

The WAM 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.

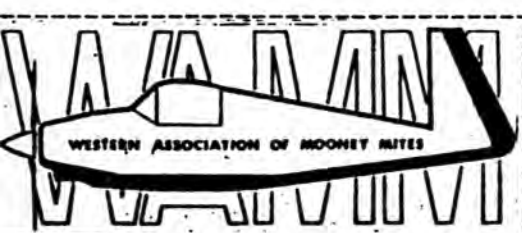
EDITOR A. A. Terrigno  
 ASSISTANT EDITOR R. S. McComas  
 SKETCHES & CARTOON L. A. Terrigno

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

Subscriptions ----- \$3.00 per year.  
 Send inquiries to Western Association of Mooney Mites.

WESTERN ASSOCIATION OF MOONEY MITES

NEWSLETTER



1985-2

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

To: Gideon M. Gilbert Jr.  
23112 135th S.E.  
KENT, WASH. 98031

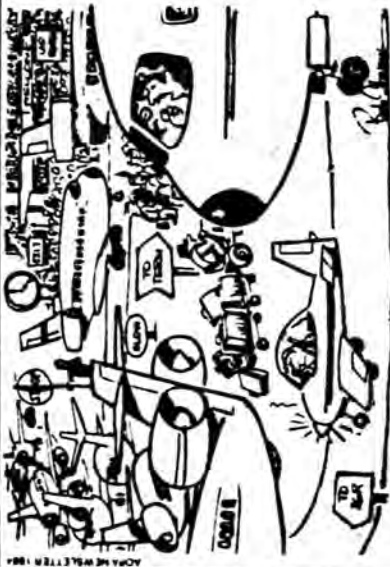
## PREVENTIVE MAINTENANCE

The following items, listed in Federal Aviation Regulation 43.13, can be performed by pilots who do not possess airframe and powerplant certificates:

1. Removal, installation and repair of landing gear tires.
2. Replacing elastic shock absorber cords on landing gear.
3. Servicing landing gear shock struts by adding oil, air or both.
4. Servicing landing gear wheel bearings, such as cleaning and greasing.
5. Replacing defective safety wiring or cover caps.
6. Lubrication not requiring disassembly other than removal of nonstructural items such as cover plates, cowling and fairings.
7. Making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces.
8. Replenishing hydraulic fluid in the hydraulic reservoir.
9. Refinishing decorative coating of landing gear and tail-group surfaces (excluding balanced control surfaces), fairings, cowling, landing gear and fuselage fairings when removal or disassembly of any primary structure or operating system is not required.
10. Applying preservative or protective material to components.
11. Repeating upholstery.
12. Making small, simple repairs to bearings, nonstructural cover plates, to operations.

—JMM

## How We See It . . .



"THE ONLY WAY TO PREVENTIVE MAINTENANCE IS TO KEEP IT RUNNING LIKE A LITTLE AIRPLANE!"



## EVERLASTING MOONEY THE MITES

Despite the fact that "Mooney Mites" fall into the category of a "classic airplane", its design platform is still alive in the "Mooney 231" of today. Of course, what makes the hearts of many admirers beat faster when enduring a glance at the "Mite", is remembering the past. A time when they were small enough to fit into this "classic" magic carpet.

The "Mooney Mite" possesses the qualities of enduring value which defines "classic" rather than a passing fancy.

The Mooney M18, a little before its time, already a "classic", not too long before becoming an "antique", makes the mighty Mite an instant nostalgia. There is no doubt that the M18's are an aircraft from a different time in American aviation. Look at their great performance considering their low power, sleek lines, retractable gear, laminar flow wing, and reasonably tough construction for its day. Of course, she had her limitations, but if respected, the Mite gave you all she had including limited aerobatics.

The aircraft was born as part of a post war boom and designed for a small business man's magic carpet at a moderate price. The cost was around \$1995 yet despite that, she did not take in the aviation community. Today, the nostalgic sound of a small engine coughing and sputtering to life in the Mite ready for one of its inspiring flights, gives thrilling chills to many small pilots. The most dangerous aspect of the Mooney Mite is the "Walter Mitty" in all pilots thinking he's flying a P-51 peeling off for a straffing run on an "enemy" brain! It has been said many times that, from a distance, the Mites when flying various flight formations appear very much like a flight of P-51s!

Today, the Mite has found its place in American aviation by those that keep it in the realm of its class, "The most fun airplane ever built" and those that continue to strive to "Keep the Mites Flying".

The M18 Mooneys have grown old with grace and deserving of the "classic" title, "The Mite", in all her grandeur.

Respectfully for Al Mooney's  
great airplane, the Mite.

*Al Mooney*  
A. A. Tarrigao  
M120C  
Buena Park, California

The Porterville Fly-in (Spring Out-together) was held in May with the following activity!

- \* Three Mooney Mites were flown in... Bob Katz, Dick McComas, Dave Jappay.
- \* Ben Favrholt came in his Cessna 150. He is looking for a KLSLA Mite.
- \* Tom Clinton and Gil Gilbert of Washington flew down in a Cherokee VI.
- \* Ten people showed up, great fun for all. We found another great place to have dinner in Porterville.
- \* McComas' Mite looks great after upgrades redo.
- \* Ken Billingsly provided another car as always... Thanks Ken and God Bless.
- \* Least number of Mites ever were present.
- \* Porterville airport is a great place with plenty of airplane restoration and building taking place.
- \* Don't miss the upcoming fly-in Columbia.

The 9th annual Mite Fly-in is just a few weeks away, note details elsewhere in this issue. The affair will be held at Columbia Airport in Columbia, Calif. as chosen by the members in attendance at the one last year. A number of MIMM people have not been to this fly-in. They should try to be there at this one so that they meet great guys and gals in the Mooney Mite world! Beris fly your pretty bird to Columbia! Fill out the form below and mail it to me....Commit yourselves to attend the enjoyment of friends of past and new. Camping and motels are available.

Flash....Notices.....Alert, Alert!!!  
 This news is of a safety precaution that should be implemented in very near terms. That is if you have not replaced your Mite's plastic tube gas gauge within the past 3 years. A number of mites have had the tube break in flight spilling fuel onto its pilot creating a serious hazard. Ask Bob Katz of his hair-raising experience with a broken fuel tube in flight. Mean business. To preclude this, check your Mite's gas tube gauge for brittleness and cracks now. It does break and the plastic tubes do become brittle. Last week end, during an inspection of his fuel line Bill Vanderlands accidentally touched the plastic gauge, it shattered in his hands. What a surprise! So do make frequent checks. Fred Schmidt in Ohio has some new tubes available. By the way, Fred told me he has sold all the tires in stock. Sorry if you missed out.

In this issue I included a small tribute to Al Mooney for his great airplanes, "Everlasting Mooney Mites". Hope you enjoy it.

CUT AND MAIL IN ENVELOPE

Name \_\_\_\_\_ Mail to:

Address \_\_\_\_\_

Plane Number \_\_\_\_\_

MIMM  
 Anthony A. Ferrigno  
 5109 Barrett Circle  
 Buena Park, Calif. 90621  
 or call 714-739-1313 after  
 6PM PST

I will be at Columbia for the Mite Fly-in, 23, 24, & 25 Aug. 1985



AVEMCO FLYING SAFETY UPDATE

Mid-air! The mere mention of the word itself is enough to glaze over the eyes of most pilots and send a shudder down the spine. Of all of aviation's classic, horrible, and the wildest of all, mid-air collisions are the most common. By their very nature, mid-air collisions are quite frequently fatal accidents. Incidents of aircraft clipping or brushing one another in flight, and then landing safely, are rare. Mid-air generally being one of two types: credit normally disabled and, oftentimes, uncontrollable.

So how is it that mid-air collisions occur with alarming regularity, and often in uncomprehended ways on bright clear VFR days? Despite well publicized mid-air, such as the San Diego collision between a Boeing 727 and a Cessna 172 on a training flight a few years ago, most mid-air occur between two small general aviation aircraft. Generally, these accidents occur during daylight (when the vast majority of general aviation flights are flown) and usually near an airport (where traffic density is higher and pilots' attention diverted).

Too many pilots, accident statistics indicate, have a tendency to contact with air traffic control - either a tower or en route center - and/or tower when inside a separation envelope where separation from other traffic is guaranteed because "ATC has me on radar."

But while ATC may be of assistance in assigning routes and altitudes to vector VFR pilots through a control area, and in pointing out known traffic, they are not under positive control. The "see and avoid" responsibility belongs to the pilot. You know it, I know it, and it is ultimately responsible for the safety of the flight.

Your best protection in VFR conditions against a mid-air is a good pair of high-visibility eyeglasses. Develop an effective eye scan routine - some suggest a horizontal "figure 8" - that permits you to observe the greatest exposure.

If you share into space without moving your head, though, you greatly reduce your potential for seeing traffic. So keep your head moving too, and make sure your own flying techniques are comfortable and relaxed. Don't strain your eyes and let your neck stiffen.

The value of scanning is more important today than ever before. The high degree of sophistication and reliability of aircraft and systems today can tell pilots information that everything is A-OK in their little realm of flight.

It's just too easy to become engrossed in cockpit chores - punching up a computer on the RNAV or switching through radio frequencies - and to fail to keep a watchful eye on business outside the airplane. I never saw the other guy," has become the classic, post-mid-air phrase that surviving pilots often tell investigators.

Concerning visibility, it helps to keep your windshield free of dirt, bugs and scratches that would interfere with your vision.

If traffic is called out to you by a controller ("158 Whiskey, you have traffic at 9 o'clock inbound"), acknowledge that you see the traffic. If you don't spot the traffic, tell the controller, "SR Whiskey, no contact on the traffic." Don't hesitate to advise the controller about your situation.

On your approach to landing, use your landing light - even in broad daylight. The light can be an excellent aid in either phase in spotting you - say, the airplane about to take the active when you're 100 yards from touchdown.

Also, keep the traffic pattern - that's the way - at the airport you're using, and adhere to it. The standard pattern of course, descends entry to the downwind leg at 1,000 feet above the ground and standard left turn. Some runways, however, have right-hand traffic. And before entering the airport, communicate over the Unicom frequency to determine the runway, in case of pattern information.

Under the traffic pattern at prescribed altitudes and make your turn as necessary to "don't" wonder all over the sky. Keep the pattern steady when in, or near, airports. Don't turn back until you're out of a low-mile final approach.

The pilots of low wing airplanes should avoid steep descents on final because they can't readily see beneath the airplane. Conversely, pilots of high wing airplanes should try to avoid high, shallow descents, as converging traffic may be dropping down, unseen, from above.

Be courteous - read, give way - to pilots who don't observe standard pattern practices. You're far better off entering a new approach than throttle-jockeying with someone anxious to get on the ground.

Remember, too, that some aircraft are likely to fly lower or slower approaches than yours, so allow for these speed differences.

Beyond all this, get into the habit of banking on your transponder for every flight, and make sure your transponder is in good operating condition and visible side indicator altimeter which provides correlation with your altitude, as well as your location on their transponder.

By following these common sense flight procedures - keeping a close watch out for traffic, avoiding areas of congestion, using standard traffic patterns, and keeping the radio equipment operational - you can help minimize the threat of mid-air collisions. Let the auto body shop at your airport know that you're a "see and avoid" pilot.

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WESTERN ASSOCIATION OF MOONEY MITES  
BUENA PARK, CALIF.

9<sup>th</sup> ANNUAL 'MITE" FLY-IN

AT COLUMBIA AIRPORT

CALIF.

23-24-25 AUGUST 1985

CAMP GROUNDS AND MOTELS AVAILABLE

LET'S GO  
GUYS & GALS!



LET'S MAKE THIS THE BEST MITE  
GATHERING EVER

DRIVE OR FLY - DON'T MISS THE FUN!



9 May 1985

Mr. Harry Zeislot  
Director of Engineering  
EAA Foundation Inc.  
Wittman Airfield  
Ombosh, Mo. 54903

Dear Sir:

In the April 1985 issue of Sport Aviation, I noticed a very delightful bit of reading in the listing of FAA approved use of unleaded auto fuel for various aircraft. The list included Mooney Mites M-18U, M-18LA, M-18C, and M-18C55 models which now have available auto gas STC's! Thanks to you!!!! I hope that our data and letter of 21 January 1985 was of value in assisting your office in obtaining these mite certifications.

Although I have not received the official word from your office regarding the approval, please except this letter displaying a vote of thanks from WAMM ( Western Association of Mooney Mites). The concentrated effort by the EAA has resulted in a very happy situation for many different airplane owners with auto fuel STC's. In addition, the Mooney Mite auto fuel certification will also make the mite owners extremely pleased.

The appreciation for the Mooney Mite auto gas approval comes from all MIB owners, especially from the members of WAMM!!! Please except my and Donald Huff's personal sincere gratitude for your successful achievement.

Respectfully,

A handwritten signature in black ink, appearing to read 'A.A. Ferrigno'. Below the signature, the name 'A.A. Ferrigno, President' is printed in a small, sans-serif font.

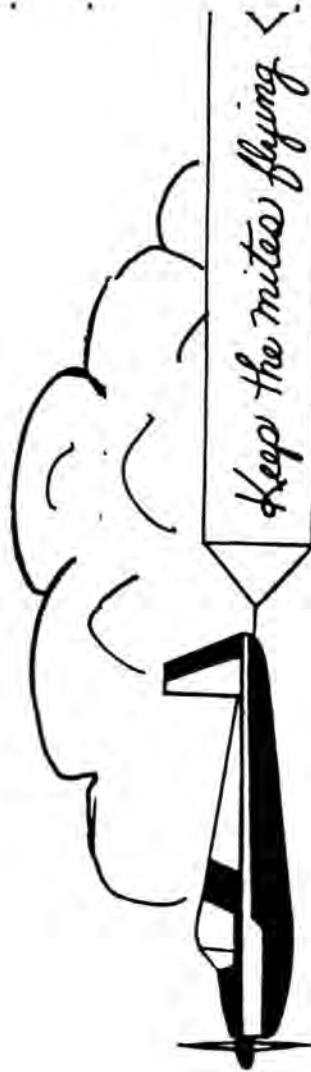
CC: D. Huff  
File

Columbia Airport  
Columbia, California

For those of you attending this Fly-In, thank you for coming. We have been asked to observe the Airport Traffic Patterns and Rules in order to maintain a high standard of safety. Fly-By Traffic Patterns will be announced at the Pilot Briefings during gab sessions.

#### TRAFFIC PATTERN AND RULES

1. Observe the active runway.
2. Please be careful when taxing your aircraft and be considerate with your prop wash on the ground. Loose gravel and dust can injure people and damage other aircraft. Thank You.
3. No aerobatics in the airport area or traffic patterns.
4. Please be watchful for other aircraft at all times - in the air and on the ground.
5. When making Fly-Bys, make one mile approach and one mile departures with respect to the active runway, then initiate your proper turn remaining outside the normal traffic pattern.
6. Make normal entry at airport designated altitudes (A.G.L.) for active runway.
7. Let's have a good SAFE Fly-In.



1985 9th Annual  
**MOONEY MITE FLY-IN**  
**PROGRAM INFORMATION**  
**COLUMBIA AIRPORT**  
**COLUMBIA, CALIFORNIA**

#### FRIDAY - 23 August 1985

3:00 - 6:00 PM Greetings  
6:30 - 7:00 PM SUNSET FLY-IN  
7:30 - Open Dinner & Old Times

#### SATURDAY - 24 August 1985

6:30 - 7:00 AM Dawn Patrol  
9:00 - MOON REGISTRATION OPENS  
MOON - 1:30 PM Greeting Arrivals & Making Friends  
1:30 - 2:30 PM LUNCH  
2:30 - 5:00 PM Relaxation  
Get-Together Gab Session  
A. Introductions  
B. Mite Talk & Group Flight  
C. Next Year Fly-In Plans  
1. Events  
D. Sunset Fly-In (Preparations)  
E. Dawn Patrol Plans  
REGISTRATION CLOSES  
5:00 Ranger Flying  
5:00 - 6:30 PM Sunset Fly-By  
7:30 DINNER

#### SUNDAY - 25 August 1985

6:30 - 7:00 AM Dawn Patrol Flight  
7:00 - 9:30 AM Free Time (BREAKFAST)  
9:30 - 10:00 AM Formation Fly-By  
10:00 - 12:00 MOON MITE Comparisons & Awards  
A. Best General Appearance  
B. Best Cockpit, Panel Detail  
C. Surprise Award  
12:00 - 2:00 PM LUNCH  
2:00 - Open Good-byes & Departures

#### ACCOMMODATIONS

Camp-out or Town Motels

**R E M E M B E R - - - KEEP THE MITES FLYING**