

The WAMM Newsletter is established as a non-profit voice for the purpose of circulating information of interest or value as well as shared experiences to Western United States Mooney Mite owners and enthusiasts. In addition, it is formed in recognition that a newsletter is essential to maintain communication between Mite owners in attempting flying condition preservation of the remaining single place Mooneys. The newsletter is published every two or three months or as enough news and information gathers to be informative.

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WESTERN ASSOCIATION OF MOONEY MITES
NEWSLETTER



c/o Anthony A. Terrigno
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 Buena Park, Calif. 90621

To: _____

1979

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HAPPY

Holiday

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JOY TO THE WORLD

THE 3RD ANNUAL MOONEY MITE FLY-IN

The WAMM third annual Mooney Mite Fly-in was held on 24, 25 and 26 August 1979 at Columbia, California. Seven Mite owners showed up with only four of their M18 mounts. Gary Gramman, who drove up from San Diego with his partner, the lovely wife; Gil Gilbert piloted his magic carpet all the way from Kent, Washington (He wrote a blurb about it in another portion of the newsletter); Steve Frenzel drove there with his family; Doris and Ben Loftsgaard brought a barbeque dinner for all in attendance; I flew my "Passport to Adventure"; and so did Bill Bandersau. One other WAMM member who has been to all of the annual fly-ins, Dave Jappay, did not miss the 3rd either.

Doris and Ben provided the great fun and food at the LOFTSGAARD CAB-OVER CAMPER & GRILLE on Saturday, the 25th of August even with an altitude adjustment before dinner. All that attended enjoyed a great dinner prepared by these two lovely people. Doris, Ben, you did good!!! We came early and stayed late, talking into the wee hours. Doris also prepared breakfast - unbeatable!! We love you Doris! Have your mite ready for next year, Doris. You can do it!!

The longest distance award went to Gil Gilbert from Kent, Washington. He will return next year. The 4th Annual fly-in will be at Columbia, Calif. with the date to be announced sometime early next year.

As the early midday approached for Sunday's departure, everyone anticipated the 4th Annual WAMM Mooney Mite Fly-In! And as Dick McComas identifies Columbia airport - "the airport that is nestled in the gold country hills of the Sierras". How true!

The following is an extraction from Gil Gilbert about his trip to the Columbia Fly-in last August.

At 11:15 A.M. on August 24th, I left Crest Airpark Washington and climbed to 7500 ft with a direct heading to Roseburg, Oregon. The flight took me and the mite 3 hours. The weather was favorable between Crest and Portland with some scattered to broken cloud tops to 6000 over the mountains. Just prior to landing at Roseburg, about 30 minutes out, I had to descend to 3500 ft.

A half hour was spent on the ground for refueling and leg stretching. My second leg again took me to 7500 ft. on my way south to Grants Pass then S.E. to Ashland over the Siskiyou pass to Auburn! Took 3.6 hours on flying this leg, landing at 1815 hours; then only to find the gas pumps closed. After looking around I found the owner's son that permitted me to close my flight plan and open up the pumps for me to refuel.

Take off time at Auburn was at 1845 hours for my third and last leg to Columbia California airport, arriving there at 1920 hours.

After spending the 25th of August visiting with all the other mite owners and rebuilders, I left Columbia at 0800 August 26, Sunday morning. Enough fuel was on hand to fly direct to Red Bluff Calif. in 2 hours. Twenty minutes later I was airborne. This was north with clear weather to Medford, Oregon where I had to climb to 10500 ft. flying a heading over clouds breaking out finally south of Eugene. There I started a 100 to 200 foot rate of decent to Mc Minnville taking 3.5 hours from Red Bluff.

The next and final leg of the flight took 1.6 hours to Crest Airpark near my home of Kent, Washington. Good old N4121! She flew flawlessly. My A65 Continental burned 3.0 gallons per hour and used only 2 quarts of oil in about 16 hours of flying. One thing that was definite about the trip and that is I must do something about the seat! It took 3 days for my "rear" to get back to normal.

Thanks again - see you all next year.

Gil Gilbert

SWITCH-ON

My apologies to all of WAMM for the delay in this newsletter. The past months of scheduled work load has been very heavy from September thru December. And it did not permit me to do much but work. In fact, my hobby time was also down to zero. In any event, please permit me to extend a personal holiday greeting to you and yours. "HAVE A GREAT HOLIDAY SEASON." In addition, I hope all grounded Mites will be airborne again soon.

I've included copies of my correspondence regarding my inspection of my M118C to you in order that those of you that require AD note relief, may have some insight as to my approach. The secret is to have a safe aircraft and viable data to substantiate it! Plus of course, an understanding working GADO inspector as I did!

This inspector, Mr. Blum is also assisting me in the generation of a formal proposal to the Eastern FAA Office which outlines an alternate inspection method. This method was designed by he and I. Mr. Blum feels very confident that the Eastern Division will accept the proposal for serious consideration. I feel the same after talking to them recently in New York. They stated that the AD Notes are under consideration for changes and any suggestions would be respectfully reviewed!

That is where it stands now members. If you are having problems of your grounded Mite, feel free to use the same approach as I did if your aircraft has a safe structure integrity. Contact me if I can be of any assistance.

Your Editor

**from a flier who's been
around longer than
Orville and Wilbur**



29 October 1979

FAA - Eastern Region
Chief Engineering and Manufacturing Branch
Airframe Section AEA-212
Federal Building
J.F.K. International Airport
Jamaica, N.Y. 11430

Attention: I. Mankuta and A. Mailia

Subject: Deviation to AD Notes for Models of M18 Mooney Mites

References: AD79-11-05 dated 29 May 1979
AD79-18-07 dated 29 August 1979

Attached please find 23 testimonials from local pilots and plane owners as well as qualified IA's and A&P's that have verified the present condition and maintenance of my aircraft, Mooney Mite N118C. In addition, Corona Air Service has provided a signed letter verifying N118C residence in their hangar since 1974.

The above and the other supportive data is submitted as recommended by the referenced AD's to support my request of an extension of the inspection period by issuance of a deviation.

I propose that my aircraft, Mooney Mite M18L (N118C), be inspected under a special provision of the AD notes through an alternate field inspection procedure once every 60 months for a number of reasons. I consider the repetitive inspection cycle of 36 months too restrictive and I feel strongly that the inspection of 60 months or more on this particular aircraft to be adequate, reasonable, and safe regarding aircraft structure integrity. I do not object to the intent of the air worthiness directive, only in the method of its implementation. Alternate methods of reliable inspections are available for critical areas rather than those denoted by the AD's. For example, small inspection holes and only the removal of fabric as necessary to determine if deterioration is present. The wing and fuselage have ample inspection holes to carry out a reliable inspection, fabric is not necessary to be removed. The following is N118C history to give your office insight for consideration of my request.

I purchased the aircraft in January 1974 from Michael Miller of Weiser, Idaho of which a copy of his letter is enclosed, with the intent to restore it to a mint condition for fly-in show purposes. The aircraft was sound but not a show aircraft. The Mite was completely disassembled, every single piece detached in early spring of 1974. Inspection took place of all metal pieces for fatigue, welds for cracks, wood and glue for deterioration, fabric for strength, etc. The aircraft had been well stored from harmful environments and it was evident through the inspection phase. The wooden fuselage monocoque section required regluing in some areas which was accomplished. Also, a 3/4" x 3/4" spruce longeron was installed from the rear most bulkhead to the

next forward bulkhead (approx. 40" in length) to strengthen the top fuselage skin turtle deck area. Protective coating was applied on bulkhead edges and the entire interior plywood skin. During this period, there were no evidence of wood or glue deterioration of all other wooden parts. The wings and tail parts had been given protective coating of wooden surfaces prior to recovering in 1964. I had to recover the fuselage section with ceconite in 1974 because it had not been so accomplished during the aircraft recovering in 1964.

All parts during the restoration were painted separately and assembled with 95% new hardware.

After completion of assembly and preparation for flight, a test program was carried out. A copy is enclosed in my handwriting. Safety is one of my strong disciplines. From that time to date, Mooney Mite N118C has won many trophies, even grand champion at a large yearly fly in of Arizona. Perhaps one can appreciate my concern now of unnecessary fabric removal.

During the annual inspection by the IA's since 1974, no revelation of wood on glue joint deterioration has been detected anywhere in any of the wooden components of this aircraft. Yearly inspections occur in the following areas:

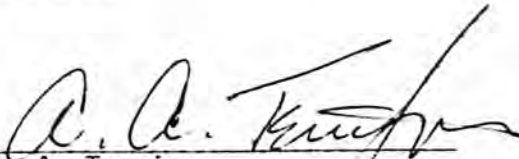
- a. Inspection of all wood of the vertical and horizontal for looseness of skin deterioration.
- b. Inspection of fin spar attachment points.
- c. Inspection of stabilizer spar for deterioration and spar cracks at attachment bolts.
- d. Inspection of all areas where moisture can collect in wing, especially area of spar and aileron hinges.
- e. Drain holes are constantly checked for clear drainage.
- f. Wing spars are inspected inside the fuselage after seat removal for cracks and delaminations and at the bolt hole locations.
- g. Landing gear attachments at the spar are inspected thru inspection holes provided in the lower section of the wing.
- h. Rubber gaskets of the metal fairing strips used to prevent water entry near the fuselage and wing are replaced almost yearly.
- i. Wood and glue joints are checked for cracks and wood deterioration in the wheel well area.
- j. Fuselage plywood joints are frequently checked for separation near stations 29 and 36.
- k. The turtle check area is also checked for softness; however, a 3/4" x 3/4" spruce spine was installed inside to prevent fracture of the skin as mentioned earlier.

- l. Elevator and rudder hinges are inspected for cracks.
- m. The fuel tank attachment points on the fuselage was thoroughly sealed and reglued during 1974-75 restoration to prevent deterioration. Visual inspection of drain holes are made frequently.

In addition to the methodical inspection by a qualified wooden structure IA, I personally perform frequent maintenance inspections to my aircraft N118C and others that I own. Again, I repeat that safety is the uppermost priority with my flying disciplines. To prevent failure of structural areas due to wood and glue deteriorations of wooden components of aircraft, a proper control of its exposed environment is essential through its life cycle. This, too, is a normal discipline with me.

Therefore, I would appreciate the granting of this deviation to the AD note on this aircraft and to so remain as long as it is under my ownership. However, the deviation to become null and void once sold to a new owner; whereby then the 36 month inspection period becomes applicable. I believe this not to be an unreasonable request.

Your cooperation is sincerely appreciated.


A. A. Terrigno
Owner of N118C
MOONEY MITE
5409 Barrett Circle
Buena Park, CA 90621

cc: FAA GADO Office No.8
Riverside, Calif.



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

EASTERN REGION
FEDERAL BUILDING
JOHN F. KENNEDY INTERNATIONAL AIRPORT
JAMAICA, NEW YORK 11430



DATE:

NOV 28 1979

IN REPLY
REFER TO: AEA-212

SUBJECT: Request for adjustment of repetitive inspection time, AD 79-18-07
and AD 79-11-05, Mooney M-18L, S/N 79, N118C

FROM: Chief, Engineering and Manufacturing Branch, AEA-210

TO: Mr. A. A. Terrigno
5409 Barrett Circle
Buena Park, California 90621

This is in response to our Mr. Leroy Blum, WE-GADO-8, letter dated November 8, 1979, which submitted your letter of October 24, 29, 1979, and the substantiation data stating that your aircraft is in an excellent state of airworthiness. In his telephone conversation with our Mr. Maila, AEA-212, Mr. Blum recommended the granting of an extension of the repetitive inspection of AD which was not mentioned in his letter.

It has been ascertained that your aircraft is in a state of airworthiness, equivalent to that which would have resulted by implementation of the AD. Therefore, in accordance with Paragraph (11) of AD 79-18-07 and Paragraph (7) of AD 79-11-05, we are granting an extension of the repetitive inspection interval of 36 months from the effective date of the AD.

We consider the repetitive inspection interval of five years, as you suggest for hangared aircraft, too relaxatory. Based on engineering judgment and accounts of service difficulties in the field, we feel that a repetitive inspection interval of 36 months is more reasonable from a precautionary viewpoint to detect wood deterioration in the aircraft structure.

Enclosed are your photographs as you requested.

Please contact this office regarding further questions pertaining to the subject AD's.

Raymond J. Borowski
RAYMOND J. BOROWSKI

Enclosure

