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WESTERN ASSOCIATION OF MOONEY MITES
NEWSLETTER

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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.

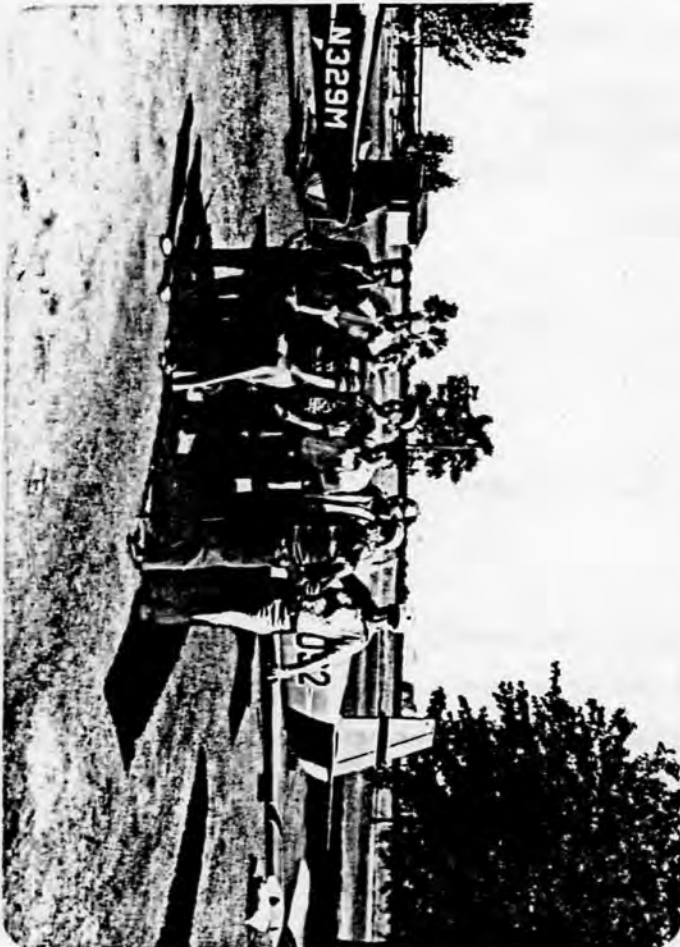
"SWITCH ON"

Hand Propping Mishaps

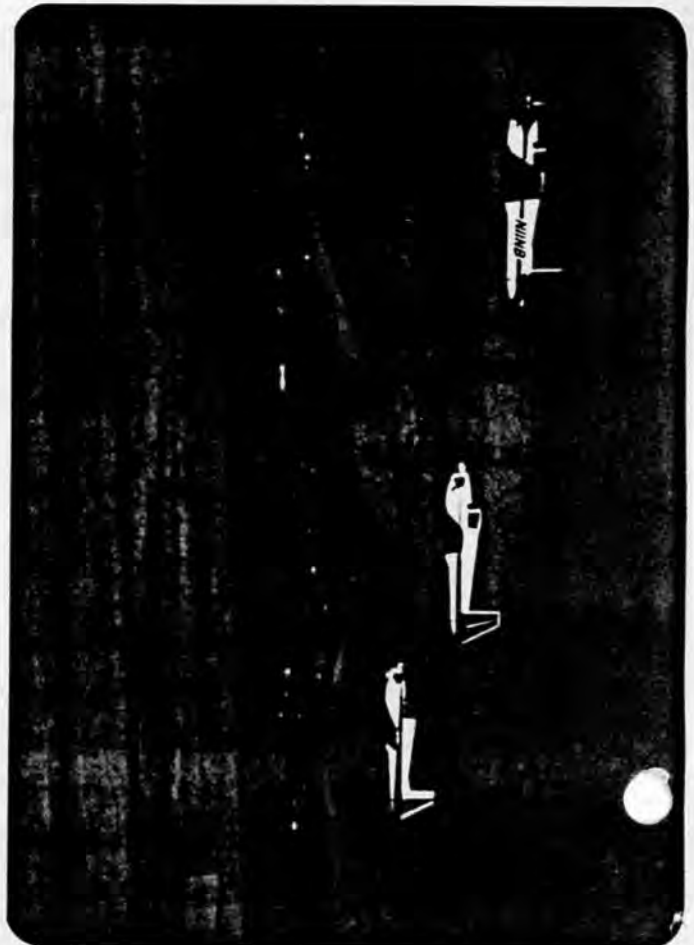
One of the types of accidents which is typical of a type of accident that has been recurring persistently since the early days of aviation is hand propping mishaps. And most of us, as Mite owners, fall into the category of a potential hand propping incident since many of our Mighty Mites do not have starters.

Recently, the National Transportation Safety Board issued findings that a need exists for "hand propping" to start engines in certain aircraft, such as Mites. The board's investigative records reveal that over a five-year period, 1973 - 1977, there were 27 "hand propping accidents; five of which were fatal. True, that the number of such accidents is diminishing because of modern equipment improvements; however, Mite improvements are slow in coming due to many reasons.

Nevertheless, with our Mites that do not have starters, prudent practice would dictate that the aircraft be securely chocked during starting procedure and, if possible, to have a competent person assist in hand propping while you are in the cockpit. For Mites, the other option; self propping. The discipline to invoke here is to prop from the back side, standing next to the cockpit between the wing leading edge and propeller; thereby holding the plane in position. Of course, taking into account that one has performed a cockpit "pre-start"; i.e., throttle closed, mix-control closed, switch off, etc., etc. Every engine start should be a fixed procedure with safety uppermost in mind.



First Annual Mite Fly-in Porterville, Ca. Se 1977



Dawn Patrol Fly By Porterville, Ca. August 1978

I have heard from a number of WAMM members recently and am pleased that members are writing.. Ken Shea of San Diego sent me a 'only' print of a generator mounting detail for Lycomings. I've made some copies if anyone is interested. The drawings consists of bracketry only. Thanks Ken. I'll return your print soon.....

Frank Gomes, N4103 of Hawaii dropped me a few lines. I was delighted to hear from Frank. He is currently in the process of rebuilding his Mite because of many years of outside exposure. He purchased the M18LA in 1961 near Sacramento then shipped to Hawaii. Frank says he has flown her to every island in the Hawaiian chain. Some of the flights take over an hour and over ocean, he certainly has faith in the Mighty Mite. Frank, try Fullerton Air Parts in Fullerton, Calif. for a new canopy. Give them a call. I'll send you a list for some parts soon. Hope you make the Columbia Fly-in in late August. No Mite, eh??????

Allen Weddle of Orangevale, Calif. wrote thanking me for the information I provided as to how to repair his Main gear spring retaining hardware. Doris Loftsgaard also helped. She is rebuilding her Mite In Sacramento. Allen hopes to have it ready for the Spring Get-together at Porterville on 19 and 20 May for the 'Armada of Mites'. The Watsonville Fly-in follows the next weekend. A number of Mites from southern California hopes to make Watsonville. See you at Porterville and Watsonville Allen.....

Our east coast 'Mite' force, Dave Russell of Fort Lauderdale, Fla. drew some lines in letter form---great to hear from you Dave. I hope N4057 is flying soon with all gears working "freshly"! I'll send you the spinner data soon. Thanks for the kind remarks about our newsletter and the copy of your EAA bulletin.....

Steven Frenzel of Los Altos, Calif. said hello last March of which I was very pleased to hear from. He hopes to be at the Fly-in or Fly-ins! I hope you make both of them. Steven has N4095, and M18C of 1952 vintage. Hurry your project along so that you can fly it to the events. I'll drop you a few lines. There is a little catching up to do first.....

The great Larry Dale of Colorado wrote me last January to whom I owe a letter. He hopes to have his N4168 ready in late summer. Keep at it Dale, you'll fly again. I had the pleasure of meeting Dale at a Casa Grande, Ariz. Fly-in a few years back--He had MMOA for a while too! Yes Dale that was the M19. Write me again of your progress on the Mite.....

Three new members joined our ranks recently. They wrote requesting information and now are part of WAMM!! One of them, Terrill Keen recently acquired his 'magic carpet'. Terrill flies around Albuquerque, N.M. Welcome too, and I mean also, Gideon Gilbert of Kent, Wash. & Dan McKinnon of San Diego. Gideon just completed his restoration of his bird while Dan purchased his plane from Patti Senterfitts' also of San Diego. Sorry to see you sell your pretty machine Patti although Dan must be delighted you did. Right Dan???? Dan hopes to make the Porterville event with the Shea brothers

Special/Coming Events

The 19 & 20th of May 1979 -The second Mooney Mite Spring Get-together is nearing for all Mooney Mites. This reminder should give just enough time to plan and attend the great gathering at Porterville, Calif. Good weather for flying is nearing as is the time for the gathering of common friends. So give your little fighter a treat and fly her to Porterville. Fly up and join the fun for two days. Mark your calendar! The 19 and 20 of May at Porterville, Calif. airport.

The 24th, 25th & 26th of August 1979- This is the big-ee Mite drivers!! The 3rd Annual Mooney Mite Fly-In at Columbia, Calif. If you miss the spring event let's hope we see you at this one. Those who will attend will decide Fourth Annual Mite Fly-In site for 1980. So fly up and put in your bid.

FLYING SAFETY UPDATE

Article No. 27

These articles are presented by AVEMCO Insurance Company in the interest of flight safety. The articles may be reproduced with credit to AVEMCO. You can help promote aviation safety by reviewing and implementing the pertinent information contained herein.

IS YOUR GEAR LETTING YOU DOWN?

"If you fly a retractable gear airplane, one day you're gonna land with the gear up. Everybody does."

You've heard that one, haven't you? Well, it just ain't so! True, some pilots are going to land with the wheels in the wells; but all too often these accidents are attributable to the pilot . . . not the airplane. The Federal Aviation Agency calls them accidents caused by "human factors."

The FAA recently released an advisory circular that dealt with landing accidents and included several areas that can be called "human factors" related.

Neglected to extend landing gear. It is hard to believe that pilots fail to lower the gear, often with the blare of the gear warning horn wailing in their ears. At times a pilot can become distracted by other aircraft in the pattern, especially at uncontrolled fields, and just doesn't pay attention to what is going on in the cockpit. Of course, a pilot's attention can be diverted by other factors as well—traffic on the runway or landing at an unfamiliar airport. And some pilots have reported they went through a checklist, including "gear down and locked," touched the handle, and went on to the next item. They only thought they were completing the checklist. And some pilots may not be in the habit of lowering gear if they have recently transitioned from a fixed-gear machine to a retractable . . . or fly both types of aircraft.

The pilot should get into the habit of consciously checking the gear handle and the position/warning indicators—saying aloud, "Yes, the gear is really down" and suiting the action to the words.

Inadvertent retraction of landing gear. Many a pilot has said that he intended to retract the flaps, but pulled the gear handle instead. Any landing that is being cut so short as to require the retraction of the flaps in order to prevent the aircraft from overshooting the runway—well, that landing probably isn't safe anyway. When the airplane is clear of the runway, the pilot can then safely look down and pull the correct handle to retract the flaps.

Activated gear, but failed to check gear position. Seems a shame that after the pilot pulls the gear handle to lower the gear, he doesn't take the time to look at the cockpit indicator lights to make sure

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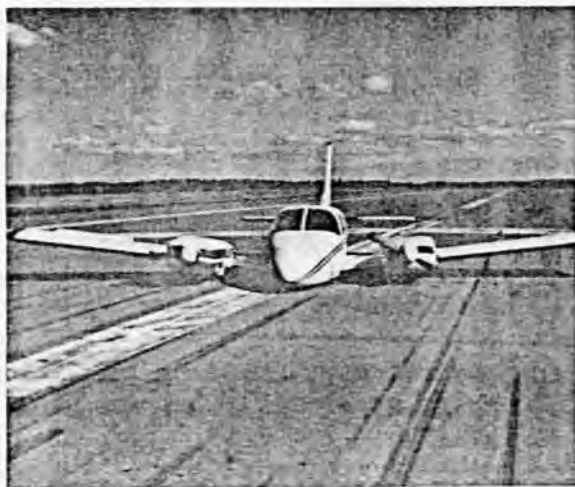
the wheels really are down and are locked. It is a good idea to double check indicator lamps. It is foolhardy to just assume that the bulb is bad if it doesn't light up. Switch bulbs to make sure. Often grime and dirt can cause an erroneous indication and sometimes can even cause malfunction of the gear. Take nothing for granted!

Misused emergency gear system. Most retractable gear aircraft have an alternative arrangement to lower the gear if the primary system fails. But all systems require the pilot to know how to follow the proper procedure to extend it. There may be a particular sequence to follow, special airspeeds and extraordinary procedures that are essential if that emergency backup is to work. Hunting for the right way in the manual with white knuckles is not likely to help matters. It's a good idea to practice emergency gear extension. Hands-on experience will provide the pilot with a much clearer idea of the procedure than trying to recall a "how-to" from the plane's operating manual.

Retracted gear prematurely on takeoff. It may be hard to believe, but some pilots have been known to make takeoffs with gear handle in the "up" position. It makes for a dramatic departure with the gear folding up as the airplane leaps into the sky. The plane may be lifted off too soon, and settle back onto the runway without benefit of wheels. And an uneven runway surface may bounce the wheels off the runway into the air enough to relieve pressure on squat switches and as the wheels settle back on the runway, they can begin retracting. That kind of takeoff doesn't look very fancy. So don't risk it!

Attempted operation with known deficiencies in equipment. If the pilot sees a puddle of hydraulic fluid under one of the wheels during the preflight, it might be wise to look for its origin, especially if the gear system is hydraulically operated. Burned out indicator lamps or malfunctioning gear position displays don't do any good at all if there is something really wrong. So correct known deficiencies before flight!

And the next time some fellow pilot assures you that a wheels-up landing is in your future, you can confidently tell him, "Not if I can help it!" □



In this landing . . . the gear horn failed to go off . . . the pilot failed to lower the gear . . . and the prop tips failed to get out of the way. The pilot emerged OK, but highly embarrassed.

MOONEY MITE FLY-IN - PORTERVILLE, CA.

TO ALL ATTENDING AIRCRAFT

WELCOME TO THE SECOND MOONEY MITE SPRING FLY-IN!

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. Lets have a good SAFE Fly-In.

