

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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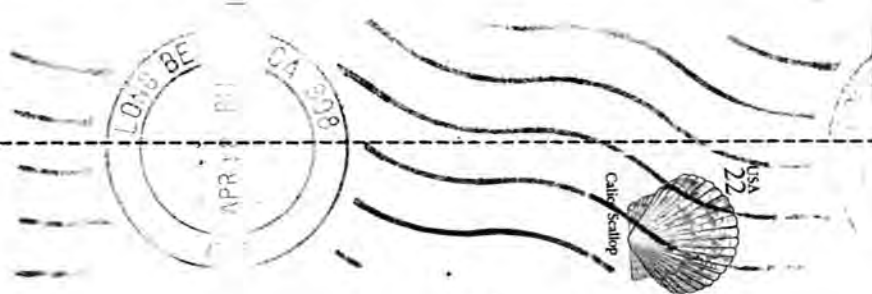
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 Send inquiries to Western Association of Mooney Mites.

NEWSLETTER

WESTERN ASSOCIATION OF MOONEY MITES

1-4861



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

To: Mideon M. Millett Jr.  
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WESTERN ASSOCIATION OF MOONEY MITES

KEEP THE MITES ----- FLYING

TO THE

SPRING GET-TOGETHER

AT THE

FALLBROOK AIRPORT

CALIFORNIA

APPROXIMATELY 30 MI NORTH

OF

SAN DIEGO CALIF.

MAY 16-17-18 (1986)

FEATURING:

- DAWN PATROLS
- EVENING FLY-BYS
- AIRPORT HOPPING
- GATHERING OF MITE FRIENDS
- CAMPING FACILITIES & MOTELS
- OTHER

HEY! REMEMBER THE DATE! DON'T BE CONCERNED  
OF YOUR MITE LOOKS, ONLY SAFETY. SO, SHOW UP!  
SOMETHING FOR EVERYONE!

SEE YOU THERE MITE GUIDERS!  
IT'S THE ANNUAL SPRING GET-TOGETHER

1986 9th Annual  
MOONEY MITE  
SPRING GET-TOGETHER  
FALLBROOK, CALIF.

FRIDAY -16 May 1986  
3:00 - 6:00 PM - Greetings  
6:30 - 7:00 - SUNSET FLY-BY  
7:30 - Dinner & Hanger Flying

SATURDAY - 17 May 1986  
6:30 - 7:00 AM - Dawn Patrol  
7:30 - 9:00 AM - Breakfast  
9:00 - 12:00 - Greeting Arrivals and Making Friends  
12:00 - 1:30 - Lunch  
1:30 - 2:30 - Relaxation  
2:30 - 5:00 - Get-Together Gab Session & Group Flight  
A. Introductions  
B. Group Flight Plan  
C. Group Flight Implementation  
D. Annual Fly-In Plans  
E. Sunset Fly-By - Preparation  
F. Dawn Patrol Plans  
5:00 - 6:30 - Hanger Flying  
6:30 - 7:00 - Sunset Fly-By  
7:30 - Dinner

SUNDAY -18 May 1986  
6:30 - 7:00 AM - Dawn Patrol Flight  
9:30 - 10:00 - Formation Fly-By  
10:00 - 12:00 - MITE Comparisons  
12:00 - 2:00 - Lunch  
2:00 - Goodbys and Departures

ACCOMMODATIONS: Campout or town motels.

REMEMBER-----KEEP THE MITES FLYING



SWITCH \* ON

A reminder- Fred Schmidt of Camden Ohio is still the owner of many mites and is the best source of Mooney mite parts. Try him first if you are in dire need of an item for your mighty bird. His phone number is 513-452-3230. Tell him you read it in the MAMM newsletter. Some of you that are new to the association should know of Fred Schmidt's mite stock of parts. With the newsletter all members are now aware of him.

- Once more "Spring" has said hello-Yes, spring! The time of year all mite owners have been thinking about all winter. The annual "Spring Get-Together" for mites this year is Fallbrook Airport California. Ben Favrholdt lives about a mile from it and is the host this year. He sent the following information:
  - \* No 80 octane gas on the field, but for auto gas users Ben has a gas truck available. Ramona airport, 20 minutes away has 80 octane for \$1.65 per gallon.
  - \* Fallbrook airport has a 2100 foot paved runway with a left pattern for runway 18 and a right pattern for runway 36. Runway 18 is used most often. Pattern altitude is 1700 MSL and pilots are requested to fly a wide pattern--outside of the high school using Unicom 122.81
  - \* The Village Inn is \$33.00 per room with two double beds, phone is 619-728-8355. The Franciscan Inn charges \$50.00 per room with two double beds also. Phone is 619-728-6174. Camping, tenting is also available on his back lawn with a spare bathroom for use. Plenty of transportation will be there too according to Ben.
  - \* Dawn patrol flying area will be the beautiful Panna Valley, just south of Palomar mountain.
- With these arrangements the fly-in can only be a great success! If your aircraft is down for re-license or repairs, drive down!!! All of the mite gatherings have been informative, fun and with friendship growth.

The 10th Annual Mite Fly-In-- is scheduled for the 22nd, 23rd, and 24th of August at the Grass Valley airport, California with Dave Jappay providing the host information. It is gratifying to know that MAMM has carried for nine (9) years to provide information, fun, plane hope, and friendship for its members. I hope the MAMM newsletter can continue to keep the Mite data flowing so that the MIB's will fly for a long time to come.

Autogas--I have re-printed the MAMM news "Flash" of last year to remind some of you that autogas STC's for Mites is available as well as to inform new members of the STC information. Go fly mite-guiders!!!

your editor  
a.a. terrigno (tony)

"ALMOST ALWAYS IT IS QUIET, THE AIR OF A HEAVY, RICH QUALITY, AND SOMETIMES STRANGE AND WONDERFUL THINGS ARE TO BE SEEN IN THE DAWN SKY... AND THERE IS ALWAYS PEACE, AND.... FREEDOM AND LONELINESS...."

MOLLY BERNHEIM  
- A SKY OF MY OWN,

"FROM MY PLANE, CIRCLING A FEW HUNDRED FEET UP, I COULD SEE INTO THE LONG-FORGOTTEN PAST."

MOLLY BERNHEIM  
- A SKY OF MY OWN,

"SOMETIMES, FLYING FEELS TOO GODLIKE TO BE ATTAINED BY MAN. SOMETIMES, THE WORLD FROM ABOVE SEEMS TOO BEAUTIFUL, TOO WONDERFUL, TOO DISTANT FOR HUMAN EYES TO SEE..."

CHARLES LINDBERGH  
THE SPIRIT OF ST. LOUIS

"FLYERS HAVE A SENSE OF ADVENTURES YET TO COME, INSTEAD OF DIMLY RECALLING ADVENTURES OF LONG AGO, AS THE ONLY MOMENTS IN WHICH THEY TRULY LIVED."

RICHARD BACH  
- A GIFT OF WINGS

"THE MAGIC OF THE CRAFT HAS OPENED FOR ME A WORLD IN WHICH I SHALL CONFRONT... THE BLACK DRAGONS AND THE CROWNED CRESTS OF A COMA OF BLUE LIGHTNINGS, AND WHEN NIGHT HAS FALLEN I DELIVERED, SHALL READ MY COURSE IN THE STARS."

ANTOINE DE SAINT EXUPERY  
- WIND, SAND AND STARS

"FLYERS FEEL A CERTAIN KINSHIP WITH THE SIGHT OF THE EARTH UNENCURSTED BY HUMANITY, THEY WANT TO SEE IT THAT WAY IN ONE SWEEPING VIEW, IN REASSURANCE THAT NATURE STILL EXISTS ON HER OWN, WITHOUT A CHAIN-LINK FENCE TO HOLD HER."

RICHARD BACH  
- A GIFT OF WINGS

"WHAT JOY IT IS TO FLY PAST CRAGS LIKE AN EAGLE, TO GUDE FEARLESSLY OVER THE EDGE OF THESE GREAT CLIFFS."

CHARLES LINDBERGH  
THE SPIRIT OF ST. LOUIS

"WHY ARE WE IN THE AIR? WE ARE PRACTICING, YOU MIGHT SAY, WHAT IT IS TO BE ALIVE."

RICHARD BACH



**EXPERIMENTAL  
AIRCRAFT  
ASSOCIATION**

WITTMAN AIRFIELD, OHANCOCK, WI 53003-3008  
PHONE: 414/226-4800

January 1, 1985  
New Year's Day

Mr. A. A. Terringo  
President  
Western Association of Mooney Mites  
5409 Barrett Circle  
Buena Park, CA 90621


Dear Mr. Terringo:

Though a bit belated in answering your letter of May 9th relative to auto fuel STCs, I certainly appreciate it. Though we still have many foes who don't believe in cheaper flying, cheaper prices for fuel, and that it is unsafe, thus far with 22,000 STCs in the hands of aircraft owners between EAA and Petersen Aviation, there has been no major problems or accidents to our knowledge attributed to the use of 80 octane mogas. It has certainly been an expensive program and the funds from the STC program balanced out to pay for the test flying, personnel and mechanics involved over the whole period of time. The applications for STCs have dropped considerably during the past 4 to 5 months. One of the reasons being that not enough FBOs are willing to put in 80 octane fuel again. As well as threats from some of the oil companies of not providing them with 100 low lead. However, more and more airports, on a slow basis, continue to make fuel available at prices of \$1.35 to \$1.57 per gallon. It certainly is a lot cheaper than \$1.85 to \$2.16 for 100 low lead.

I'd like to take this opportunity to wish you and the Western Association of Mooney Mites the very best for 1986.

Sincerely, your friend

EXPERIMENTAL AIRCRAFT ASSOCIATION

  
Paul H. Poberezny  
President

EAA...the sport aviation association

**AVEMCO FLYING SAFETY UPDATE  
INSURANCE COMPANY**

**How to Obtain A Good Weather Briefing**

A good weather briefing starts with developing an awareness of the overall weather "big picture" before attempting to get a detailed weather briefing.

At many locations, you can learn about the big picture by listening to the TWEEB, an acronym for Transcribed Weather Broadcast, the FATWAS, for Pilot's Automatic Telephone Weather Answering Service, or by watching a good television weather report. The Airport Facility Directory, the AOPA Handbook for Pilots, and other aviation reference materials list the sources of weather information.

When you are ready to call for a weather briefing, the telephone number for either the Federal Aviation Administration (FAA) or the National Oceanic and Atmospheric Administration (NOAA) can be found in these same reference sources.

In a telephone book, look under United States Government/Department of Transportation/Federal Aviation Administration/Flight Service Station. If no FSS is listed, look under United States Government/Department of Commerce/National Oceanic and Atmospheric Administration/National Weather Service (NWS).

Make sure your planned route of flight is worked out and your flight plan partially completed before you make the telephone call.

For your preflight briefing, give the brief the following information:

- Your qualifications, e.g., student, private, commercial, and whether instrument rated.
- The type of flight contemplated, either VFR or IFR.
- The aircraft's N-number identification. If you don't know the N-number, the pilot's name.
- The aircraft type.
- Your departure point.
- Your proposed route-of-flight.
- Your destination.
- Your proposed flight altitude(s).
- Your estimated time of departure (ETD).

• Your estimated time en route (ETE) or, alternatively, your estimated time of arrival (ETA).

Request that the brief provide you with the weather briefing. Then listen to the brief. The brief will be following the instructions contained in the FAA's Flight Service Handbook a handbook which prescribes procedures and phraseology for use by FAA personnel providing flight services.

The brief will advise you of any adverse conditions along your proposed route of flight. When a VFR flight is proposed and actual or forecast conditions make VFR flight questionable, the brief will describe the conditions and

may advise you that "VFR flight is not recommended."

If this occurs, or if you feel that the weather conditions are clearly beyond your capabilities (or that of your aircraft or equipment), you should consider terminating the briefing. This will free the brief to handle other incoming calls.

The brief will usually summarize weather reports and forecasts. If the conclusion of the initial briefing is that anything that you do not understand about the weather briefing, let the brief know.

For example, if the brief uses an abbreviation that you do not understand, ask him to explain it. If the brief talks too fast, ask him to speak more slowly. The amount of detail in your weather briefing will depend upon how complicated the weather situation really is.

Remember, if the weather situation really is "lousy," expect—and insist upon—a detailed weather briefing. It is both your legal responsibility and your prerogative as a pilot to do so.

At a minimum, your preflight briefing should include the following elements:

- Weather synopsis—Expect a brief statement as to the cause of the weather (e.g., fronts or pressure systems) which might affect your proposed route of flight.

• Adverse conditions—Significant meteorological and aeronautical information that might influence you, the pilot, to alter your proposed route of flight—or even cancel your flight entirely (e.g., hazardous weather, thunderstorms, icing, turbulence, low ceilings or visibilities, runway closures, or NAV/aid outages).

• Expect the brief to emphasize reports of temperature inversions, low level wind shear, thunderstorms, or frontal zones within 50 nautical miles of your departure and arrival airports.

• Forecast hazardous observed weather will be disseminated to you as SIGMETs, Corrective SIGMETs, or AIRMETs.

• Current weather—When your proposed time of departure is within 2 hours, a summary of the current sequence weather for your departure airport, en route, and destination airport will be given, if available. Of course, it's your prerogative as a pilot to also request PIREPs covering your route of flight.

• En route forecast—Expect the brief to summarize en route weather conditions along your proposed route in a logical order, i.e., departure, climb-out, en route, and descent. (Note: Weather reports and forecasts are not normally read verbatim unless specifically requested by the pilot.)

• Destination terminal forecast—The destination forecast for your planned ETA

will be provided, including any significant changes within 1 hour before and after your planned time of departure, as necessary.

• Notices to airmen (NOTAMS)—"Current" NOTAMs pertain to your specific route of flight will be published. However, information on military training, scheduled NOTAMS and Special Notices, must be specifically requested. (Note: NOTAMS of any type are NOT available from the NWS.)

• Judgment, which may be defined as the power of arriving at a wise decision, is the combined result of knowledge, skills, and experience. You can improve your "go or no go" weather judgment by setting personal weather minimums that are higher than the legal minimums.

For instance, use a 2,000 foot ceiling and 5 miles visibility, instead of the legal 1,000 and 3, until you are familiar with flight under those conditions. You may then gradually reduce your personal minimums to whatever limits you find comfortable, at or above the legal limits.

Here are some obvious DO NOTs for everyone—beginner and pro alike:

- Do not fly in or near thunderstorms.
- Scattered thunderstorms may be safely circumnavigated but do not try to fly through or under one.
- Do not continue VFR into IFR weather conditions at any time, unless your IFR rated and have the appropriate Air Traffic Control (ATC) clearance. Wait it out or turn around if you find en route weather lowering to IFR conditions.

• Don't forget, there will be areas en route—or even near airports—which are below VFR minimums, whenever reporting stations are at or near VFR minimums. Be especially cautious when the temperature and dew point spread get within 4 degrees of each other—fog could result.

• Do not proceed "on-top," hoping to find a hole at the other end, or hoping to get ATC to "talk you down" if you get caught on top.

• Allow more margin for weather at night. Scud and lower clouds don't show up very far ahead, particularly when it's a really dark night.

• Do not fly into areas of rain when the air temperature is freezing. Ice on the windshield and on the wings makes for poor VFR flying conditions. Remember too, flight into terrain (FIT) is prohibited for all aircraft unless properly equipped.

• And finally, if you do get caught in weather, tell a FSS or ATIS facility. They will do their utmost to help you.

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# Pilots Must Keep Transponders On

A new safety rule has been adopted by the FAA requiring pilots of aircraft equipped with a transponder to keep it turned on when flying in controlled airspace.

The agency said the rule will enhance safety by providing radar controllers with more complete information on aircraft operating in their areas of responsibility.

More than 70 percent of the general aviation fleet is equipped with transponders that transmit a positive radar signal including many that also transmit data on aircraft identity and altitude. This information is presented directly on the radar scopes used by controllers, improving their ability to track aircraft accurately.

The FAA regulation will not include any new equipment requirements. Under current regulations, aircraft must be equipped with transponders and have them turned on in order to operate in designated terminal control areas (TCAs) and when flying en route above 12,500 feet.

But pilots who have this equipment now will be required to have it turned on when operating in all other controlled airspace, such as airport control zones, designated federal airways and transition zones.

The only exception to the requirement will be those authorized by controllers for operational reasons, such as excessive radar clutter caused by too many transponder replies in busy traffic areas. In these situations, controllers can continue to instruct pilots to turn their transponders to "stand by" or completely off.

# Mode S Proposal Jumps the Gun

AOPA has labeled as premature a Notice of Proposed Rule Making (NPRM) on the FAA that promotes early adoption of Mode S transponders, even though benefits have not been clearly demonstrated. The agency proposes that all transponders newly installed after January 1, 1992, be of the Mode S type according to the FAA, however, the rule would allow presently installed Air Traffic Control Radar Beacon System (ATCRBS) transponders to be used until they need replacement. However, the manufacture of ATCRBS transponders would be prohibited as of January 1, 1987.

"There are two primary advantages claimed for Mode S," said Peter C. McHugh, AOPA vice president for aviation policy. "One is that the ground portion of the Mode S system can provide the ground controller with better position location accuracy from a transponder radar return — either from a Mode S or today's ATCRBS transponder."

This improvement will be available to all transponder-equipped aircraft as soon as ground-based Mode S equipment becomes operational. The FAA plans to have ground equipment installed at more than 100 locations to provide Mode S service above 6,000 feet by the year 2000. The second touted Mode S benefit is an as-yet-undefined data link capability used with either type of transponder.

# If your plane is on this list... You could be wasting money:

Over 10,000 aircraft owners get more flying for the dollar with EAA's AUTO FUEL STCs.

As a result of EAA's leadership in alternative fuels research and development, FAA has fully approved the use of unleaded auto gas for 317 different aircraft models and engine combinations. Auto gas STCs (Supplemental Type Certificates) are available from the non-profit EAA Aviation Foundation at 50¢ per engine horsepower. Example — 85 hp. Cessna 140-(50¢ x 85) = \$42.50. (Non-EAA members add \$15.00 surcharge to total). Send check with aircraft N number, aircraft and engine model and serial numbers and EAA member number.

Model	Year	HP	STC #
Cessna 140	1965-1980	85	140-1
Cessna 150	1965-1980	100	150-1
Cessna 172	1965-1980	180	172-1
Cessna 182	1965-1980	200	182-1
Cessna 185	1965-1980	200	185-1
Cessna 441	1982-1985	200	441-1
Cessna 440	1986-1988	200	440-1
Cessna 441	1989-1990	200	441-2
Cessna 440	1991-1992	200	440-2
Cessna 441	1993-1994	200	441-3
Cessna 440	1995-1996	200	440-3
Cessna 441	1997-1998	200	441-4
Cessna 440	1999-2000	200	440-4
Cessna 441	2001-2002	200	441-5
Cessna 440	2003-2004	200	440-5
Cessna 441	2005-2006	200	441-6
Cessna 440	2007-2008	200	440-6
Cessna 441	2009-2010	200	441-7
Cessna 440	2011-2012	200	440-7
Cessna 441	2013-2014	200	441-8
Cessna 440	2015-2016	200	440-8
Cessna 441	2017-2018	200	441-9
Cessna 440	2019-2020	200	440-9
Cessna 441	2021-2022	200	441-10
Cessna 440	2023-2024	200	440-10
Cessna 441	2025-2026	200	441-11
Cessna 440	2027-2028	200	440-11
Cessna 441	2029-2030	200	441-12
Cessna 440	2031-2032	200	440-12
Cessna 441	2033-2034	200	441-13
Cessna 440	2035-2036	200	440-13
Cessna 441	2037-2038	200	441-14
Cessna 440	2039-2040	200	440-14
Cessna 441	2041-2042	200	441-15
Cessna 440	2043-2044	200	440-15
Cessna 441	2045-2046	200	441-16
Cessna 440	2047-2048	200	440-16
Cessna 441	2049-2050	200	441-17
Cessna 440	2051-2052	200	440-17
Cessna 441	2053-2054	200	441-18
Cessna 440	2055-2056	200	440-18
Cessna 441	2057-2058	200	441-19
Cessna 440	2059-2060	200	440-19
Cessna 441	2061-2062	200	441-20
Cessna 440	2063-2064	200	440-20
Cessna 441	2065-2066	200	441-21
Cessna 440	2067-2068	200	440-21
Cessna 441	2069-2070	200	441-22
Cessna 440	2071-2072	200	440-22
Cessna 441	2073-2074	200	441-23
Cessna 440	2075-2076	200	440-23
Cessna 441	2077-2078	200	441-24
Cessna 440	2079-2080	200	440-24
Cessna 441	2081-2082	200	441-25
Cessna 440	2083-2084	200	440-25
Cessna 441	2085-2086	200	441-26
Cessna 440	2087-2088	200	440-26
Cessna 441	2089-2090	200	441-27
Cessna 440	2091-2092	200	440-27
Cessna 441	2093-2094	200	441-28
Cessna 440	2095-2096	200	440-28
Cessna 441	2097-2098	200	441-29
Cessna 440	2099-2100	200	440-29

Since 1980, over 2700 engineering flight test hours have been conducted by EAA on the Cessna 150, Cessna 182, Cessna 172, Piper Cherokees, Beechcraft Bonanzas and Eurocopter. Additional aircraft were approved by FAA based on fuel system similarities. All approved aircraft are powered by 80 Octane Continental engines (not fuel injected) and Lycoming O-330-A, C and E engines. STCs are only approved and sold for the engine/airframe combinations listed above.

Complete, low cost, protection, including auto gas coverage, is available through EAA's approved insurance program. EAA's Auto Gas Airport Directory which lists over 300 FBOs that provide auto fuel service is now available at \$3.00.

**EAA LEADS THE WAY**  
Join EAA — Be a part of the Aviation Association that is actively engaged in making flying safer, more enjoyable and more affordable for you. Annual membership \$25.00, includes monthly magazine SPORT AVIATION and many other benefits. Join today and get your STC at the special EAA member rate.



Write Attention:  
STC — EAA Aviation Foundation  
Wittman Airfield  
Oshkosh, WI 54903-3065

# FLASH!! FLASH!! FLASH!!

Adjacent to this article is a published list by the (EAA) Experimental Aircraft Association identifying all aircraft that have auto fuel certification. Note the Mooney Mites, all models have been approved for unleaded auto gas. Thanks to Don Huff's effort and MAMH's blessing, the mites can legally be flown with auto fuel.

once each and every one purchases the STC from EAA. Read the directions, then submit your fees for your certificate.

My suggestion is as follows: instead of sending in \$15.00 if you are a non-member, send \$25.00 and become a member of EAA. In this manner you are supporting the EAA foundation at the same time receiving many other benefits as well as getting a great magazine. One word of caution. If you do use the auto fuel without purchasing the STC, remember that your insurance becomes invalid if involved in an accident. Sooooo—buy cheap insurance by investing in a STC!

The Money you save in fuel costs will eventually pay for your certification of your great bird, the Mite. Happy Flying Guys & Gals.

Don Huff, Tony Terrigno and EAA \*\*\*\*\*MAMH\*\*\*\*\*



## How We See It...

Wise Attention:  
STC — EAA Aviation Foundation  
Wittman Airfield  
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