

1983

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WESTERN ASSOCIATION OF MOONEY MITES

NEWSLETTER

Subscriptions ----- \$3.00 per year.

Send inquiries to Western Association of Mooney Mites.

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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.

How we see it...



WAMM
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SWITCH-ON

Some Medical Facts

Ear Distress (aerotitis) is a physiological problem associated with altitude and can cause considerable discomfort.

Let's put it this way WAMM guys & gals, as your Mite gains altitude, the atmospheric pressure decreases as does the pressure on the inner ear canal. The middle ear, being an enclosed cavity, stays at ground level pressure. When the pressure of the middle ear exceeds that of the external ear canal, your ear drums tends to bulge outward.

During descent of your Mite, the pressure within the ear is less than that of the outside ear; therefore, the higher pressure tends to close the eustachian valve, causing a gradual increase of differential pressure between the middle ear and the outside. The result is eventual distortion of the ear drum and consequent pain. The best and easiest method to remedy this is to close your mouth and pinch your nose while gradually building up pressure in your nose and mouth. At some point in this procedure you should be able to feel air entering the middle ear and notice an immediate improvement in your ability to hear and relief in discomfort you have experienced. In the event you should not be able to clear your ears in flight, consult a physician immediately after landing.

Bad Year For N120C

1983 was a good year in every sense for me, your editor; however, a bad year for my Mite N120C. In May 1983, flying back to Corona, California from the Mite Spring-get-together, I made a gear up landing due to a distraction on my down wind leg. The distraction broke the normal sequence pattern for the Mite landing, thus resulting in a gear up landing.

The other incident happened on 9 October, last. My Lycoming decided to quit on take-off (altitude about 400 ft.)! Realizing I could not return to the airport I picked a field close by, suitable for a safe landing. Just at touch down, under the grass and unseen by me, I hit a 10/12 inch water pipe with my right gear spinning the aircraft 180°. This gear down approach did extensive damage to N120C. She is currently undergoing surgery by me, with good luck to be flying again within a year! In the process I broke one rib and severely bruised my rib cage. After some nine weeks I feel better; however, occasionally sore when I attempt to lift heavy objects. From this experience let me pass this bit of advice to all Mite owners. Unless landing on a hard surface run way or a hard dirt strip, do not land with gear down in an emergency situation. Less damage will be the end result if you land with gear up in the Mite! It will not be easy to make that decision, but I assure you all, it's the best decision to make in an emergency landing off airports.

More Switch-On

Larry Dale wrote me with the following information regarding rudder pedals on Mites. During annuals check for weld cracks on rudder pedals. This is an area easily overlooked by IA's & AE's during inspections because of the difficulty of access. He had a pedal break during taxi, which was fortunate. If it happened during takeoff or landing, rest assured the results are much more dramatic. Ground looping, flipping, etc. Since if the pedal breaks, the other pedal (spring loaded) will pull or steer in that direction opposite the broken one. If airborne, it may be best to land on grass, gear up. Who wants to land with nose wheel turned? Larry suggests that when

repairing the pedal, reinforce it with triangle pieces from horizontal to vertical, taking in each corner of the pedal. If more info is needed, drop me a line for details.

Attendees of the 7th Annual Mite Fly-in at Columbia were:

Dan Beltrami	N339M	600 Mi	Washington
Pat Moran	N9AW	430 Mi	Calif.
Don Huff	N612C	430 Mi	Calif.
Ernie Buentuio	N496M	300 Mi	Calif.
Gary Gramman	N119C	Drove	Calif.
Tony Terrigno	N120C	340 Mi	Calif.
Dave Jappay	N4152	90 Mi	Calif.
Lee Taylor	N4156	75 Mi	Calif.
Bill Vaudersande	N4105	230 Mi	Calif.
George Eisler	N163K	300 Mi	Calif.
Doris Loftsgaard	-	Drove	Calif.
Carl Sauderson	N380A	68 Mi	Calif.

The Spring-get-together will be held on 12 & 13 May 1984, at the Porterville Calif. Airport as decided by the above attendees. They also picked Columbia Calif. Airport for the 8th Annual Mite Fly-in next summer. The dates will be announced later. I believe it shall take place the weekend before the Labor Day holiday. Members feel that they have a better opportunity to get away than the Labor Day weekend. For those of you that did not attend the great fly-in at Columbia this year, missed a great fun event. Not to mention the generous Ben & Doris Loftsgaard with their great outdoor picnic Saturday evening. Thanks Doris & Ben, it was fantastic.

News Flash

The January 1984 issue of "Private Pilot" magazine has an article on my Mooney Mite by Don Downie. Buy yourselves a copy, read it. I've gotten numerous calls from various parts of the country asking for Mite information & guidance! It's great to know that there are Mites out there that will be flying, now that owners know where info is available! Some of the data is kind of in error, but I understand that writers are entitled to that privilege! Ha, Ha!

Bill Vaudersande and Tom Clinton both had their gears collapse during taxi. They were flying to the Mite Fly-in at Columbia last summer. Bill made it to Columbia, gear collapsing after landing; however, Tom's gear collapsed after landing for fuel about 400 miles north of Columbia. Check your gear fittings & off-center locks making certain that "no-play" exists in them. This causes slop and gear problems, like collapsing! The propeller for a Mite now costs \$532!!! Ouch!!



"Look at it philosophically, Sam; not everyone 7-feet, 6-inches tall is meant to fly the Mooney Mite!"

From: Western Association of Mooney Mites!

Merry Christmas
&
Happy New Year
1983

"Hey —
MOONEY MITE FLYER!"
"WAKE UP!"

