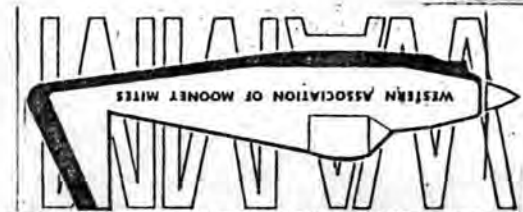


1981

To:

c/o Anthony A. Terrigno
5409 Barrett Circle
Buena Park, Calif. 90621



WESTERN ASSOCIATION OF MOONEY MITES
NEWSLETTER

Subscriptions - - - - - \$2.50 per year.

Send inquiries to Western Association of Mooney Mites

C/O Anthony A. Terrigno
5409 Barrett Circle
Buena Park, CA 90621
(714) 739-1343

- EDITOR - A. A. Terrigno
- ASSISTANT EDITOR - R. S. McComas
- SKETCHES & CARTOON - E. O. Buenting & L. A. Terrigno

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.

SWITCH-ON

- Hey, John Castillo, I have not heard from you recently. How is the tail bulkhead rebuilding coming on your mite? I hope you have it ready for the Porterville fly-in!
 - Hey, Nancy Crews - - - -What's the latest on your mite? Coming to Porterville?
 - Doris Loftsgaard - - - -Nice to hear from you. Yes, a Porterville fly-in is on for 9-10 May. See you there, I hope! N120C will be ready soon - hopefully for OSHKOSH.
 - Sandy Sanderson - - - - Glad to hear from you again, Sandy. I shall answer your letter soon or see you at Porterville, I hope! In the next newsletter, prior to the 5th Annual Fly-In, I shall include your map of the airport & facilities.
 - WAMM readers - - - -By now each of you have received the good news of the Mite 18 AD79-11-05 ammendment. The change in paragraph 7 permits an alternate method of compliance to the AD note using a borescope and access holes. If anyone requires a copy of the AD, please contact me. Much of this ammendment is a direct result of WAMM and certain WAMM members coordinating recommended compliance to the FAA. Personal phone calls and local GADO cooperation played a part in the change. I'm appreciative of the results of our efforts so that Mooney Mites can still fly and with safety. My personal objections were strongly expressed to the FAA; however, not to the AD but the costly method of implementation.
- Hurray for the ammendment!!! Remember, remind your inspectors that this change allows an alternate method of inspecting the horizontal & vertical tail sections using a borescope!
- The spring get-together will be in Porterville, a favorite spot for Mites, on 9 & 10 May 1981. An agenda is provided elsewhere in the newsletter. Fly your "magic-carpets" there!!!
 - The 5th Annual Mooney Mite Fly-In will take place in September this year, at Cammeron Park Airport (Shingle Springs) California, at the home of Dr. Sandy Sanderson. Sandy wrote saying he can park 7-10 Mites at his home and others can part within 500 ft. Camping can be near the aircraft, & for those preferring motels, they are located within 2 miles. A swimming pool is near also. If any attendees care to ride the raft down the river near by, that can be arranged as well! Cammeron has Unicom 123.0 for runways 13 & 31. Should be a great time had by all. So let's get those "Mighty Mites" in the air & fly to Shingle Springs, California on the 4th, 5th & sixth of September as well as Porterville this year!
 - Don Huff of Poway, California near San Diego recently purchased N 612C, S/N #5 from Ohio. He flew the Mite to his home airport, Gillespie Airport last October. Don has joined WAMM and hopes to make the Mite Fly-Ins!

1981 MOONEY MITE SPRING GET-TOGETHER

MAY 9 - Saturday & MAY 10 - Sunday

Porterville Airport
Porterville, California

PROGRAM AGENDA

Saturday - 9 May 1981

9:00 - 12:00	Greeting Arrivals
12:00 - 1:30	Lunch
2:00 - 4:00	Cross Country Safari
4:00 - 6:00	Gab Session
	Mite Talk
	Preparation - Sunset Fly-By
	- Dawn Patrol
6:00 - 7:00	Sunset Fly-By
7:30	Dinner & Refreshments

Sunday - 10 May 1981

6:30 - 8:00	Dawn Patrol
8:00 - 9:30	Breakfast
9:30 - 12:00	Mite Talk & Relaxation
12:00 - 2:00	Lunch
2:00	Goodbyes & Departures



Accommodations: Campout or town motels

REMEMBER - - - - KEEP THE MITES FLYING

FLYING SAFETY UPDATE NO. 51

Emergency Landing Techniques In Small Fixed-Wing Aircraft Part II *(continued from Flying Safety Update #50)*

Techniques

A forced landing requires the following sequence of immediate actions: Maintain aircraft control (establish a glide at the proper speed), select a field and plan an approach.

Attempts to troubleshoot the cause of the emergency should be made only on a time-available basis.

Concerning the controversial subject of turning back to the runway following an engine failure on takeoff, each pilot should determine the minimum altitude at which he would attempt such a maneuver in his particular aircraft.

1. Terrain Selection: A pilot's choice of emergency landing sites is governed by the route he selects during the pre-flight planning, his height above the ground when the emergency occurs, and his airspeed.

When he is beyond gliding distance of a suitable open area, the pilot should judge the available terrain for its energy-absorbing capability. Terrain appearances from altitude can be very misleading and considerable altitude may be lost before the best spot can be pinpointed. For this reason the pilot should not hesitate to discard his original plan for one that is obviously better. However, as a general rule, he should not change his mind more than once; a well-executed crash landing in bad terrain can be less hazardous than an uncontrolled touchdown on an established field.

2. Aircraft Configuration: Since flaps improve maneuverability at slow speed, and lower the stalling speed, their use during final approach is recommended. However, the associated increase in drag and decrease in gliding distance call for caution in the timing and the extent of their application.

In rugged terrain and trees, or during impacts at a high sink rate, an extended gear would definitely have a protective effect on the cockpit/cabin area. However, this advantage has to be weighed against the possible side effects of a collapsing gear, such as a ruptured fuel tank.

A gear-up landing on level but soft terrain, or across a plowed field, may result in less aircraft damage than a gear-down landing. De-activation of the aircraft's electrical system before touchdown reduces the likelihood of a post-crash fire.

3. Approach: When the pilot has time to maneuver, planning of the approach should be governed by three factors: wind direction and velocity, dimensions and slope of the chosen field and obstacles in the final approach path.

These three factors are seldom compatible. When compromises have to be made the pilot should aim for a wind/obstacle/terrain combination that permits a final approach with some margin for error in judgment or technique. The most important consideration is to get into such a position with regard to the selected spot that it can be reached by using normal techniques.

4. Touchdown: The importance of having control over the aircraft's attitude and sink rate at touchdown has already been explained.

a. Confined Areas: Once the intended touchdown point is reached, and the remaining open and unobstructed space is very limited, it may be better to force the aircraft down on the ground than to delay touchdown until it stalls. An aircraft decelerates faster after it is on the ground than while airborne. A river or a creek can be an inviting alternative in otherwise rugged terrain. The same concept applies to road landing with one additional reason for caution: manmade obstacles on either side of a road may not be visible until the final portion of the approach. Road traffic must be given priority.

When planning an approach across a road it would be remembered that most highways and even rural dirt roads are paralleled by power or telephone lines.

b. Trees (Forest): Although a tree landing is not an attractive prospect, the following general guidelines will help to make the experience survivable:

Use the normal landing configuration; keep the groundspeed low; make contact at minimum indicated airspeed, but not below stall speed; avoid direct contact of fuselage with heavy tree trunks; low, closely spaced trees with wide, dense crown close to the ground are much better than tall trees with thin tops; aim for the softest and the lowest part of a tree or tree line.

If heavy tree trunk contact is unavoidable, once the aircraft is on the ground, it is best to involve both wings simultaneously by directing the aircraft between two properly spaced trees. Do not attempt this "maneuver" while still airborne, as recommended in some textbooks.

c. Mountainous Terrain: Although the variety and irregularity of mountain terrain makes it impossible to list general rules, the pilot should learn to avoid situations where an emergency would leave him without any choice. Only a short glide may be sufficient to bring the aircraft over lower lying terrain, thereby increasing effective altitude and terrain choice. Slope landings should be made upslope. When landing on a pronounced upslope, enough speed should be maintained to change the aircraft's descending flight path just before touchdown into a climbing one that approximately parallels the slope. A descent at 50 knots and 500 feet per minute results in a 6° flightpath. In combination with an approach to a 24° upslope, an uncorrected 6° + 24° = 30°.

d. Water (Ditching): a well-executed water landing probably involves less deceleration violence than a poor tree landing or a touchdown on extremely rough terrain. When considering the feasibility of ditching, the following factors should be taken into account:

The water temperature and the estimated time to be spent in the water; the proximity to land; the occupants' ability to swim; availability of life vests and other water-survival equipment; number of occupants and number of usable exits.

Loss of depth perception may occur when landing on a wide expanse of smooth water, with the risk of flying into the water or stalling-in from excessive altitude. To avoid this hazard, the aircraft should be "dragged in" when possible. Use no more than intermediate flaps; keep a retractable gear up; insist that all occupants keep their restraint systems fastened until the aircraft has come to a complete stop. Ditching downstream in a swift running river has the same effect as a headwind — it reduces the relative groundspeed.

A pilot who knows his aircraft and understands the what and why of the emergency landing under adverse conditions has no reason for morbid preoccupation with the possibility of being forced down. The peace of mind associated with this knowledge should improve the pilots overall performance, which, in turn, may prevent an emergency or benefit its outcome. □

Boy's Dream - He wrote

I WANT TO BE A PILOT WHEN I GROW UP - - - - -
BECAUSE ITS A FUN JOB AND EASY TO DO. THATS WHY THERE SO MANY
PILOTS FLYING TODAY. PILOTS DONT NEED MUCH SCHOOL, THEY
JUST HAVE TO LEARN NUMBERS SO THEY CAN READ INSTRUMENTS
I GUESS THEY SHOULD BE ABLE TO READ MAPS, TO FOLLOW
ROADS SO THEY WONT GET LOST. PILOTS SHOULD BE BRAVE SO THEY
WONT BE SCARED IF ITS FOGGY AND THEY CANT SEE, OR IF
A WING FALLS OFF. THEY SHOULD STAY CALMM SO THEY
KNOW WHAT TO DO. PILOTS HAVE TO HAVE GOOD EYES TOO,
TO SEE THROU CLOUDS AND THEY CANT BE AFRAID OF
HLIGHTING AND THUNNDER BECAUSE THEY ARE CLOSER
TO THEM THAN WE ARE. I LIKE THE SALARY PILOTS MAKE TOO.
PILOTS MAKE MORE MONEY THAN THEY CAN SPEND. THIS
IS BECAUSE MOST PEOPLE THINK PLANE FLYING IS
DANGEROUS EXCEPT PILOTS DONT BECAUSE THEY KNOW
HOW EASY IT IS. THERE ISNT MUCH I DONT
HIKE EXCEPT GIRLS LIKE PILOTS AND ALL
STEWARDESSSS WANT TO MARRY PILOTS SO THEY
ALWAYS HAVE TO CHASE GIRLS AWAYS SO THEY
DONT BOTHER THEM. I HOP E I DONT GET AIRSICK
BECAUSE I GET CARSICK AND IF I GET AIRSICK I
COULDNT BE A PILOT AND THEN I WOULD HAVE TO
GO TO WORK. ☺