartford International Airport. These programs occur in various states at different times of the year.

The course is run by MAPA Safety Foundation Inc., a separate organisation remote from MAPA. They act and operate independently of MAPA.

The course was excellent and consisted of lectures and approximately 4 hours flying. the first day of the course covered:-

- Weight & balance
- Airspeed limitations
- Aircraft performance
- Practical flight operations
- Auto pilots
- Flight by numbers

On the second day flight instruction consisted of 2 hours of VFR work and 2 hours of IFR work covering the following:-

- Steep turns
- Stalls
- Spiral Entry
- Short field landings and takeoffs
- Soggy field landings and takeoffs
- Emergency landings
- ILS with limited panel
- DME approach

The third day consisted of either flying or further lectures.

Each instructor flew with two students, alternating flights with each student whilst the other student attended lectures on Mooney maintenance, Mooney accidents, Mooney aircraft systems, airport layout and the new airspace system which will be introduced into Australia in the near future. Some information presented was irrelevant to us.

We were fortunate enough to have the use of an M20J aircraft belonging to Ed Morris from Little rock Arkansas, who is a course instructor. Each instructor either owns a Mooney or regularly hires one. the quality of instruction was excellent as each instructor has many thousands of hours of flight time. Our Ed Morris had flown B36 and B52's and was currently a CFI for Central Flying School. He also ferried Bill Clinton before he became President.

On completion of the course each student was assessed and Certificates issued for proficiency. All US students flew their own Mooney, and they ranged from the M20E to the TLS. The Training Manuals issued with the course were excellent and have provided me with valuable information.

Graeme and I then proceeded to New York, Dayton Ohio to

the USAF Museum at Wright Patterson Airforce Base (a must for the aviation enthusiast), Dallas fort Worth, San Antonio and finally to Kerrville Texas for Mooney Homecoming. This included a factory tour, seminars, BBQ with the Mooney factory staff and discussions with those organisations which advertise in the MAPA log. it is an incredible sight with in excess of 200 Mooneys at one gathering. Also present at Homecoming was the FAA's Vertigon, a simulator that manages to induce spatial disorientation for IFR flight.

Following Homecoming we journeyed on to Phoenix to the McDonnell Douglas Helicopter Facility and to Rotorway International to inspect the factory manufacturing the kit Executive Helicopter now seeking certification in this country. Whilst in Phoenix we also inspected the Champlin Fighter Aces Museum, a must for the warbird enthusiast. After Phoenix we continued on to LA and home, a trip of 18 days.

I believe that the most valuable experience is to be gained from the Pilot Proficiency Program. This course could be run in Australia with the assistance of some members of the MAPA Safety Foundation. the course organiser has offered his services should we require them.

If you require any further information on either the course of Homecoming, please contact me.

Don Rowling

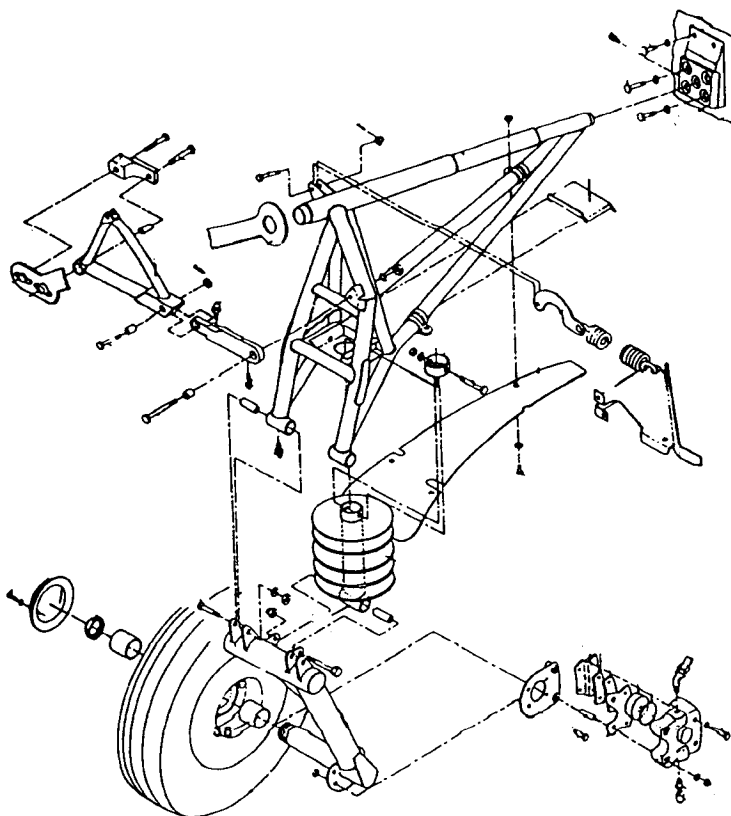
Editor's note

If you think you might be interested in such a course here in Australia, please drop me a line, and I'll contact Ron with all those interested.

Thank you for the letter Don.

The figure below is for the story on p 7.

MAIN LANDING GEAR ASSEMBLY



MOONEY INCIDENTS

The following summaries supplied by BASI refer to incidents relating to Mooney aircraft landing gear problems:

Mooney M20F QLD March 1984

The pilot reported that prior to touchdown all gear down indications were normal. Shortly after touchdown the right gear collapsed and the aircraft came to a rest on the right wing tip, 6 metres from the edge of the runway.

A subsequent inspection found that the right gear collapsed because it failed to lock overcentre. This was probably caused by the inadequate lubrication of the landing gear system.

Mooney M20E NSW January 1986

Approaching the circuit area the pilot selected the landing gear down, but the appropriate gear position light did not illuminate. The pilot then noticed that all electrical systems were inoperative. He subsequently advised that he checked the mechanically operated position indicator, and was satisfied that the gear was down. Witnesses observed the aircraft make a normal approach but then saw the gear collapse shortly after touchdown. Initial investigation revealed that the aircraft battery was fully discharged.

The aircraft alternator had failed some time previously, and the battery had been steadily depleted. However, this situation would not have been evident to the pilot as the ammeter was defective and showed a steady charge at all times.

The last part of the gear extension cycle results in a very small movement of the position indicator, and it is considered difficult to assess the precise position of the gear by reference to the indicator. The aircraft handbook warns that a discharged battery may prevent the gear from fully extending by electrical power. The pilot was aware of this warning, but had not employed the emergency lowering procedure to ensure that the gear was locked down.

Mooney M20J NSW March 1987

As part of a refresher check on the aircraft, the instructor required the pilot to use the manual system for lowering the landing gear. After turning the crank handle the recommended number of turns the gear down light did not illuminate. The pilot continued to rotate the crank handle a few more turns and a loud bang was heard, following which there was little resistance to crank handle movement. However, the gear down light still did not illuminate although the visual gear position indicator in the cockpit did indicate that the gear was in the down position. The gear actuator circuit breaker was reset and the gear selected up; the gear did not retract but the gear unsafe light illuminated. All further attempts to obtain a gear down light were unsuccessful. Observations made from another aircraft and by persons on the ground indicated that the gear was down and locked. The aircraft was diverted to Bankstown and the gear collapsed immediately after touchdown.

A fault in the gear indicating system prevented illumination of the gear down light when the gear

reached the down and locked position. When the crank handle was wound further, an overload failure of the actuator housing occurred. The gear was unlocked when the up selection was made but the damaged actuator prevented either retraction or safe extension. The actuator has a vital function retaining the landing gear down and locked position as it pre-loads the landing gear braces in an overcentre position. Once the actuator was damaged, gear collapse on landing was inevitable.

Mooney M20E NSW June 1989

The pilot reported that he had moved the landing gear to the down position and obtained the green light indicating that the gear was down and locked. During the landing roll, with a crosswind from the left, the right main gear leg collapsed. The landing gear operating system had been stiff during circuits in the previous week.

Maintenance inspection determined that the overcentre link on the right gear mechanism was binding. During extension of the gear the push rod apparently bent and the gear struts did not go over centre. The pilot was not aware of this as there is only one light to indicate gear down and this did not indicate the exact position of the gear legs.

This accident was not the subject of an on-site investigation.

Significant factors:

The following factors were considered relevant to the development of the accident:

1. The Pilot did not have the landing gear stiffness investigated.
2. Lack of lubrication of the landing gear mechanism.
3. Inadequate design of the landing gear indicating system.
- (a) A single gear down indicator lamp does not reveal the true position of individual gear legs.

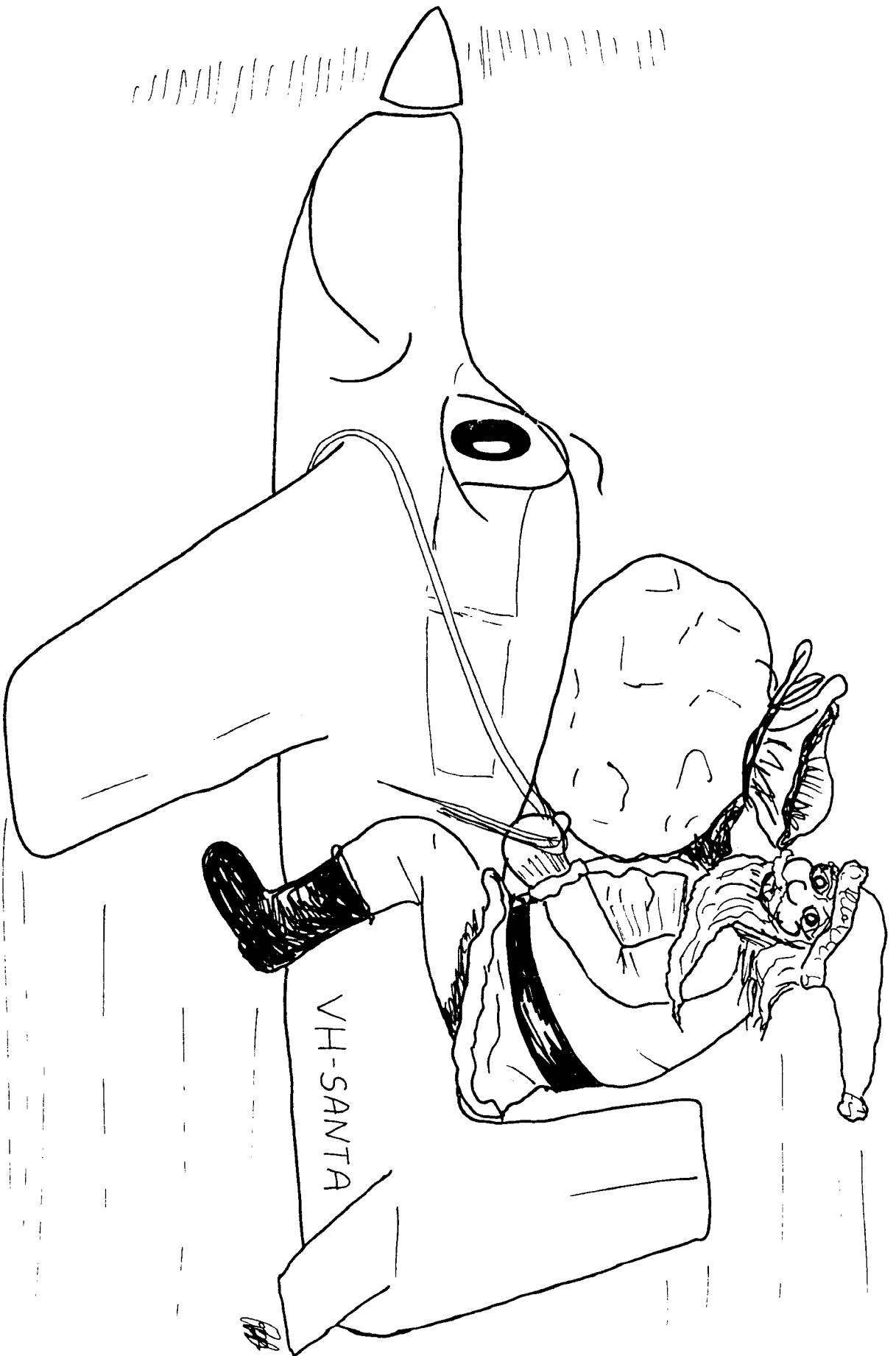
40 YEARS

OF BUILDING MOONEYS

**This year will be the 40th year
of continuous aircraft
production at the Kerrville
plant.**

**So far there have been 12
variations on the M20 design.**

**Roll on the next forty, we look
forward to further innovation
from Texas.**



MERRY CHRISTMAS TO ALL AMPA MEMBERS