

The Next Day



My Vintage Mooney Group name tag and cap would just have to wait for another day

When I got home I gave my A&P a ring. I told Dave about the day. He had relocated his shop to Riverside but he was going to be coming to Aircraft Spruce to pick up some airplane parts in the afternoon. It is a huge airplane parts place and their mail order department ships worldwide.



Aircraft Spruce

Everything For Planes & Pilots

They are just 2 miles away from my hangar. He stopped by and took my almost new Concorde battery with him to put on his trickle charger overnight.



Sunday morning, I read your nice replies to the Saturday story and then I went to the hangar. I hate to cry at home. Dave had indeed taken my battery and I got the idea to tell you a bit more about airplanes. There is much more to most of them than meets the eye when you walk up to them.



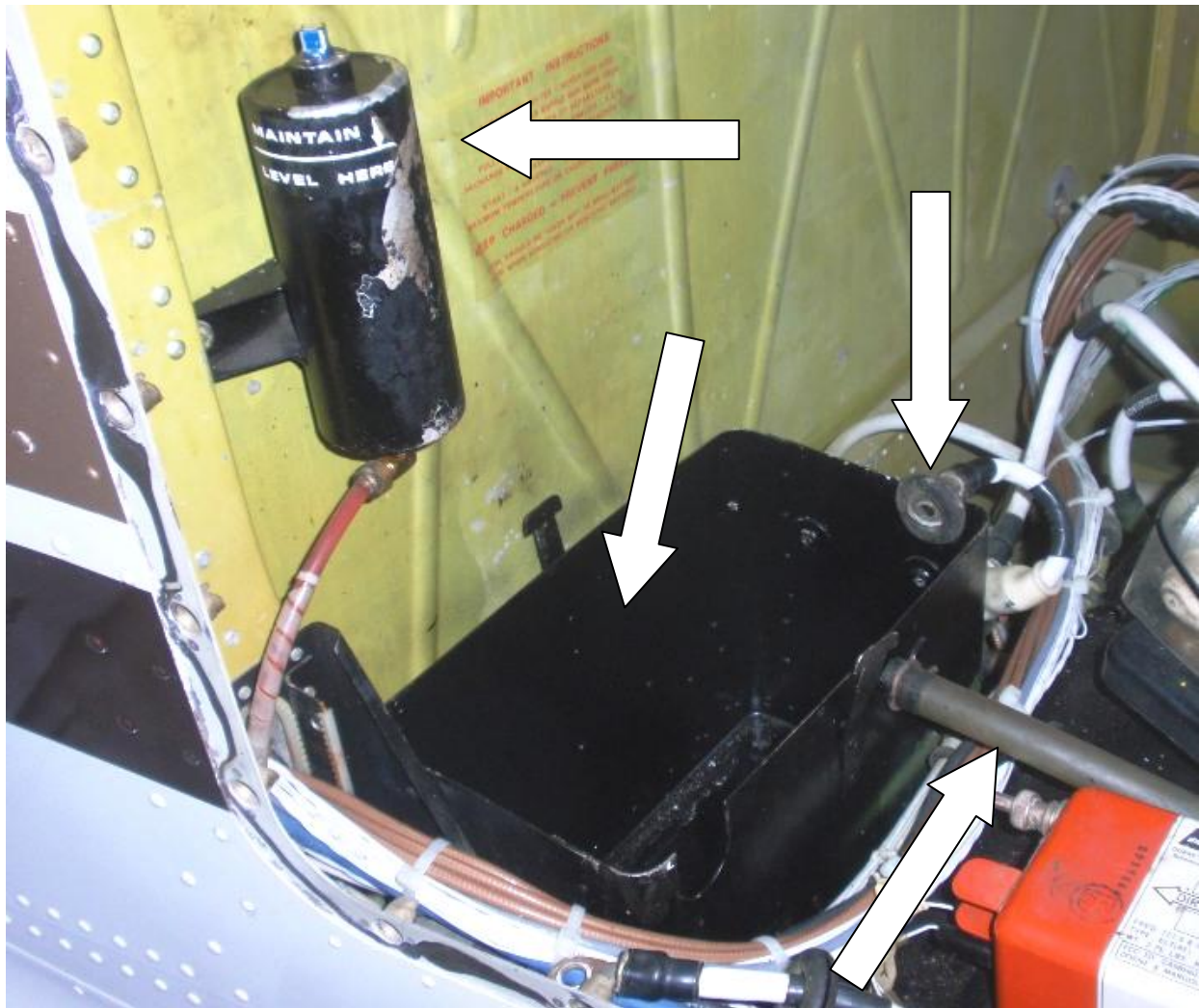
A casual look at the left side doesn't reveal a large access panel but it's there by the **N5** area
I opened the hangar and there was a hole in my Mooney and my **N5** panel was gone! Oh, wait -



There it was, resting on some soft cloth on my left wing



Which left this gaping hole, just what's all in there besides my missing battery?



Turns out there is a lot of stuff. From left to right and down, the brake fluid reservoir, the battery box, a disconnected battery cable, a vent tube to exhaust any dangerous hydrogen vapors from the battery and a whole lot of wires and cables. Pretty sanitary for a 26 year old airplane



The Emergency Locator Transmitter (ELT) battery is back there and it gets replaced every two years.



For those of you who have flown with me in the past 2 years, you have seen a display on my instrument panel that shows us where other airplanes (traffic) are flying around us at all times. This is the Avidyne 600 traffic system. The stubby antenna just above the windshield is part of it, as well as another antenna under us mounted on the belly. It is all connected to this processor in the back.



The Avidyne 600 processor with attached cables and wires that feed the display we see in front

It is admittedly an extra that most small airplanes don't have these days, but I consider it Life Insurance and there have been times I have turned away from oncoming traffic without us ever seeing that airplane out the windows. I would purchase it again.

The funny colored mustard yellow aluminum walls back there had been spray painted with zinc chromate primer at the factory which is an excellent barrier to keep corrosion at bay for a long time. All I see today is dust, compared to brand new.



My Horizontal Situation Indicator (HSI) in front of my face is fed by the black unit mounted on a shelf back there that updates the HSI as to which way is magnetic north at all times. It is called the 'bootstrap heading synchro' to provide a source of slaved heading information. Here it shows we are heading 266° and I can trust that.

Oh yeah, about the switch that was left on.



Just above the passenger's seat on the ceiling is a 3 way rocker switch that is not controlled by the Mooney's master switch. It is always 'hot'. It sends soft illumination out to the ceiling area (right arrow) whenever needed even if the master switch is turned off. It is of value only at night and the light is not detectable during the day. Trouble is, if left on, it drains the battery. It is placed there so it can be reached before getting inside. This is the second time this has happened and I have no idea how it happens. It is purposely placed out of the way if you are sitting inside. What is happening? And what can be done? I had an idea which jives with a reply from Ozzie in Tucson.



From Ozzie: "By the way, I installed a dead man on/off switch over my head next to the existing switch because the same thing happened to me too many times"

Ozzie's thoughts echoed mine and I will ask Dave to put a toggle switch in series where I placed the gold star on the picture above. That way, two switches have to be accidentally messed with before I get a dead battery again. It will be worth it to know my Mooney is always good to go.

I had planned to take Catherine flying today, and the weather was perfect, and I had a lot of sleep as I went to bed early. Dang dead battery anyway!

Ed Shreffler

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More of my stories are on my Webpage at: <http://www.mooneyevents.com/shreffler.html>