



AMPA

AUSTRALIAN MOONEY PILOTS ASSOCIATION

NEWSLETTER

Volume 3 No 6
August 1994

PRESIDENT'S REPORT

from Bryan Baker

Why is it that erroneous information about various aircraft is used to lower aviation public opinion about certain makes and models of light aircraft? Where does it originate from? Is it generated by rival manufacturers to further their own product? Maybe it's envy.

Some years ago I had the privilege to own a Piper Tomahawk. It was a great aeroplane, simple to maintain and fun to fly. On many occasions I was told that the tails fell off them and to be careful!

Admittedly there were some strengthening "mods" carried out on the fin/tailplane area but I personally never saw or heard of one falling off.

Therefore I was very disappointed to read in the June edition of AOPA News, Roy Schuh's monthly article "The Queensland Scene" that it included three "put downs" re. Mooney's in the one article!

They were - quote, "small cramped cabin - apologies to Mooney owners-", "sufficient fuel and reserves, (a lot to expect from a 200HP Mooney)" and, "unforecast severe turbulence, which, obviously too much for the Mooney considering the load" end of quotes.

There was nothing to suggest that the Mooney referred to (a 205) was the considered choice of Peter Norville, best suited to his requirements for long distance flying and fitted with very large, special cabin fuel tanks.

I'm sure that the subconscious conclusion of readers that do not know the facts will be that- "Mooney aircraft are to be avoided, as they are lacking in size and integrity".

I feel sure Mooney executives in Texas would be disturbed to read this type of criticism, just as I am, as the inferences do not relate to fact.

I have written to Roy Schuh suggesting that he, as a respected committee member of AOPA, that this type of comment does little to further general aviation and would be best avoided in the future.

Well how do we counter criticism?

Could I suggest that we make concerted efforts to down play any negatives in a respectful manner and endeavour to take the "offender" aviating in a Mooney ASAP so he or she can learn the true facts and be very pleasantly surprised.

MEMBERSHIP REPLIES

There has been a very good response to the ideas and comments segment on the current membership renewal form. May I express many thanks to all who participated. From these suggestions many possibilities

flow. Here are some for you to consider.

Bulk purchase of consumable items ie. Tyres, Spark plugs, Brake linings, Filters, Globes, Batteries, ELT's etc.

Bulk manufacture or supply of suitable accessories ie. Spare tie down rings, Tie down kits, Chocks, First aid kits, Tow bars (various sizes and lengths), Cabin covers, Seat covers, Child seat/harness systems, Dip sticks for fuel quantity, Oil fillers/funnels, Bird bungs, Pitot covers, Fuel fill cap area protectors, Spare jacking point adaptors, External power jumper cable assemblies etc.

Now I know we have many capable members in our ranks with skills more than enough to develop many of the above ideas and that some may have the time to gather information and materials to our mutual benefit.

The first step is to assess the demand so with this in mind would you please peruse the "wish list" and take the time to fill in the space provided your possible requirements.

Personally my speciality is making "external power jumper cables" at a fraction of the list price of \$195.

Now remember this is a "survey" only at this time and will indicate the depth of interest. Obviously it won't be easy, but it's worth a shot.

Personally I require a spare set of spark plugs, just to have on hand and also would be interested in updating my ELT in the future. A nice set of light weight chocks would be handy too. Maybe by the time of our get together at Canberra we will have some "orders", sample wares or designs to peruse, I hope so. There must be some really good ideas out there that our membership have and I would like to think that we can all share our abilities. So trot out your inventions and gadgets. Just write, 'phone or fax and I'll be happy to act as sorting house for ideas, contacts and materials. Please ask of yourself, "what can I contribute to AMPA"?

Some of you would be aware that Ron Hellyer of Mt. Gambier S.A. has sold his Executive and purchased from W.A. the only M10 Mooney Cadet VH-JXS in Australia. Ron has agreed to tell the story of the flight in the Cadet home to S.A. and will include some information about the aeroplane and restoration in a future edition of our magazine. Several members have indicated to me that a trip to Mt. Gambier one weekend would be a good thing. And to have a close encounter with a Cadet would be interesting, if you wouldn't mind please Ron?. No dates have been set except that it will be before the Canberra weekend and subject to weather etc. So if you feel remotely inclined - you are invited, let me know of your interest and we'll see if we can make a date if it's a "goer". I've never laid eyes on, or to the best of my knowledge even seen a photo of a Cadet!. How about you?

While on this subject of the odd weekend away David Coffey (VH-JXC) in his membership return suggested that with the availability of an updated membership list (due out soon) any member could conceivably initiate this type of weekend or even a larger excursions. All I can say is, go for it! Then write it up for us all to enjoy in the following newsletter please!

I also note that many members operate fax machines which could be useful for the rapid transmission of details between members re. the above suggestions. For example I could Fax details of the plans to visit Mt. Gambier to members in a given radius of YMTG with the detail of accommodation etc.

I do trust that many will be able to come to the Canberra function and and Annual General Meeting, I hope you have marked you diary already, Remember all positions will be declared vacant and nominations will be needed prior to the AGM.

I have been working on the possible incorporation of our Association and have discovered that the other special interest aircraft groups that I have contacted are incorporated. I refer to - Comanche Tribe, Australian Bonanza Society and the Victa Airtourer Group. Before Canberra I plan to have available a draft copy of suitable Memorandum and Articles to suit the incorporation of our Association. I may fall short in this endeavour but here's hoping!

That's all from me for the time, I wish you safe and pleasant flying,

Bryan Baker President AMPA
89 Lowndes St. Bendigo 3550 Vic
Phone 054- 437256 Fax 054- 427363

ENGINE OVERSPEED

Overspeeding is most-often found in constant-speed propeller aircraft (does happen with fixed-pitch prop aircraft during aerobatics) and is usually caused by governor malfunction, pilot induced surging or overboosting.

Irrespective of the cause, corrective action consists of immediately reducing power with the throttle and (if it is still working) the prop pitch control. It may also be necessary to raise the nose. In a steep nose-down attitude, even reducing power to idle may not prevent an overspeed condition. It all depends on the airspeed.

Lycoming defines "momentary overspeed" as operation for not more than 3 seconds at rpms not exceeding 110% of rated rpm.

Any operation at more than 110% for any duration should mean an immediate oil change, oil analysis and inspection of the engine and compression check.

Operation over 120% for any duration calls for expensive action - engine disassembly and wholesale replacement of reciprocating parts !

by Russell Kelly

**What do you think of a
buying group?**

Who would be interested?

**Put your thoughts and ideas
on paper to Bryan Baker.
Either Fax or Post.**

**Do you have a product that
you have made up for
yourself, and could
"manufacture" for a small
group?**

**You never know, you might
have "A nice little Earner".**

**SPARK PLUGS
TYRES
TUBES
FILTERS
FIRE EXTINGUISHERS
PITOT COVERS
CABIN COVERS
LIGHTWEIGHT CHOCKS**

**What are your
suggestions?**

**Fax Bryan Baker
(054) 427363**

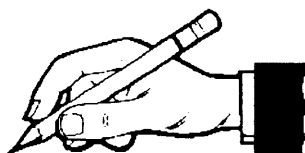
**or
Robyn Kelly
(03) 690 9399**

with your ideas!

**How about a volunteer to
co-ordinate it all,
when it gets going?**

Be part of the fun of AMPA

Hans' On



You are missing your opportunity to gain some free advice.

There must be pages of questions you would like to ask about your Mooney. How about sending some to me to publish? You will have the answer, and many others may benefit from this information.

Send your questions to Robyn Kelly Fax (03) 699 3239, or phone (03) 690 9399bh, (03) 347 2897ah. Look forward to continuing this column with your participation.

CANBERRA FLY-IN SEPTEMBER 1994 DATE: 23 SEPT 1994

Don Rowling has been very busy lining things up for us in Canberra.

This is how he anticipates it will go:

Fri 23 Sept

Fly to Canberra - arrive late Fri pm
(to avoid fog Sat am)

we will be able to park on the grass, adjacent to runway 30, at the western end.

Bus to accommodation

Accommodation is at the Capital Parkroyal - walking distance to Floriade, Casino & Civic. Smorgasbord dinner (hotel is renowned for it)

Sat 24

am Floriade - a walk through Commonwealth Park. A truly magnificent display of Floral Art & Music. They come from far & wide to see this display.

A tour of the main sights on our way to lunch.

lunch George Harcourt Inn - Old English Style Pub

pm Tour of Treloar facility of the War Memorial with the curator (may be a fee). This is the storage for Australia's collection of warbirds & other equipment of special significance. Included are : a zero, Bf109, Me262, Komet, Iriquois, Wirraway & B52 Mitchell. OR

Historic Gininderra Village & Cockington Green (a miniature village) which have craft & specialty shops for those that are tired of aeroplanes

Meet up & all go to the War Memorial to visit G for George, the famous Lancaster Bomber, & the Tomb of the Unknown Soldier.

evening

Meeting at the Hotel time TBA

Dinner at a Japanese Restaurant with guest speaker, probably Steve Tizzard

Sun 25

am Breakfast at the Boathouse by the Lake; this overlooks Lake Burley Griffin; incorporating the Annual General Meeting of AMPA - time TBA

Possible tour of any of these:

National Science & Technology Centre

National Library

Australian National Gallery

High Court of Australia

all of which are within walking distance of each other.

Lunch probably a BBQ at the hangar so those who wish to depart Sunday afternoon, may easily do so when they are ready.

It would help to know ASAP how many will stay for Sunday night, departing Monday. This will make a difference to activities planned for Sunday afternoon & night.

THINGS TO NOTE:

Canberra is renowned for its foggy mornings at this time of year, so it may be best to try and fly in on Friday afternoon or night.

If you are VFR and would like Don to pass on entry procedures, please contact him closer to the event. If the weather is doubtful, VFR will get special procedures from Yass, courtesy of Don & the Tower.

The exhibitions on at the National Gallery at that time will be:

European Masters from the National Gallery of Ireland

New Australian Galleries opened specialising in

Australian Artists

Guided tour can be arranged.

Please contact:

Don Rowling on

Fax (06) 292 4760,

mobile (018) 632 662,

home (06) 291 9255;

For more information on the Canberra Weekend.

or Bryan Baker on

Fax (054) 42 7363, home (054) 43 7256

WING TIPS

Alan Currie is in the United States at the time of publication. He has been to Oshkosh and is then going to the Mooney Factory at Kerrville.

I am sure there will be lots of interesting tid bits from him in the future.

What about having a Life Jacket Pool?

For the odd occasion you wish to fly over water, but it's not often enough to warrant purchasing life jackets. Or, you may have 2, and require 4 for your next trip. Any takers for the idea?

SOME MOONEY HISTORY

The Mooneyline officially began in 1948 with certification of the Mooney Mite M18. This 70 hp single seater was an all wooden retractable that featured the rectilinear wing shape of the P-51 and a startlingly distinctive tail.

The Mite marked a revolution in aircraft design. All leading edges of the wings and stabilisers were at right angles to the centreline of the aeroplane, with all trailing edges angled forward. The wings themselves represented the first general aviation use of laminar-flow airfoil developed by the National Advisory Committee on Aeronautics (the forerunner of NASA).

Ninety-degree angles were appropriate for the Mite's all-wood construction, but designer Al Mooney had other reasons as well. Asked why he "put the tail on backwards," he explained that in a critically high angle of attack, the Mooney takes a bigger bite out of the disturbed air burbling back from the wings, allowing the pilot to lift a wing with the rudder and thus gain better control.

Al Mooney began his career as an aeroplane designer in 1926 for Marshall Aircraft Company in Wichita, Kansas, in 1946, in partnership with Charles "Pappy" Yankey, a Wichita lawyer, In 1953 , the company moved to Kerrville, deep in the Texas Hill Country, where 19th-century German immigrants had established a tradition of fine craftsmanship that was perfect for the making of aeroplanes.

Even before the move to Kerville, Al had started designing his four-seat M20 (Mark 20), which would become the mainstay of the Mooney line and the fastest, most efficient four-place aircraft in its class. By 1961 , all wood in the Mooney was replaced by metal and in 1977, Mooney engineers pulled out of 200 mph out of 200 hp on the basic M20 airframe. The superiority of this basic design became the springboard for an evolving process of adaptation and refinement.

Instead of pursuing the development of distinctly different airframes designs, Mooney has focused on aerodynamic perfection through drag-reducing enhancements such as flush riveting; one-piece belly; one-piece sloped windshield; special low-drag cowl design; enclosed wheel wells; sculpted fibreglass wing tips; internal door hinge; aerodynamically shaped assist step; no external trim tabs; gap seals for flaps, ailerons, elevators, and rudder; blade type nav and comm antennas; and flush fittings for fuel caps and door handles.

Today's Mooney is still hand-crafted, involving more than 1,700 man hours per aeroplane and boasting a generous two-year airframe warranty. The rugged quality and elegant simplicity that Al Mooney built into his aeroplanes has been preserved and enhanced through such design features as the tubular steel "roll-bar" frame around the cabin, secured by 26 bolts to a wing fortified with a single I-beam main spar; rubber-disk shocks in the landing gear; metal push-pull rods for smooth and precise control input; full-trim tail; and anti-corrosion treatment applied to the entire airframe prior to assembly.

In 1984, Mooney Aircraft was purchased by an investor group from Paris, France, led by French entrepreneurs Michel Seydoux and Alec Couvelaire. Since then, the company has continued to innovate: The 201"Lean Machine" was introduced in 1985 as a basic, affordable and

fully IFR-equipped Mooney model; the turbocharged 252TSE was introduced in 1986 and went on to set 12 world speed records; the PFM, the world's first production aircraft powered by Porsche's PFM 3200 aircraft engine, was introduced in 1987; and the TLS was unveiled in 1989 as the fastest and biggest Mooney produced to that time. It is powered by a 270-hp turbocharged and intercooled Lycoming with a three blade propeller.

The recent announcement of the new Mooney "OVATION" is an exciting confirmation that the company is continuing development and expanding it's market share whilst other well known manufacturers are standing still in the light aircraft field.

Thanks to Bryan Baker for these pieces.

MOONEY MODELS INFORMATION

M18L,C Mooney Mite	1948-55	283
M20 Mark 20	1955-58	200
M20A Mark 20A 180HP	1958-60	500
M20B,C Mark 21	1961-67	1,800
M20D Fixed U/C Master	1963-66	162
M20E 200 HP Super 21	1964-67	1270
M22 Mustang (pressurised 256MPH)	1966-70	33
M20F Executive 21	1966-77	1,250
A2A, M10 Cadet	1968-70	97
M20G Statesman	1968-70	190
M20C Ranger	1968-78	545
M20E Chaparral	1969-75	214
M20J 201	1976-	1,700+
M20K 231	1979-85	889
M20K 252 TSE	1986-	200+
M20L PFM Porche Mooney	1988-	40+
M20M TLS	1989-	?
M20? Ovation	1994-	?

***How about writing an article on
YOUR special Mooney Model, or
one that you would dearly love
to have?***

CURRIE CORNER

Mobil Synthetic Oil

Mobile Oil USA announced on 24th of June 1994 that the production and distribution of Mobil AV 1 would cease forthwith and no further supplies would be available. The reason stated is lack of market success after 7 years of trying.

Continental have released a service info letter removing the oil from their approved PCM Oil grade listing and refer to higher than normal lead deposits and stuck oil control rings. Neither of those problems have appeared in Australia to my knowledge and the passing of a multigrade synthetic oil from the market without suitable replacement is a problem particular to the turbo operators, as I felt this was the possible way of improving the wear factor on the TSIO 360 series engine.

Baggage Doors

In the last few weeks I have been fortunate to visit western NSW, QLD & WA and find to my dismay no less than 4 201 or 231/252's with damaged baggage doors were seen. In all cases it can be put down to either pilot inexperience; wrong instruction label attached or no cover over the internal release mechanism.

One report was that the door would not internal open when the external keylock was used. This is incorrect as when the lanyard is pulled and the red lever pulled, the external system is fully disconnected and the release latches will operate.

This produces the second problem that the instruction that should be visible is a black background with white or silver writing and unless it is followed after an internal operation of the baggage latch, the system will not re-engage properly. An unpleasant surprise will occur in the next 30 minutes flying.

The last incident occurred when a passenger reached back into the luggage area and caught on the lanyard, removing the clip and "POP" went the door. (No internal cover fitted)

"J" a/c from s/n 0084 to 3056, and "K" a/c from 0001 to 1160 should be modified with Mooney service bulletin M20-239A and that includes the instruction decal p/n 150080-834 as per CAA AD M20-44.

To assist, a special price of \$96.50 for the M20-239A kit or \$29.40 for the decal 150080-334. Or \$34 for internal latch cover p/n 130304-001 (this is not part of the mod kit) for the month of July 94 so that we can have this problem rectified. Contact Alan on Fax 060 212909 and advise your credit card numbers, to have the parts mailed

AVGAS

The price of AVGAS dropped over 6 cents as of July 1, BUT expect a 1.5 increase soon.

Contributed by Alan Currie

**HAVE YOU PAID YOUR
1994/95
MEMBERSHIP FEE ?**

MOONEYS FOR SALE OR WANTED

also general items for sale, or wanted

Ron Thurecht
of
Manly QLD
will be selling his 1964 M20C
VH-RKF
* * *

Peter French
of
Theodore QLD
wants to by a *six seater Mooney*
**Any one know of such an item
FOR SALE?**

**How about a s-t-r-e-t-c-h
Mooney?**
* * *

MOONEY M20C 1962
140kt Auto pilot
1 VOR 2 ADF MODE C
Major completed Feb 94
PTR1530ETR1520
\$49,000
Phn & Fax (069) 771136 bh
Phn (069) 771173 ah
* * *

WANTED FOR HIRE
Dave Morgan wants to hire a Mooney, from
Melbourne, for 1 week. About 4 hrs flying time.
About the end of August to September
Phone (044) 764537 bh

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! Or just catch
up on the latest gossip.

**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

LEARNING TO FLY THE FLIGHT LEVELS

What did you do on Queens' Birthday last?

I thought it was time to give NJO its first long run since I've owned her. We arrived at MRY around 0500 and dragged her out of the hangar, packed in luggage, turned on runway lights and taxied to fuel up, right up - 105 US gallons. It must have been cold because my son Robert, a Melburnian, was even shivering in the light westerly as he held the torch while we topped up the auxiliaries. Don't worry I said, it will be 22° when we land and that will be before morning tea.

Precy was glad not to have the job this Saturday and remained in the back seat sorting out our oxy sets.

Runway 36 was tempting as our track was 005°, but discretion being the better part of valour, I taxied the full length of 36 with all lights blazing in case any pre dawn wallabies were about having an early graze. All clear, so off down 18 until 35" & 2600 RPM came up - lift off at 75kts and into the black night brought an exclamation from FO Robert "This is my first night flight you know" - a bit unsettling before you've got the a/c tidied up. (I briefed him for the future)

Departed at 0545 local, tracking 005°, on climb to FL200. No rush, so dialled up 20,000' & 500'/min bringing up TOC somewhere between Nowra and Sydney.

Dawn was breaking and on changing to Sydney Approach and calling up "...maintaining FL200" I received the reply "Good morning SIR (first time ever) maintain FL200, report over Sydney VOR then as planned". Wow! I didn't have any epaulets either!

A brilliantly clear sunrise bathed the seemingly slow moving "Big Smoke" in gold. A glance at the ASI showed a TAS of 185, the GPs 205 or so and temp -17°C. Just cruising, not a cloud nor a bump.

On into the rising sun (FO Rob strategically positioning a VFR map in front of the screen), Precy sleeps, the new FO identifies coastal resorts of interest and before long we have our decent point coming up. As speed will be around 200kts on descent, power will only gradually be reduced from 27" cruise to 15" in the circuit to avoid super cooling the turbo. Propeller will be 2200 revs so descent point will be around 130 miles back. Being non pressurised, 400-500'/min will be perfect.

Brisbane approves this and arrive Noosa circuit 1500', still no clouds/bumps/vibrations from speed brakes and even a nice smooth landing on 10. The time - 0905 precisely and the airport is just open. Fuel consumption is 44 US gallons. After 2 days of paradise at "Seahaven Beachfront Resort" we were reluctantly off after an early lunch of fresh ocean prawns which went 4 to the sanger. The clag had set in and even the lookout on the hill - 600' - was touching the cloud. Perfect for a future fly in, packages available, national park at the end of the main street, north facing beach with a water temp of 19-20°C.

Cloud tops were forecast to 12,000 or so with a FL of 12-14,000' so we planned return at FL170 as O₂ was getting low and there was no great advantage from wind at higher levels.

We received a clearance from MC on the ground, and were off and straight onto instruments. Passing MC and

approaching FL's still heavy rain and IMC. I called BN requesting info on cloud tops as I did not want to carry a load of ice home. He checked with a north bound RPT who estimated 20,000, so I asked for FL220 and got it. I broke out at FL180-190 but as NJO was still accelerating continued climb to FL220 at 165kts on the GPS. Temp -23°C. The tailwinds dropped off as did the clouds and by Coff's all was clear. Sydney were puzzled by my request for descent point between Singleton and Hawkes, but then they are used to flying bricks which drop 2-4000'/min when the taps are turned off. Not like a "powered glider" NJO.

Descent profile still had us above Nowra's active space of up to 7000' and finally past Batemans Bay in to the circuit area MRY at 1500. I guess we were on the ground at 1615 local. A check at the fuel bowser showed 90.5L return. What a way to go!

However, this all comes at a price. NJO has only 650 hrs on the clock. It recently had a bulk strip and top overhaul; which included new rings, several valves and guides as a result of a prop strike. The work was supposed to take a day with 2-3 guys working on it. A number of AD's were found on the day and included a 3 yearly instrument calibration and a 5 year removal and baroscopic examination of the oxy cylinder. Apparently only one place was able to do this and they required what amounted to a \$200 bribe to get same day service. On principle I lived with out that. An inspect, certify and recharge oxy bottle was \$640.80. (A recharge at Hawker Pacific is about \$50) the good news was that it passed, no corrosion as pressure was not allowed to go below 300psi and hence no air admitted, so it should be good for another 5 years.

So - 10 days and \$5,300 or so later, she had her "Pink slip" and that didn't include \$1,500 odd in prime cost parts provided. It did include \$300 miscellaneous accessories and \$660 cross hire @ \$110/hr dry. But spark plugs @ \$380 did warrant a check out.

We as a group have been talking about getting a deal on basic consumables, especially ones that we can service. Some of those being tyres, tubes, plugs, filters and perhaps brake pads. What better time to do a quick ring around. The first name which came to mind was Aviall, and when I quoted the Champion code for my plugs, was told "Certainly Sir. That will be \$38 each, less 10% if you can quote an account through which it can be charged."

Our "Godfather", Alan only charged \$21-25 depending on his supply source. I browsed through APOA and found an ad by "Abacon" which advertised parts, plugs, filters etc. I spoke to Neville, who knows NJO and wondered where she had gone, who gave me a price of \$17 for Champion filters and \$17 each for identical plugs. The goods arrived a couple of days later - freight charge \$12 - packed and shipped by Aviall!

OK you Mooney freaks, we really are paying too much. We must get together, do some more wheeling and dealing on parts and there by be able to afford a few more litres of avgas.

Doesn't it make you realise how little we pay for group membership (\$30), and aren't you puzzled, as I am, to find we still have only about 2/3 of our members financial? Cheaper flying would mean MORE flying and perhaps more members, and maybe more Mooneys?

Who will be the first to buy an "Ovation"?

Keep climbing!

Dave Morgan

MOONEY ADVENTURE TO INDONESIA

Part 1 of an epic by Klaus & Ursula Graesslin.

Once in while, an occasion arises when we can plan a flight purely for the adventure of it.

We point the plane down the runway, push in the throttle, and pull the nose toward the sky, and a new adventure begins.

Flying to Europe and landing at the small grass airstrip beside the town where I was born, would be the ultimate adventure, but considerable risk and expense would be involved, I am not sure if my wife and I could handle the Bureaucracy in India and the Middle Eastern countries, after hearing the many horror stories from pilots which have made the trip.

To prepare ourselves for the ultimate trip, and to get used to foreign bureaucracy we decided to tour Indonesia with our Mooney VH-CYK.

Resetting my brains from a romantic to a more practical mode, i began with a visit to the Indonesian Embassy in Darwin. The assistant behind the counter, could see no problems and gave me the address of a handling agent in Jakarta.

I started to study the charts in greater detail to determine just what might be involved in such a flight. The helpful people at Jeppesen supplied us with an Australian trip kit, which proved to be invaluable.

From Darwin there are only two ways for a small aircraft to enter Indonesia. One is via Kupang on the Island of Timor, about 445 nm tracking 284; or Ambon in the Maluccas, 549 nm tracking 339. Both being the only entry ports within range. Both have VOR and NDB. To get the longest over water flight out of the way first, and the winds not making much difference, I decided on the 6/7/92 to ask for flight approvals from our handling agent in Jakarta via fax for:-

Darwin - Ambon - Biak - Jayapura - Wamena - Manowari - Ternate - Manado - Palu - Ujung Padang - Bali - Bima - Maumere - Kupang - Darwin. Biak was also included out of nostalgia. This included some of the best dive locations in Indonesia.

As an 18 year old in 1961 when migrating to Australia, (with my total belongings - a small suit case - and 25 Aussie pounds in my pocket), our Australian Government chartered KLM Superconstellation made an emergency landing at Biak, in the then Dutch New Guinea, due to an engine failure. Being born and brought up in the Black Forest, and never seeing the sea before, I thought Biak was great.

In those days coming to Australia was easy. One only had to pay 20 Aussie pounds, and promise to stay for 2 years. But back to the present!

On the 22 July I received the following fax from our agent in Jakarta which read:

"Have applied for your flight clearance for your trip, but was advised to amend this route:

Darwin - Ambon - Ternate - Manado - Palu - Ujung Padang - Bali - Bima - Kupang - Darwin.

Air Communication's approval has already been given, I am waiting now for the approval & the security clearance from the Dept of Defence & Security. The

recommendation from the Dept of foreign Affairs for the approval has already been given for the above amended route."

Why we should go to Kupang first, the exact opposite to what I asked for I never found out. The places deleted were all in Irian Jaya, I imagine the reason for leaving these out was a political decision.

But after the first encouraging fax, our handling agent seemed to get worried about the viability of a small single engine aircraft being able to safely complete such a trip.

Included in the numerous faxes and phone calls to and from Jakarta, we provided, or received the following information: There was concern over a clause in our insurance policy to cover search & rescue in Indonesia. A phone call was required to the German Embassy as there may be a conflict in search & rescue as I am not naturalised yet. (I promise I soon will be).

We were also required to provide details of my flying experience, including aircraft safety equipment, medical insurance to include Medivac to Australia etc., etc.

Finally when I thought all our problems had been overcome, this fax arrived on the 28 July:

"Thank you for your fax, sorry to inform you, your handling agent is out of town and will not be back till end of August." After my immediate call to Jakarta, my handling agent "was" in town and promised to proceed with the permits the next day.

On 21 August we recieved the following fax from Jakarta:

"Received copy of your insurance coverage, have to make some changes to your route also await a call from a pilot of Air North International, Darwin, about your aircraft and your ability, before I proceed with processing your flight approval. Also just to inform you that the rainy season has started."

I had till then never met this pilot of Air North, who was supposed to give judgement on my flying ability. I have since met him many times and he has given me many hints on flying overseas, thanks Maurice!

During this time we had been getting weather faxes just about every day, it all looked clear as a bell. Just like Darwin during August. I was slowly getting the impression that we were not wanted by our next door neighbours.

Next morning I dropped into the Indonesian Embassy and asked the assistant behind the counter if the Embassy could help us, as if we were to wait any longer, the monsoons would interfere with our trip.

Her answer was:

"I will not get involved as the Indonesian Government is not really interested in private aircraft flying in our airspace".

Back to square 1. On the 26 August another fax arrived:

"The Air Communication Dept informed me that:- 2 flight clearances/approvals are not sufficient. Have to apply for at least 4 flight approvals as a flight approval is valid for about 7-10 days and it has to have the approval also from the Dept of Foreign Affairs, Dept of Defence & Security and Army Intelligence, my fee for this service is US\$300 per flight approval, so for four flight approvals it will cost US\$1200.

Please let me know ASAP so you can start your vacation appr the first of September. Will send you copies of the flight approvals.

Please send telex transfer the amount of US\$1200 to my bank account No. _____ in Jakarta."

cont. p 8

Indonesian Adventure cont..

I first expected a total of \$175, then a month after it was \$300 and now this. I sat down for a while to contemplate if should really bother, and is it all worth it.

I rang Alan Currie in Albury for advice, he suggested try another handling agent, and gave me the address of one. But as we had come so far and time was running out, we decided to stay with our existing agent.

In the mean time, VH-CYK had a service and a new improved impulse coupling fitted to the magneto. Approaching the Aero Club's hangar, I heard Will the mechanic swear something horrible. Normally he is such a quiet and pleasant chap, but after trying to assist him, I could understand his frustration. Replacing the magneto impulse coupling on a Mooney is best left to a contortionist, or trained octopus.

We have had a background noise on the radios for a long time, although I had got used to it. On the Saturday before take off, "Roland" from Helimuster's radio shop, had a look, and found a worn bearing on my two hundred hour old alternator. Panic started to set in. There I was on the phone again to "Mr Mooney" Alan Currie, in Albury, apologising for phoning him on a weekend, and could I please have the required part in Darwin the next day, Sunday, as I was to depart early Monday morning.

One o'clock the next day I picked up a front bearing kit at Ansett Airlines, thanks Alan.

Monday morning, after double checking fuel and oil supplies and a very thorough preflight, including a 720 degree walkaround, we loaded all the essentials:-

life raft, emergency floating beacon, portable VHF radio, life jackets, four litres of water, basic tools, 10 copies of General Declaration, cargo manifest, crew list, articles in possession of aircrew, four lots of ten Indonesian flight approvals, and security clearances etc.

We finally asked for taxi clearance from the Aero Club to the New Terminal on the other side for Customs.

Clearing Customs and Immigration was too easy, as Aircrew we did not even get a stamp in our passport. Darwin Tower informed us for international flights we are now VYK, (this caused us a lot of confusion later on, especially on flight planning - "Captain Klaus, but on your aircraft you have written VH-CYK, not VYK".) and for most of the flight we called ourselves VH-CYK.

We finally departed on RW 29 for Kupang!

Part 2 will be in the next Newsletter - lookout Indonesia - here we come! A very tight formation of Mooneys!

**DON'T LET THE POLITICIANS HAVE
IT ALL TO THEMSELVES**

**GET A KURRAWONGS' EYE VIEW
OF OUR INVESTEMENT
ON CAPITAL HILL!**

NEXT FLY IN

CANBERRA

SEPTEMBER 23rd 1994

As promised -

**here is the first section for
children.**

(not necessarily young children)

Contributed by Roz Cumming

"MOONEY TUNES"

MOONEY LIMITED

*The Mooney flew into the air,
It came to earth I know not where;
But rumour has it that a plane
Landed in the pouring rain!
And everyone was fair amazed
To see the pilot looking dazed!
Said he, "I should've got my IFR
Then I'd have no trouble getting here!"
The company sagely nod their heads.
"It would be best", was all they said,
"At least you were flying the best little plane
If you must fly around in the pouring rain!"*

MOONEYS MOONEYS

(sung to the tune of "Daisy Daisy")

*Mooneys Mooneys
These are the planes for you
We're half crazy
'Cos only a Mooneye will do.
but if you fly a Mooney
Others will say you're looney.
But don't you fret
You don't need a jet
In a Mooneye built for two.*

*Mooneys Mooneys
Where will the next fly in be?
North, South, East, West
You must get there for tea.
A Mooneye will be much quicker
Then you can have your liquor.
Just climb right in
And go for a spin
The countryside for to see.*

Contributions from our younger members would be wonderful to print. Drawings, articles and questions. Encourage a future Mooney Member now...