



AMPA

AUSTRALIAN MOONEY PILOTS ASSOCIATION

NEWSLETTER

Volume 3 No 8
December 1994

PRESIDENT'S REPORT December 1994

As reported in previous newsletters, I have been keen to see and experience the only Mooney Cadet in Australia. At last it has happened, and a very enjoyable experience it was too. The intent was to encourage other Mooney devotees to visit Mt Gambier on the weekend of October 15th. Well natural attrition dwindled our numbers down to just two M20J's, but we two had a great time. Mark Abicare VH-MOP and his friend Colin Brown arrived ahead of Gwen and I, and Ron Hellyer was there to greet us. I must say the weather was perfect and the countryside was lush and very green, a great contrast to our landscape here in Central Victoria. Now, I had not met Mark before, only having spoken with him on the phone, but I tell you, if he doesn't make it to our Easter fly in, we will all miss out on a treat! Mark and Colin were later to fly on to Naracoorte to visit relatives for the weekend.

To get back to the story, the Gambier Aero Club put on a barbecue lunch for all four of us visitors, plus Ron, Julie and Ed, members of the Aero Club, however, if the numbers were small, the fellowship was great and we appreciated the kind hospitality.

Dishes done and a tidy up and it was time to inspect the Cadet JXS.

Photo sessions first up, with much pushing and pulling of Mooneys small and large to get the right effect.

Painted white, blue and red, the Cadet is best described as an Ercoupe fitted with the distinctive Mooney shaped tailplane and fin, scaled down to suit. Fixed gear of course, and a sliding canopy to provide access into the cockpit with visibility and dimensions similar to a Piper Tomahawk. ie larger than the C150.

Ron is working on head shades as it can get a bit hot inside in bright sunlight. Now suitable for NVMC, after fitment of ADF and suitable panel lights, the plane is coming up towards the standard that Ron desires, everything working properly, clean and tidy.

The fuel system is almost fool proof, the only tricky bit is the master fuel cock is up under the panel, and should be left on at all times except in an emergency.

Wing tanks feed the smaller fuselage tank ahead of the screen, and if this tanks' float and pin gauge is showing empty, you have finished flying for the day!

The fact that the system is STC'd for mogas is a plus and gives an alternative that most of our membership do not have to enjoy.

Ron explained that this Cadet is fitted with cruise prop and is investigating a change to one just a little finer to make climbs less time consuming. A Continental C90 16F (90HP) motor powers the machine and those miniature power bulges either side of the cowls hide the upper spark plugs. 90kts is achievable at any time and at altitude this is easily exceeded. Cabin noise levels seemed on par with similar sized aircraft. Control pressures were light and responsive and the most impressive aspect for me was the effect of 600/6 tyres all round with trailing link type main gear. The ground ride was like Mumma Bears' porridge "just right", not too soft and not too hard. Now I know it was a good landing but it was hard to tell if we were still flying or rolling out. By the way, who needs flaps, Ron certainly doesn't as they are non existent.

To sum up, I was suitably impressed, simple to maintain and fly, with no vices, great visibility with low operation costs, it's the ideal machine for Ron's requirements. It's a Mooney, and he is obviously delighted with it.

Might I add, I am the only AMPA member, apart from Ron, to enjoy the delights of his pride and joy, so look him up some time, you'll be glad you did.

Bryan Baker - President AMPA.

DON'T FORGET !

EASTER 1995

at

Caloundra, QLD

**The Oasis Resort,
Fraser Island,
Rain Forest,
Air Museum,
Aircraft Factory
&
fun flying**

**contact: Peter & Clair Mochrie
for more information
on
phone & fax (074) 480149**

NEW COMMITTEE MEMBERS FOR AMPA

To enable the completion of incorporation the Articles require that two Ordinary Committee Members need to be appointed by all or a majority of the subscribers to the Association's memorandum of Association.

Quote,

42. (1) The Officers of the Association shall consist of a President, Vice President, Secretary and a Treasurer. each of whom shall be members of the Association.
- (2) The following subscribers to the memorandum of Association shall constitute the first Officers as set out below -

President:
Secretary:
Vice President:
Treasurer:

43. The Committee shall comprise the Officers and two Ordinary Committee members to to be elected as provided in these Articles provided that in the event of the number of members of the Association being less than ten ordinary no Ordinary Committee members need to be appointed.

44. The Officers and Ordinary Committee members shall also constitute the Directors of the Association.

- 45 The first Ordinary Committee members shall be appointed in writing by all or a majority of the subscribers to the Association's Memorandum of Association.

End Quote.

You as members, have the power to express your approval or otherwise the incorporation of our Association by supporting or not supporting the two Directors for the positions of Ordinary Committee Members. the association requires affirmation by the majority of the membership in support of both David Morgan and David Coffey as the two Directors to fill this role.

Please use the voting slip enclosed, tick the box "YES" or "NO" applicable to each candidate and return the slip in the self addressed envelope as soon as possible, as we require this approval pronto to finalise incorporation.

VOTING FORM AMPA

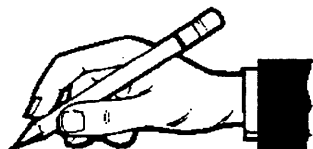
I _____, (print name)

as a member of the Australian Mooney Pilots Association,

Approve David Morgan as an Ordinary Committee member	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>
Approve David Coffey as an Ordinary Committee member	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>

Please return to Bryan Baker 89 Lowndes St, BENDIGO VIC 3550

Hans' On



Hans is on leave from his column at the moment, but will answer all your queries next year. I look forward to passing on some challenging questions to our columnist, and then publishing the results for you to digest at your leisure.

Please forward your questions to the Editor.

TRYING OUT THE NEW OVATION

On the 28th September this year we arrived at Kerrville - a delightful town of some 18,000 people, at which Mooney Inc makes Mooneys. When I say we, I mean self (David) wife Judith and sister Suzanne. The Mooney factory is in Kerrville's Louis Scheiner Airfield boundary, and a few miles out of Kerrville.

After arriving at the appointed time of 0900, we were shown real Texan hospitality by the Mooney staff and then taken by Jeff Dunbar (VP Sales) for a tour of the factory for an hour or so.

Mooney make practically everything here except of course engines, avionics and instruments. They have about 400 people working there.

Apart from making the MSE (M20J), TLS(M20M) and the Ovation (M20R), they also subcontract making parts for the big manufacturers - Boeing etc.

I often wondered how they were able to survive when Mooney sales were down.

We saw the Ovation being assembled and finally we were taken to an Ovation for a demo run.

First impression is that it is noticeably longer with a much longer back window. They appear to have stretched the M20J by a couple of feet, with the nose wheel further forward and the rear section having more room.

The luggage area is almost twice as large as our M20J, also from the outside the landing lights have been moved to the leading edge of the wings and taxi lights have been incorporated. The gear is fully enclosed, as was done on the 205, which is no longer in production.

Inside, the Ovation has different trim material and is very professionally finished indeed. The finish is really superb. Judith and my sister were content to sit in the back, I took the front left seat and Jeff the right.

The panel is different - Flat right across without the outboard wing which houses the circuit breakers etc. Switches for the lights have been relocated to the roof and the magnetic compass is mounted on top of the instrument panel.

The engine instruments are circular now and very easy to

read being in the section directly in front of the pilot. I noticed that the Vne is still the same as the M20J at 198kt, although the gear lowering speed is up to 140kt. Jeff showed me how to start the Continental IO 520 - a different procedure to the one we are used to. There seem to be two fuel boost pumps. The three bladed prop spun easily and the vernier controlled throttle provided simple adjustment once the engine was started.

The usual checks were made on taxiing out and holding on the runway. The M20R has no cowl flaps, so there is no need to manage engine heat. Fuel boost was not used. Take off was a little more sluggish than I expected, but then again the Ovation is heavier than the M20J and has a maximum all up weight of 3368lbs. For our run we had 4 pob and 3/4 tanks, so would probably have been 200lbs or so short of the maximum AUW.

Kerrville AD is about 1600 feet high and we climbed to 6,500' on a north westerly heading at about 110kt with a climb rate of about 800-1000 fpm. Maximum engine speed is 2500rpm and Jeff said the best way of operating the aircraft was at about that speed with adjustments to the throttle as necessary. We levelled off and the airspeed picked up to 175kt TAS. At cruise I think the noise level was down a bit on the M20J. Conversation was easy. The air was smooth and it was a clear day with the temperature on the ground about 32C. We tried all sorts of different power settings, and then slow speed and stalls. This aeroplane is really very docile. The wing did not drop during stalls. It seems to me that if you wanted to pull the power back to the fuel consumption levels of the M20J, much the same performance as the J seemed possible.

Given the fuel capacity of about 350 litres this meant an excellent range, and even at 70% power the range of the M20J was equalled using more fuel of course, but getting there quicker.

Descent is a piece of cake with the speed brakes. A little button on the left hand yoke (one of many) sends those little fences immediately up and out of a slot in the wings and your 180kt slowed abruptly without change of pitch or trim. We entered the circuit at about 160kts, speed brakes to 140, gear down at 140 and landing is much the same as the M20J.

The aircraft has Bendix King GPS (TSO'd) with a wonderful green fluorescent readout. It also had a Storm Scope which indicated lightening strikes with little crosses about 150 miles away somewhere south of San Antonio.

The cost of this great machine is about \$50,000 more than the MSE but Jeff says it is still \$50,000 less than the Beech competitor the F33A. I'm sure we will be seeing one out here soon. Mooney are very anxious to show off one in Australia.

We met Ed Penny there too. He is Customer Product Manager or some such title and has been with Mooney for ages. We first met him in 1969 on our only other previous visit. An extremely helpful and courteous gent. A lot of AMPA members will know him from his visits to this country.

All in all a wonderful day and the highlight of our US visit.

David & Judith Coffey. JXC

GOING TO WA FROM THE EAST ??

Claire Mochrie's letters on her two trips made most interesting reading and they have prompted us to add our two pennies worth! We had a suspicion that the Tasmanian trip might turn out as Claire described it, so we didn't go. However, we have done most of the top end journey that the Mochries did, and can endorse her remarks entirely. Both good & bad. A visit to Wiluna should be mandatory for those who are interested in aboriginals.

We have made the return trip to WA 30 times now, and constantly looking for interesting places to stop at, without unduly delaying the trip too much. One nights' break is all we can generally afford, timewise. So if any one has any bright ideas, we would appreciate them.

Here are a few notes on some of the places we have stopped at:-

- Ceduna: Good accommodation at the EW Motel whose proprietor, John Bunker, also has the BP Avgas agency. BP has automated their pumps now and all you have to do is use your BP carnet in the pump, and it comes on automatically and you help yourself. Take your own oil though.

The town and surrounds are most interesting. If you've time to rent a car, the trip out to Streaky Bay and Cape Labat is well worth while.

- Port Pirie: Another good town to stay at. Most interesting town and associated industries. Stay at Peter Thomans' Flinders Range Motel for excellent meals and budget accommodation. Findlays avgas at the airport is usually self serve 24 hours a day. No landing charges here.

-Port Augusta: Similar to Port Pirie, although not quite as convenient.

Whyalla: South Australia's second biggest town, and plenty of accommodation. Lots to see and there are tours over the steel works once or twice a week. Avgas generally requires coordination with the agent (who has been known not to answer his phone).

-Port Lincoln: A lot of the AMPA group have been here. A bit out of the way for travel to the west, but a lovely town to visit and well worthwhile to spend a few days there.

-Olympic Dam: This is a super place to stop at. There is avgas and an excellent motel of international standard and spectacular architecture - equal to any that we have stopped at. The mines for copper and uranium and are at Olympic Dam about 15km away. At this town there are all mod cons in shops and community services, sporting and educational activities. This is a very young town. The mine has guided tours leaving from the motel each day, but not between November and May as it is too hot. The efforts in maintaining the natural environment is most impressive.

- Williams Creek: Look on the WAC chart for this one. It's west of the southern tip of Lake Eyre, and was a staging post for the old telegraph line from Adelaide to Darwin. There is a pub there with a good airstrip right behind the pub. Very rudimentary accommodation - (you can say that again, but we guarantee that you will dine out on that adventure for years to come). Good food and friendly fun. Taxi up to outside your bedroom. No avgas.

-Leigh Creek: This is a Government mining town for the brown coal fields. We stayed at a pub a few miles away. Not much to do if you have no car. Plenty of avgas at the

airport. It was 42C the day we were there, but it was summer.

-Nullabor: Near the Head of the Bight on the highway. Avgas is here at \$1.05/litre. Reasonable rooms. Road house style eatery, nothing else.

-Caiguna: We include this because we usually stop here to refuel. Avgas generally available 24 hrs, at \$1.02/litre. Road house refreshments and accommodation. We stop here because it is on the way to our son's place near Kojonup WA which is half way between Perth and Albany. If you are going to Perth you would probably be better to stop at Forrest or Kalgoorlie.

-Cowell, Kimba, Tumby Bay, Minipa, Widinna, Streaky Bay, Cleve are all places worth a visit, with airfields but no fuel and one or two motels or pubs.

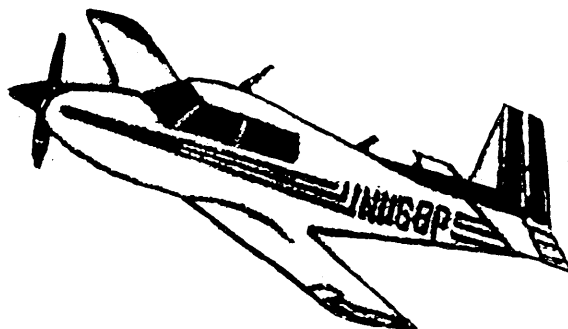
These are all places around the centre of Australia which you may have to stop at for various reasons, if you are flying from the east coast to the west coast.

David & Judith Coffey JXC

MOONEY APPENDAGES

**Thanks to Alan Currie,
we now have available the following
merchandise
so you can flaunt your aircraft allegiance**

**A 201 lapel or hat badge (see drawing)
these are very light brown fuselage,
with dark brown tail,
and a gold stripe along the side.**



**The caps come with & without Fruit Salad
(gold braid) A\$11 without A\$12 with**

**The badges are ex stock, send your money
to the Treasurer. The caps will be ordered
when we receive some idea of nummbers.**

**As the saying goes:- If
youve got it -**

FLAUNT IT!!

MY BABY MOONEY BIRD

After owning the M20F Mooney KBR for over nine years, and enjoying every moment of it, but only able to get my wife to fly in it twice, I decided to sell it and get something cheaper to enjoy local flying.

As I had seen an advertisement in the AOPA for a Mooney Cadet M10 in WA and knew a little about them, I decided to contact the owner by phone. After several conversations I told him if it was as he had described it, to consider it sold.

I booked a flight to Perth with Ansett and arrived there at 7.30 pm on 6/1/94 and found that all the accommodation anywhere near the airport was booked out, so had to go to the other side of Perth to get some place to stay the night. Next morning I was taken to Northam where the plane was, by the brother of the owner, both very nice chaps.

After inspecting and test flying the plane I decided to buy it. The night was spent in a motel in Northam. Next morning I filled the plane with fuel and loaded all of my gear aboard; why do we travel with so much gear? Of course I had brought along all the emergency gear including a lifejacket for the trip home.

Alex, the chap I bought the plane from, insisted that I only fly from Northam to Esperance the first day to get used to the plane, and stay the night at his place just out of Esperance. I was met at the airport by his wife and taken to their home and treated like a royal guest.

Next morning I headed off towards Caiguna, which was to be my next stop for fuel. As the weather was hot I had to elect to climb to nine thousand five hundred to get the best winds and cooler temperatures. It took about 30 minutes to reach this level.

After landing at Caiguna and taxiing up a long track to the fuel pump behind the motel, I filled up and headed for Nullabour, landed there on the wrong strip (I had been told to use the grass strip somewhere, but not here), went up to the fuel pump only to be told the refueller would be away for an hour or so. After talking to the service station attendant, I taxied out onto the road, and pulled into the service station and filled up with mogas. As it is STC'd for this, I didn't mind all the photos that were taken of the plane being fuelled at the service station.

There was still a lot of daylight left so I decided to fly on to Ceduna for the night. When I arrived at the airport it was deserted. I had forgotten to call the refueller on the special frequency. So after hunting around I finally found a phone, called the refueller who came straight out to the airport, filled up the plane, and took me to the motel and promised to take me out to the airport next morning. This he did, and

I headed off to Streaky Bay, Cleve and landed at Cowell. Nobody about so I tipped the jerry can of fuel I had carried on the passengers seat into the plane and headed off across the sea to Moonta, then down the York Peninsula to Yorktown, then across the sea to Goolwa. After refuelling both the plane and myself, I headed off on the last leg to Mt Gambier and home.

A very enjoyable trip, although quite tiring, no auto pilot and a bit of turbulence on the latter part of the trip. The weather was fine and hot and the wind was mostly on the right rear quarter, which was giving me a ground speed of 98-120 knots on the GPS in cruise.

Total flying time was 16.5 hours and 308 litres of fuel for 1,435 nautical miles, plus my wanderings
Ron Hellyer.

MOONEYS FOR SALE or WANTED COLUMN

WANTED

**John Collins
of Cunanurra WA
is after a
201**

**1980 model,
preferably IFR
with HF.**

**contact him on:-
phone (091) 691326
mobile 018 093 583**

If you're after a new Mooney, want to sell one, or require some parts for a new Mooney project, put your notice here.

Contact the editor on bh (03) 690 9399, fax (03) 699 3239.

(For the beginning of January only, (060 723632))

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,
Peter Mochrie 6 Illawong Street, Buderim QLD 4556
Phone & Fax (074) 458 018

The Editor's new home address is:-
17 "Willsmere", Wiltshire Drive, Kew. 3101
Phone: (03) 853 4042

**Send your Christmas Holiday
flying adventures
in
for publication
in the February 1995 issue.**

CHRISTMAS WISHES
to all AMPA MEMBERS
from:-

The Grants, Gordon & Gwen
send their best wishes for
THE FESTIVE SEASON
to all the Members of AMPA

Well it's that time of year again, some call it the silly season, we certainly all become very busy,
preparing for a well earned break.
As your President, Gwen and I, along with the executive, wish all the members and families
HOPE, PEACE, JOY & LOVE not only for the Christmas, but also for the years ahead.

Ned & Robyn Kelly
& Toad the flying cat
would like to wish you all the best
Whilst wearing their Christmas hat.

"Tis the season to eat & drink your fill,
Not worry about the contents of your till.
And whilst flying through our clear blue skies
Keep an eye out..... it might be Santa in a disguise.

Santa has to make the best
Of reindeer for his travels,
So why not help him if you can
It might be sorely needed.
Throw a tow line out the back
And make a "Deer" Formation.

Or if your tie downs are too short
To tow a laden sleigh
He may require your GPS
to help him on his way.

Spare a thought for Santa
When the cumulus start to form
And hope that they are not CB's
And they're heading for a storm.

I'm sure the reindeer's weather sense
Is far better developed than ours.
They'd never fly into icy clouds
That make Santa cold and tense,
They've got Rudolph to guide their darkened way
With his glowing radar nose.

Now make certain that on Christmas Eve,
If you're up there in the dark,
That the red light you see on your port side
Is not Santa having a lark.
