

Mooney Flying!

Joining the Mooney Mafia

by Andrew Liepins

Five years ago when I took my first lesson in a Cessna 172R, I had no clue where things would lead. Now, one instrument rating and some 230 hours later, I found myself flying an airplane I'd never heard of before starting this flying adventure.

From what I can tell, Mooney is synonymous with fast, reliable, well-built single-engine airplanes. But for some reason, once I joined the club, that translated into "complicated and difficult to fly." Fortunately, I've learned that to be untrue.

After earning my instrument rating, I initially thought I'd spend some more time flying instruments in the 172 before taking the next step. For whatever reason, the itch to try something new took over so I asked my instrument instructor Sam Evett if he'd help me get checked out in the Mooney. Five hours later, I was signed off with a complex endorsement and plans to take the plane on longer cross-country trips.

What I learned in my relatively short time in the plane is that it's not as mysterious as some may believe. Certainly, there's the whole issue of retractable gear and controllable-pitch propeller, but procedurally, these two things are relatively minor. Please don't confuse this with "unimportant" - Ask anyone who's had a gear-up landing. My bigger challenge in the aircraft was getting up to speed on the avionics, which differ in operation from the Bendix/King equipment in the 172s.

Perhaps one other concern is landings. I was told by a friend of mine who flies with me often and has seen some of my more interesting meetings with the ground that my first landing after being turned loose by Sam was the best he'd ever seen. That could certainly be attributable to luck, but understand that every plane has an airspeed at which it likes to land. The Mooney is no exception. Set yourself up adequately prior to short final and the rest is not that bad (gusts and crosswinds excepted of course).

This next part is for you, John. We've all gotten the emails about not laying on the brakes when landing. This is probably one of the issues that caused me concern until I realized that this applies to every
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The center panel of N5760R is dominated by a large multifunction Display.



N5760R on the ramp at TTA..

Oshkosh, Last Year, This Year

By Paul Keller

Going back to the summer of 2008, two club aircraft, plus George Scheer and John Hunter in N717TA, made the annual trip to the EAA AirVenture fly-in in Oshkosh, WI. For those unfamiliar with Airventure often referred to, simply, as, "Oshkosh". It is, quite simply, the largest general aviation fly-in and convention in the world. As one of the world's premiere airshows, it is often the venue
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Mooney Mafia (Continued from p. 1)

other plane in the WCFC fleet. Don't slam on the brakes unless you're about to hit something in front of you! On our runway (and countless others), landing in the first 2000' gives you ample opportunity to coast to a speed that allows for gentle braking and getting onto a taxiway. You don't have to pull off at the first one!

Mooney likes to tout its speed as one of its selling points (if not the key point). Comparatively it is a fast airplane. Our Mooney 201s (more formally M20Js) will cruise in the neighborhood of 150 KTAS. Descents can be even quicker. You do have to think ahead a touch more than you would in a 172, but it's not like night and day. Furthermore, the plane is capable of slowing down!

Finally, price can be a concern. Yes, it's the most expensive hourly rate on the ramp. I believe that's mitigated by a few things. If more people flew the plane, conceivably the rate would come down. Also, I see the real value of the Mooney as a cross-country machine. It will get you there faster than any other plane in the fleet, and in relative comfort. Faster speed translates into fewer ticks on the Hobbs. On the other hand, I don't see the airplane as the best one on the ramp to take around the pattern to knock off some rust or to take a friend up for a scenic tour of Pittsboro. The club has more economical choices for that kind of flight.

The avionics are arguably the best in the fleet, with the added value of safety features like stormscopes, onboard weather and charts built-in to the multifunction displays.

If you meet the club requirements for the Mooney (150 hours w/Instrument rating, 250 hours VFR) and have a desire to fly a fun airplane, give it a try. You may find it's not so crazy after all.

Mooney Madness!!

By Mike Fox

Mooneys have been the pinnacle of the club's fleet for years. These are planes you can work up to, and they travel cross-country at up to 150 knots. In a Mooney you can go non-stop to places like New York and Florida. With a capacity of 64 gallons of fuel and fuel burns of 10 gph (or less with skilled leaning) at 140+ knots, you can see that the Mooney can take you places. When comparing a trip in a Mooney to a mid-fleet airplane like a 172, you can't just compare true air speeds, you also have to take into account the fuel stop the 172 requires that you don't have to make in a Mooney.

The Mooney can also take you places as you become a more experienced aviator. The Mooney qualifies as a complex aircraft, and a commercial rating requires training in such an aircraft. Since studies have shown that the safest pilots are those who keep working to add ratings (always learning, always striving to improve), the ability to get a commercial rating in club aircraft with club instructors is also a safety benefit.

If you are concerned about the complexity, we have excellent instructors who will help you learn to fly them well, and both Mooneys are equipped with gear warnings. They also have onboard, in-panel weather and traffic displays – N5726M uses TIS and satellite weather, while N5760R has ADS-B, which is the next generation air traffic control system.

To help club members experience the benefit of the Mooney, the club is introducing the Mooney Madness promotion. If you have the required experience (150 hours with an instrument rating, or 250 hours without), and haven't yet checked out in the Mooney, the club is now offering a \$25/hr discount on Mooney rental for members' initial Mooney checkout (up to 10 hours). Once you finish your checkout, to help you experience the utility of the Mooney, you also get \$25/hr discount for up to 5 hours' Mooney flying, completed within one month of your checkout completion. We want you to take it somewhere and enjoy it after your checkout.

Members who are already checked out in the Mooney are not left out. The club is also offering a \$25/hr discount for up to five hours of Mooney rental to members already Mooney qualified, in the month of April 2009 only. So if you're a lapsed Mooney pilot or an occasional Mooney pilot, take the opportunity to get re-acquainted with a great airplane this month.

These discounts will be paid as a rebate. You fly the planes and pay the normal price, and when you finish your initial checkout and/or fly up to five hours in a qualifying month, notify the WCFC treasurer in writing and your WCFC account will be credited with the discount.

How can the club do this? The Mooneys are not owned by the club, they are leased aircraft. The owners who lease them to us are club members like us, and they are offering this discount off their lease rate for this promotion, and the club is passing it on to the membership. So give a thanks to John Hunter and Lloyd Lyons, the Mooney owners, for this promotion, and be sure to take advantage of it!

Oshkosh, (Continued from p. 1)

where airframe manufacturers and other suppliers to the aviation industry make their new product

announcements. In a typical year, over 10,000 aircraft, both show and attendee aircraft, fly into the Oshkosh airport over the roughly ten day course of the event, briefly making the Oshkosh airport the world's busiest airport. Total attendance at the show is typically in the neighborhood of 600,000 to 800,000. In addition to the usual aircraft and vendor displays and the afternoon air shows, the event also features seminars on everything from piloting and airmanship, to aircraft maintenance, home aircraft building skills training and aviation history, typically in about fifteen parallel sessions running nearly all day every day. An air show is also held every afternoon from approximately 3:30 to 6:00 PM. The Oshkosh airport is also home to the EAA Museum, one of the nation's best aviation museums.

The club members making the 2008 trip were Grover McNair and Len Felton in N72675, and Dan Larson and Paul Keller N5760R. The two club aircraft left TTA Friday morning, and flew all the way into Oshkosh that day in relatively good weather and light traffic for the Oshkosh arrival. George and John followed the following day in 7TA. Also joining the group that day was former club instructor John Domena. They were greeted by seasonal temperatures (highs in the upper 70s & low 80s), and, in a modest violation of unwritten Oshkosh rules, no heavy rain or thunderstorms the entire week, although there were a couple of near-misses with thunderstorms. In spite of high gas prices, both avgas and autogas, the show was well attended. It seemed to the author, though, that the makeup of aircraft camping at the North 40 aircraft camping area had changed somewhat from earlier in the decade. There appeared to be fewer twin engine aircraft, particularly, fewer 400 series Cessnas, which seemed more numerous earlier in the decade. As well, the "North 40" aircraft camping area also seemed less crowded, even considering that heavy rain earlier in the summer had made portions of the aircraft camping area unusable. Nonetheless, the Oshkosh aircraft camping area was declared "full" by the first day of the show.

As usual, the author, who was on his seventh club trip to Oshkosh, spent most of his time in forums. Some favorites: One on satellite downlink weather, presented by a speaker from WSI, one of the satellite weather providers. Two important bits of their advice: The latency period for NEXRAD radar images can vary from 8-13 minutes. As a result, satellite downlink weather shouldn't be used for tactical weather avoidance. They're also in agreement with my observation that satellite downlink weather has not made stormscoopes obsolete. If you don't have onboard radar, your stormscope is still your only

source of realtime weather information. Furthermore, towering cumulus clouds can generate lightning before precipitation starts falling from them. Other worthwhile forums included one on aircraft ownership, another on the top five mistakes pilots make, presented by well-known Air Safety Foundation speaker and former WRAL traffic reporter Mark Grady, another on the use of graphical engine monitors for monitoring engine condition, presented by AvWeb founder Mike Busch, and another entitled "Help, my GPS Just Sucked my Brains Out", covering common errors in using the now nearly ubiquitous GPS navigation systems.

Probably the biggest air show attraction in 2008 was the arrival of one of the Boeing Company's Dream Lifters. The Dream Lifter is a 747-400 modified with an oversized fuselage to transport outsized subassemblies for Boeing's soon-to-enter production 787. The Dream Lifter arrival was the dramatic finale for Monday's air show, landing on runway 36L, right in front of the crowd, and stopping in time to make the taxiway to Aeroshell Square, enabling the huge aircraft to taxi right up the watching crowd at show center. After we returned to camp and looked over the Oshkosh NOTAM, we figured that that landing used a landing distance of just over 5000 feet. Not bad for a 747, even if it was lightly loaded. At a forum/press conference the following day given by the flight crew and some Boeing engineers at the aircraft's side, the Dream Lifter pilot-in-command reported that that landing had been quite carefully planned, and that they knew ahead of time that they could land on 36L and make the taxiway to the square. He reported that his Vref for the final approach was 132 knots. This was the first trip to Oshkosh for the Dream Lifter's pilot. He commented at the forum on Aeroshell square that he had always wanted to fly to Oshkosh. He said that doing so in the Dream Lifter was quite an experience, only he wasn't expecting to be met by 100,000 people watching his landing!

Beginning this year, EAA has plans to renovate & remodel the show grounds, particularly with improvements to the camping and display areas. Some of these are planned to be completed in time for this year's show, which is scheduled for July 27-August 2. More information on this year's show may be obtained at the show website at <http://www.airventure.org>.

A big attraction, literally, this year will be one of Airbus' A380s. As many club members may be aware, the Airbus A380 is now the largest passenger transport in service in the world. With a maximum gross weight of 1.3 million pounds, it outweighs a 747-400 by about 50%. The A380 is due to arrive

during the air show on Tuesday, July 28, kicking off the air show that day. It will remain on static display on Aeroshell Square until Friday, July 31, at which time it will again kick off the afternoon air show with a flying demonstration before departing again.



One of Boeing's Dream Lifters takes off from Runway 18R at Oshkosh.



The Dream Lifter dwarfs spectators on Aeroshell Square.

Some answers for prospective attendees for this year are:

Where do we stay when we get there?

Typically, we pitch our tents & tent camp amongst the airplanes parked in the "North 40" on-field aircraft camping area. This puts us closest to the action, and avoids commuting to and from offsite hotels. For those who'd prefer to sleep with a roof over their heads, dorm space is usually available at UW-Oshkosh a few miles from the airport, with bus service to and from the airport. See the Airventure website for more details. Hotels in or near Oshkosh are not a realistic option. They are all generally reserved a year or more ahead of time for the entire

week by exhibitors at exorbitant rates. As a Wisconsin native, the author can also say that Airventure has a reputation within the state of Wisconsin for filling every hotel room from Milwaukee & Madison to Green Bay, a radius from Oshkosh of over 70 miles.

Who can attend and what does it cost?

The club trip is open to any club member. Guests are welcome on a space-available basis. Given recent club attendance, it is likely that guests can be accommodated. Most of the cost of the trip is in aircraft rental costs for the trip to & from Oshkosh. Last year, 60R completed the trip in 12.1 hours on the Hobbs meter. A 172 or Warrior will generally complete this trip in 16-18 hours Hobbs time. At last year's aircraft rental costs, with two persons per plane, this resulted in an aircraft rental cost of about \$1000 per person. Admission to Airventure this year is \$24/day, or \$107 for the entire week for EAA members. Camping in the "North 40" is \$19/day. Adding meals and accommodations enroute largely completes the costs, aside purchases at the show, which are, of course, up to you...

How many people per plane?

Last year's four person attendance made two people per aircraft the only choice. With the right number of attendees, it is possible to go three per airplane, which reduces costs, but also reduces payload in each aircraft markedly, and limits per-member PIC time during the long cross-country legs to and from Wisconsin. A possible alternative is a few aircraft with three persons aboard and a few with two, carrying baggage for the others.

When do we leave & return?

Given the club's standard practice for Oshkosh trips of the last several years, departing on Friday, July 24 would be the standard departure date. This allows the entire day on Friday to fly up to Wisconsin, and then flying the Oshkosh arrival itself on Saturday morning. Last year though, the author observed that, due to declining fly-in attendance, it is possible to obtain good camping places, and still avoid the big arrivals day rush, arriving late Saturday night or early Sunday morning. This makes a departure on Saturday, July 25, arriving no later than early Sunday morning a reasonable alternative.

Return days are usually worked out by plane partners just before & during the show. Stay time preferences play an important role in determining aircraft partnering arrangements. Some attendees prefer to stay only a few days, leaving again around mid-week, while others prefer to stay nearly the entire week of the show. Weather, and whether any of the club pilots are instrument rated, play a significant factor in this decision making as well.

Even for experienced, instrument-rated pilots, flying IFR within 50 miles of Oshkosh is highly undesirable, owing to IFR reservation requirements below 9000' within 50 miles of Oshkosh during the show.

What do we do while we're there?

Between the forums, exhibits, aircraft displays, vendor displays, the air show and museum there is no shortage of things to do and see. The author has attended the event seven years on club trips and still hasn't seen and done everything. Attending some home builder craft forums is still on his list, as is, now, attending any Mooney type club events. Usually the only planned event by club members is a get-together at the tents in the evening during the airshow to decide on a restaurant for dinner. Although there are several restaurants within walking distance of the airport North 40 camping area, taking cabs to better restaurants in Oshkosh is frequently done as well. No need to dress up for that—all of the Oshkosh restaurants understand that most of the Airventure attendees are camping on or near the airport, and won't be well dressed.

When and where do we sign up?

A signup sheet will be posted at the club sometime in May.

New Members

Thomas Wright	Rocco DiSanto
Eric Gilchrist	Bryce Katsahnias
Marcia Keaton	Jason Grigg
William Lackey	Rocco DiSanto
Thomas Wright	J. Harrison Ashworth
Colin Garr	Christian Page
Phillip Clapp	Michael Dooley
Paul Hamm	Adam Brown
Kerry Wilt	Graham Gurnee
Jerry Myers	John Gaither
Steven Leath	Benny Ward
Steven Fitzgerald	Jacob Council
Patrick Dreher	Christian Ball
Siva Kesana	Junio Freitas
Jason Vanderploeg	Fong Leong
Glenn Chua	Kent Gibson
Eric Gray	Anthony (T.J.) Bele III
David Floyd	Terry Scallan
Mark Boegel	Andy Millager
Therese Brown	Ross Stein
Peter Bartosek	Charles Grimes
Jennings (J.B.) Siegfried	German Garcia-Fresco
Leslie Crews	Barbara Crews
Koorosh (Kory) Tehraniyan	
Rao Venkateswara Bondalapati	
Jeremy Miller	

Welcome Aboard!

New Certificates and Ratings

Solo

6/10/2008 – John Cleve (Betsy McCracken)
 8/16/2008 – Alex Brown (David Masters)
 8/18/2008 – Alexis Noel (David Masters)
 8/28/2008 – Paul Jaques (David Masters)
 9/28/2008 – Jodi Schubel (Betsy McCracken)
 10/13/2008 – Mark Boegel (Ronney Moss)
 10/26/2008 – Wade Mann (Betsy McCracken)
 12/14/2008 – Fong Leong (Betsy McCracken)
 3/18/2009 – Kerry Wilt (Ronney Moss)
 3/23/2009 – Peter Walsh (Ronney Moss)
 3/23/2009 – Kevin Clayton (Betsy McCracken)
 4/17/2009 Eric Gray (David Masters)

Private

6/9/2008 – Jorge Suarez (Betsy McCracken)
 10/23/2008 – James Garlick (Betsy McCracken)
 11/2/2008 – Ty Williams (David Masters)
 12/5/2008 – Graham Mainwaring (Gene Weaver)
 12/23/2008 – Mark Boegel (Ronney Moss)
 1/14/2009 – Jeff Brubaker (Ronney Moss)
 2/15/2009 – John Cleve (Betsy McCracken)
 4/12/2009 – Fong Leong (Betsy McCracken)

Instrument

7/17/2008 – Kory Adams (Ronney Moss)
 9/2008 – Emmanuel Apointe (Ronney Moss)
 1/17/2009 – Grover McNair (Ronney Moss)
 1/22/2009 – Len Felton (Ronney Moss)

Commercial (ASEL)

5/7/2008 – Mike Trevillian (Craig Denning, ERAU)
 2/14/09 – Emmanuel Apointe (Ronney Moss)

Commercial (AMEL-IA)

5/9/2008 Mike Trevillian (Sean Freeman, Air America)
 2/25/09 – Emmanuel Apointe (Zenda Leiss)

Instrument Instructor & Instrument Ground Instructor

6/27/2008 – Casey Jones (Margaret Riddle)

CONGRATULATIONS!!!

Wings of Carolina Flying Club

Sanford Lee County Regional Airport

702 Rod Sullivan Road
Sanford, NC 27330
919-776-2003

<http://www.wingsofcarolina.org>

Dir. of Maintenance	John Hunter	919-818-7203
Chief Flight Instr.	George Scheer	919-967-1088
Chief Safety Officer	Dick Kenney	919-942-6010

Board of Directors

President	Ken Williams	919-810-8063
Vice President	Eric Wagner	919-345-4940
Secretary	Mike Fox	919-264-7790
Treasurer	Graham Mainwaring	
Member-at-Large	Chris Berg	919-623-7300
Member-at Large	David Greenfield	919-696-7390
Member-at-Large	Jim Carlson	919-815-2250

Key Volunteers

Audit	Chris Berg	919-623-7300
Facilities Coordinator	David Hughey	919-412-4475
Maintenance	Hunter Moore	919-225-6396
Maintenance	Ron Bickers	919-387-4549
Newsletter	Paul Keller	509-375-0986
IT	Ty Williams	919-618-4497
Plane Wash	Barbara Eldredge	
Pilot Records	Kay Maltbie	919-523-6544
2 nd Sat. Coordinator	Bill Sawyer	919-732-5306
Pilot Aviation Supplies	Jan Squillace	919-650-1915
Pilot Supplies	Kerry Wilt	
Website	Nate Massey	
Marketing	Barbara Crews	

WCFC NOTAMS and NOTES

- ◆ We need photos! (and articles!) If you have any interesting pictures or articles for our newsletter send them to: paul.keller1@verizon.net
- ◆ Membership Meetings (Pizza Nights) begin at 6:30pm and include free pizza, a business meeting, and a program of interest to pilots. In addition to Club members, these meetings are open to local and prospective pilots who may have an interest in the Club. So bring a friend, or two, or three...the more the merrier!
- ◆ Board meetings occur on the second Tuesday of each month from 6:30 to 9:30. They are held in the Wings of Carolina Flight Center. All members are welcome and encouraged to attend. Occasionally, there may be a change in meeting date. Keep an eye on your e-mail or the scheduling system for announcements.
- ◆ 2nd Saturday cookouts occur at the hangar on the second Saturday of each month from 11:30 AM to 2:00 PM. Members and guest may buy lunch for \$5.00 for adults (>12) and \$3.00 for children (6-11).
- ◆ John Hunter will be starting the summer private ground school Thursday, May 28. Classes are held from 7:00-10:00pm, meeting every Monday and Thursday through July 16 in the multipurpose room of the club's flight center at the Sanford Airport. Signup sheets will be posted at the club's flight center soon. Bring a friend!

Flying News
Wings of Carolina Flying Club
702 Rod Sullivan Road
Sanford, NC 27330