

12-8-78

Tony —

Looks Great!

Just corrected Ed
Soncrant's last name
& added "100 h.p." on
his restored Mite.

Dick

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.

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

C/O Anthony A. Terrigno
5409 Barrett Circle
Buena Park, CA 90621
(714) 523-4454

1978 - 79 Subscription - - - - - \$2.50
Send inquiries to Western Association of Mooney Mites

WESTERN ASSOCIATION OF MOONEY MITES
NEWSLETTER



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

To: _____

A HAPPY HOLIDAY

Volume 1:78-3
15 December 1978



WAMM extends a HAPPY HOLIDAY season to all of its' subscribers and their families with a joyous NEW YEAR for 1979.

Letter to the Editor:

Thank you for Vol. 1 issue No. 1 of the WAMM newsletter. I think it is a great idea, a good newsletter, and count on my brother Roger's and my support. While we did not make the Apple Valley fly-in last May, we are trying to have both Mites flying for the August Porterville doing. (That was last August 1978, ED.) I thought all the parts and information in the first newsletter were extremely interesting. Hope the idea continues. If I can be of any help please count on me.

Sincerely
Ken Shea
San Diego, Ca.

Thanks Ken, WAMM can always use support. Ed.

FLASH: Wheel well doors for Mites have FAA approval! Aircraft specification A-803, currently on file with FAA regional offices, lists wheel well doors as follows: "Item 207, two main gear doors, 4 lbs (+48)". These are show as approved for all Mite models M18L, M18C, M18C55. This referenced document represents the approval authority to the FAA and under recent regulations, wheel well doors could be installed simply by a log book entry referring to the spec and indicating the weight & balance. A form #337 is not formally required; however, one could submit a form if desired! One final note----an LA model was delivered to a Jim Leaver in Bogota, Columbia in 1953 with factory installed gear doors. The plane was flown there and that is an interesting story in itself for a future WAMM issue.

Hey there!!! Listen! The most common cause of deterioration of wood is due to trapped moisture and dirt or both. This occurs mostly in the center aft area of the wing behind the main spar! KEEP THOSE DRAIN HOLES UNPLUGGED AND FREE FROM DIRT!!!

A MITE'S LONG TREK TO
TO SPOKANE AND BACK

by
Dick McComas

The dawn broke with dismal leaden skies August 3rd this year at Torrance Airport. The dreary dampness was discouraging to 29M and me because we had been planning for several days to leave at dawn this day to see my new grandson in Spokane, Washington.

Impatiently waiting for the overcast to lift, we tinkered and pattered, checked and re-checked. For the nth time our check-list was reviewed. Finally, at last, the overcast began to break. Patches of blue started to slowly peek through. A quick call to Flight Service was assuring. The breaking overcast was local and the pass to Bakersfield was clear. The weather forecast from Bakersfield to Spokane was smooth and clear with light and variable winds. Excellent!

We lifted off the runway at Torrance at 11:30 a.m. On our way to Spokane - at last.

Our first scheduled stop was Madera airport in the San Joaquin Valley 250 miles away. 29M and I had been over this route several times so we were able to enjoy the scenery below. As we climbed to 8500 feet after passing over Van Nuys airport in the San Fernando Valley we saw the sparkling sapphire blue of Castaic Lake, then the emerald green Pyramid Lake pass beneath. The white wakes of small boats on the lakes with their ever changing patterns were easily visible and fascinating to watch.

We stayed reasonably close to the Los Angeles to Bakersfield freeway as it threaded its way through Gorman and El Cajon passes with the rugged mountains of Los Padres National Forest on the left and the mountains of Angeles National Forest stretching into the high desert of the Antelope Valley to our right.

As we approached Frazier Park we could see El Cajon pass ahead, then the green and tan checkerboard pattern of farms in the San Joaquin Valley fanning out below.

When we passed over the infamous "Grapevine" where run-away trucks have been a constant danger, 29M pointed her nose toward Madera.

Madera airport is a typically pleasant small city "aerodrome." The facilities are adequate and the people are accomodating. We taxied up to the gas pump and as I administered to 29M's needs, several airport "residents" walked up to admire her. We talked at some length about the genius of Al Mooney. And then we were impatient to continue our journey.

We were again airborne and after skirting the approach path to Castle AFB, moving to the west of Merced, we headed toward our next destination, Oroville, about 65 miles north of Sacramento. After re-fueling 29M and getting my kinks out, we headed toward our final destination for the day, Benton Field in Redding, California.

Flying in the great farming area of the San Joaquin and Sacramento valleys is different than in the Los Angeles area of Southern California. Here we have clearly defined landmarks. The ocean, the Santa Monica, San Gabriel and San Bernardino mountains and the passes through these mountains, to name a few. In the San Joaquin and Sacramento valleys the patch quilt and checkerboard patterns of the farms below can be confusing. If one is not alert the uncomfortable feeling of not knowing where you are can quickly join you in the cockpit. So 29M and I carefully checked off our checkpoints as we flew. This didn't allow much time for sight-seeing - but we felt more comfortable.

As Red Bluff, then Redding came into view we started our descent to Benton field. A delightful little airport on the edge of Redding at the foothills of the Trinity Mountains and west of the Cascades where Mount Shasta reigns supreme.

Following a restful night, 29M hangered and me moteled, we were ready to go at dawn the next morning. A check with Flight Service again assured us our flight to Spokane would be CAVU (Ceiling And Visibility Unlimited) all the way.

I believe there are few experiences that can compare with taking off at dawn as the eastern sky takes on a rosy glow and, as the sun quickly rises over the horizon chasing the night away, watching the shadows flee and the dark pastels of the farms, trees and rivers below quickly brighten as they are touched and awakened by the sun. Words simply are not adequate. This must be seen - and felt.

As we climbed northward toward Shasta Lake, the headlights of cars on the highway far below winked out, one by one, as the sun continued to rise. About 9000 feet we leveled off and headed over the rugged pass between Shasta Lake and the town of Weed, California with Mount Shasta visible ahead. The ruggedness of the mountains here demand respect - and caution, so we flew almost directly over the pass and the highway. After a time that seemed longer than it really was, the craggy peaks on either side smoothed out a bit and the majesty of Mount Shasta dominated our view. Weed appeared in the distance and Mount Shasta slid past on our right. From our 9000 foot altitude we looked up at the perpetually snow covered slopes and the 14,162 foot peak of this immense volcano that is classified by geologists as dormant. Comparing ourselves with nature's handiwork, we become aware that we mortals are indeed insignificant.

29M and I turned to the north skirting the slopes of Mount Shasta, watching the dark green forest interspersed with light green patches of grass slip past below. We set our course past Klamath Falls and Klamath Lake to our next scheduled stop, Bend, Oregon.

Again, the hospitality of people at the smaller airports is refreshing. After tending to 29M's needs I stretched my legs, ate a little snack and visited with an exciting young lady who was fascinated with 29M. Once more we were anxious to be on our way. Our next destination was Pasco, Washington where the Snake and Yakima rivers join the mighty Columbia. After an hour or so flying over the rolling hills of Oregon we looked ahead for the first glimpse of the

HOW TO RID YOUR MITE OF SCALLOPED TRAILING EDGES WITHOUT RECOVERING

I promised to print a procedure of how to rid your Mite of scalloped trailing edges (as I have on both of my Mites), without recovering the control surface or the addition of serious weight for flutter problems. This is a permanent fix! Rudder, elevators, aileron, and even flaps can have true straight

trailing edges with minimal cost and effort. That is of course if the existing fabric still has a long life span.

This effort was accomplished on my Mite N118C about 4 years ago. The Mite has true straight edges today. The improvement is well worth the time in the advantages of appearance and aerodynamics.

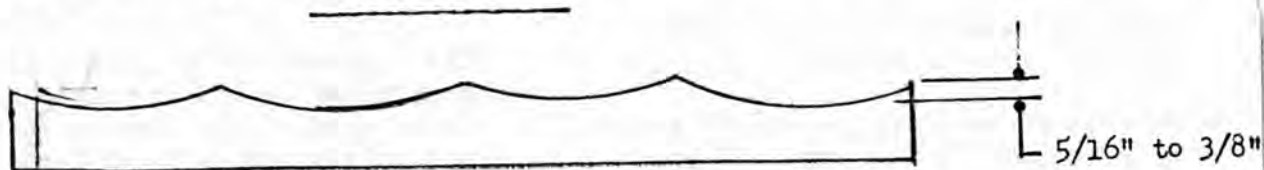


Fig. 1 Sample Control Surface showing scallops....

1. Remove all control surfaces from the aircraft.
2. Remove old trailing edge pinking tapes from all controls. Soak tape a little with butrate thinner.
3. Remove additional paint to allow replacement of the new wider pinking tape....see Fig. 4.
4. Sand trailing edges, careful not to sand thru the fabric.
5. Glue the (any good epoxy cement acceptable) 5/16 sq. or 5/16 x 3/8 dampened hard balsa wood to the trailing edge. Hold in position (following dips) with wide duck tape....see Fig. 2.
6. 36" strips of balsa are used. Use as many needed for the complete trailing edge of the scallop.
7. Permit 2 days for glue to set... Then remove duck tape.
8. Sand to proper shape and thickness of tubular edge. Sand balsa edge using a metal or wooden straight surface to maintain straight trailing edge...see Fig. 3.
9. Once sanding is complete, apply 3 coats of thin clear dope to balsa. This dope soaks thru and gives the wood more strength and hardness.
10. Next apply the 3" pre-doped pinking tape to the trailing edge with fabric cement.
11. Apply about 10 coats of thin dope with silver.
12. Repaint the complete control with a sealer after water sanding with no. 400 sandpaper.
13. Finish with 2 coats of your regular color. Paint should be sprayed.

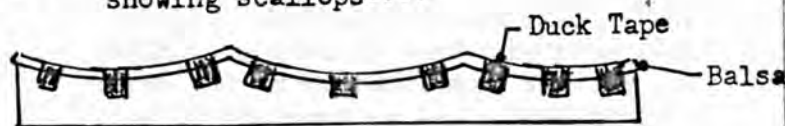


Fig. 2 Control shown with balsa wood applied & glued...Duck tape used to hold wood in position until glue hardens.....



Fig. 3 Control shown after balsa is sanded straight & to shape....

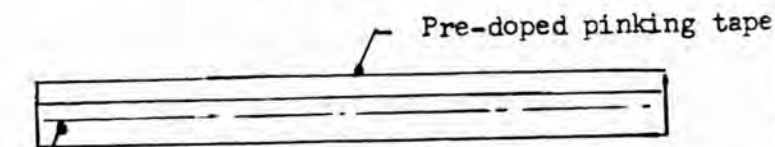


Fig. 4 Completed Control Surface

Remove paint to this point, ref. direction no. 3.

Materials:

- Butrate Thinner
- 2" Duck Tape
- 5/16 sq. x 36" Balsa Wood
- 3" Pre-doped Pinking Tape
- Clear & Silver Dope
- 100 & 400 Grit Sandpaper & Contact cement
- 1" Brush for Doping
- Paint Sealer
- Color Paint for Refinishing
- Epoxy Cement
- Misc. Tools

This fix does not require rebalance of your control surfaces. The only way to fly!!!

Guys and gals. How about sending your correspondence to help with a suggestion or if in need of a suggestion? I'd like to insert a "Parts & Services Needed" column as well as a "Parts & Services Available" column.

Perhaps you have a part or service you can offer or sell.

WAMM is off and running so let's all help to keep it that way. If you know of any Mite owners in your area who do not subscribe, urge them to drop a line for information. If you have sold or intend to sell your Mite, ask the new owner whether he may desire to join WAMM. Let us know and we will write them. We need your interest and experience. WAMM exists for all Western Mite owners, so.....Happy Mooney Mite Flying.

By the way, tis the season so why not race "Rudolph"? Careful, he may beat your Mite despite that heavy 'wing loading' he pulls along wearing a red and white suit.

An interesting note about the M18L Mite is that during civil aviation tests, the CAA ran dive tests above 200mph and made pull outs above 4 g's. This indicates that the M18L has more than 50% reserve above the 3.8 normal and 4.4 Utility load factors. However, with your 'old Mite' it certainly is not advisable to try this! I personally know of one person who has exceeded 160mph on a fly-by! Whew! Even that is stretching a point!!!

The FAA has amended FAR 91 in several areas effective Dec 4, 1978. Some of the high-lights of the the change are:

- * All VFR aircraft flights must have 30 minute fuel reserve; at night its 45 minutes (Rotorcraft 20 minutes).
- * After Dec 4, 1980, all seat belts must have metal-to-metal latching. Many mites will fall into this area of concern for compliance.

While on the point of seat belts, how many of you would like to know how to install 'shoulder harness' for your mite? You should you know. I have and there is an effective method. Not too expensive either. Drop me a line. I'll be happy to show you how.

AIRWORTHINESS ALERT...Some 1100 non-TSO'd seat belts by Indian Mills and Manufacturing used on some Grumman American planes and sold by Wag-Aero of Lyons, Wisc. are on a FAA alert. Seat belts serial numbers A30023 should be removed from service as in some cases they cannot be released!!!

In May 1951, during the Korean war, a frustrating attempt to militarize the mite was initiated. So on the strength of some frothy promises by the army, Mooney conceived a counter liason, or "Cub Killer", aircraft. At Mooney's expense a special version of the mite was outfitted, as a Liason, Counter, Mooney, M-19.

With this military moniker, the mite was then equipped with a constant speed prop on a fully cowled 90 HP Continental engine. Buried in the wing were two M1919A4, .30-cal. light machine guns. Provisions were available for rockets under the wing for close-in ground support making the M-19 a real killer. The design gross weight was 1450 lbs and with the 90 HP it achieved a top speed of 150. The great mite was impressive during tests. But no orders followed. The M-19 "Cub Killer" became extinct because of inter-service rivalries.

Remember...Your sitting on top of the world with a big grin that nobody can see. Why? Because when you are alone at 10,000 ft you are in the slickest single place plane to rival the birds. Small planes below look like moths fluttering on a green quilt. That's how you feel when you're flying the 'Infectious Mite'. It's lines are restful to the eye, and not a vicious streak in her. 'Love that mite', it is a lifetime love affair and the mite is the mistress. This too, she can be coaxed to scat at 120mph. She is not bad on fuel consumption, either!