

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 to be distributed.

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WESTERN ASSOCIATION OF MOONEY MITES
NEWSLETTER



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FLYING SAFETY UPDATE

Article No. 26

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SAFETY IN SHORT-FIELD LANDINGS

Making short-field landings demands that a pilot be thoroughly familiar with his airplane's performance. Nothing can be taken for granted, including another person's suggestions for airspeeds, even when that person is operating an identical airplane. A small error in airspeed indicators, not an unusual circumstance, could result in a "plop" rather than a landing.

Differences between varying models is likely to be even more marked, so a flier can't take for granted that his long-time acquaintance with an old and trusty craft will give him the same results in a brand new machine. One model may float down the runway with a small pull on the elevator at 65 mph, while a smart tug on another model may have no effect at all. Aileron and rudder response are likely to be different as well.

Practicing short-field landings on a 5,000-foot paved strip offers a sharp contrast to the real thing. There are short strips and there are *shorter* strips.

Pilots may not recall that a power-on stall speed is generally 5 mph or so lower than the power-off stall speed. Power-on approaches offer shorter landing distances, as well as providing additional control during the approach.

One technique for making power-on, short-field landings can be applied to an aircraft regardless of the number of engines, density altitude, C G, load or wind.

Putting that formula to work is simple enough. The aircraft is flown in a normal pattern at 800-1,000 feet AGL, but the downwind is extended for a long approach—two or three miles. Once the flaps are set and the landing gear extended, power is gradually reduced while maintaining a level attitude. When the airplane begins to settle, note the airspeed and add 10 mph to it, using power/elevator until over the fence.

Shorter final approaches can be established by determining the airspeed for sink during the downwind. Add extra airspeed and gentle banks during the turns to base and final: the approach speed is based on a final approach with the wings level.

Adding an obstacle to the approach demands only that the aircraft's altitude be maintained above the obstacle. Once clear, power can be reduced and the nose eased down. During the round-out, power must be added to stop the sink rate, then reduced for the touchdown. It is obvious that coordination is required in order to stay ahead of the airplane.

Practice of this technique should be done with

(continued)

the aircraft under conditions that the pilot might expect to encounter when he finally takes on the real thing. Practicing at the home base with half tanks and only himself aboard may not be realistic if the airplane is normally operated with three passengers.

Short-field operations begin with preflight planning. Flight Service, airport directories or other pilots may have valuable information regarding a particular airport. While determining if your airplane has the performance necessary to utilize a particular strip, be sure to double check takeoff figures. It could be mighty embarrassing to discover that while the airplane landed OK, a takeoff is impossible.

A careful check of the weather will provide some additional factors to consider. High winds make short-strip landings hazardous, especially if they produce tricky crosswinds at the destination. High temperatures and high altitudes can also create problems, especially on takeoff where an airplane's performance has been sapped by nature.

Local pilots are especially valuable for providing unpublished details about a particular airport. They can, for instance, offer explanations for one-way strips. Knowing that turbulence usually boils at one end, or that the runway slopes downward, not upward as the eyes see it, is good insurance in making decisions about short-field operations.

If possible, it would make sense to ask a local pilot to fly along on your first trip to the airport. He can make a particularly challenging field seem more accommodating and provide some firsthand hints on handling it.

After arriving at the destination, use Unicom, if it is available, to get the latest information on prevailing conditions at the airport. It would not be a bad idea to slow-fly the approach and pay careful attention to the runway condition, often questionable in remote areas where strips may not be maintained. Debris or gopher holes in a grass strip could ruin a plane's landing and maybe its occupants. A look at the windsock will provide a picture of the wind; if that is not available, check the wind's effects on nearby trees and tall grass.

Be sure to note what the sun's position will be during the approach. Being blinded by it on short final can be avoided by wearing sunglasses.

Complete a "before-landing" check well before the approach is initiated. That way, no attention will be diverted from making the landing.

Don't try to keep the landing *too* short, especially if there is runway to spare. And remember to allow for additional speed if turbulence is expected.

Practice is the name of the game in short-field operations, so make it a habit to include short-field techniques occasionally, even at the 5,000-foot home strip. In fact, it is a good idea to be able to handle the airplane with short-field techniques even if the pilot has no intention of operating out of short fields. A precautionary landing may be necessary some day on an unfamiliar airport with a less-than-inviting runway. Or it might be a *short* cow pasture!

And the most important ingredient of all in making successful short-field landings is pilot judgment. Think! And don't be embarrassed to turn around and go home or land at another airport if the intended destination looks too short for the airplane or the pilot. Remember that safety in short-field landings is a combination of practice, knowing your airplane, good judgment, developing your skills and just a little timely cowardice! □

A little quiz problem can tickle the brain cells and bring responses from some of the members. Here is one you might try
MITE owner:

A MITE pilot was flying at 3500 ft on a compass heading of 090 degrees. His indicated airspeed was 115 m.p.h. He saw a hot air balloon in the air directly over a baseball diamond in a park below. The pilot continued on his heading for 15 minutes but, being a curious sort, he reversed his heading and flew back to find the balloon. He saw the balloon now over a shopping center and determined from his chart that this shopping center was 5 miles south of the park.

QUESTION: What was the wind velocity and direction?

SEE Below ---- FOR ANSWER

ANSWER: The wind velocity was 10 m.p.h. from the north. SOLUTION:
When he reversed his direction to a heading of 270 degrees his total flight time from first sighting to second sighting would be 30 minutes. Since he and the balloon are in the same air mass his time back to the balloon is also 15 minutes. Since the balloon moved south 5 miles in 30 minutes the wind velocity is 10 miles per hour and is coming from the north. Note that his altitude and airspeed has nothing to do with the solution.

*****REMEMBER _____ KEEP THE MITES FLYING*****

MITES FOR SALE-----MITES FOR SALE-----MITES FOR SALE

Mooney M18C-75A, very clean, hangared, Eng. 560 Hrs, AF 648, blue and white, EGT, new tires. \$5000 firm. W.D. Howard Jr., 120 Lefore Ave Apt 1 Clarksdale, Miss. 38614 601-624-9313.

Mooney Mite- Out of license, has 85 HP Cont., needs some work, battery, radio, no generator or starter. \$6000 firm. 812-275-7537.

Mooney Mite- M18L, N101C, 100 hrs since total restoration, \$8500. Joyce Baker, Denver 303-451-0038.

"SWITCH ON"

Some interesting news about the early Mooney M18, Type Certificate No. 803:

Wing Span-----	27 Ft
Length-----	18 Ft
Height-----	6 Ft 9 in
Empty Wt-----	460 lbs
Gross Wt-----	700 lbs
Wing Area-----	95 Sq Ft
Wing Loading-----	7.4 lbs Sq Ft
Top Speed-----	100 MPH
Cruise Speed-----	85 MPH
Stall Speed-----	44 MPH
Max Range-----	460 Miles
Rate of Climb-----	SL-----400 FPM
Service Ceiling-----	10,500 Ft
Absolute Ceiling-----	14,000 Ft
Fuel Capacity-----	7.7 gals
Baggage-----	20 lbs
Design Structural load factor--	4.4 G
Engine-----	25 HP liquid-cooled Crosley

In addition: did you know that-----redline was 120mph indicated? Also, that Bill Taylor, Mooney test pilot, flew an M18 from Little Rock, Ark. to Tampa, Fla, over 900 miles in 9 hours? What's more the fuel consumption averaged 1.55 gals per hour! That was about 60 miles per gallon and 45 to 59 cents per 100miles in those days. That is what it was like in the days of inexpensive fuel---look at prices today! Still the Mite is one of a few inexpensive planes to fly.....We know don't we?

24, 25, & 26 August 1979 - The third annual Mooney Mite Fly-in, Columbia Calif. airport.....We are not going to permit an FAA AD note to hinder our plans for fun in the sun fly-in, are we? Get your "Magic Carpet" inspected and ready for the attendance of the upcoming fun event. Elsewhere in the newsletter is the outlined program. A prize will be awarded to the pilot who rode their Mooney M18L, M18C, or M18C55 to Columbia from the greatest distance, your homebase airport. Come all of you WAMM Mites! So give your Mighty Mite a treat & fly her to Columbia on 24, 25, & 26th of this month. See you there.

1979
MITE FLY - IN
PROGRAM INFORMATION
COLUMBIA, CALIF

FRIDAY - 24 AUGUST 1979

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

SATURDAY - 25 AUGUST 1979

- 6:30 - 7:00 AM - Dawn Patrol
- 9:00 - REGISTRATION OPENS

- 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
 - A. Introductions
 - B. Western Association of Mooney Mites
 - C. Mite Talk
 - 1. Parts Availability (Information)
 - 2. MITE Improvements & Safety
 - a. Gear
 - b. Ad Notes
 - c. Fuel Tank
 - d. Wood & Weather
 - e. Other
 - 3. Flight Experiences
 - a. Trips - Good and Bad
 - b. Plane Characteristics
 - c. Gear up Landings
 - D. Next Year Fly-In Plans
 - 1. Events
 - 2. Awards
 - 3. Donation
 - 4. Place
 - E. Sunset Fly-By - Preparation
 - F. Dawn Patrol Plans
- 5:00 PM - REGISTRATION CLOSES
- 5:00 - 6:30 - Hanger Flying
- 6:30 - 7:00 - Sunset Fly-By
- 7:30 - DINNER

SUNDAY - 26 AUGUST 1979

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

ACCOMMODATIONS -----CAMPOUT or MOTEL

KEEP - THE - MITES - FLYING



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FLIGHT STANDARDS SERVICE
FLIGHT STANDARDS NATIONAL FIELD OFFICE

P.O. BOX 25082
OKLAHOMA CITY OKLAHOMA 73125

May 29, 1979

Airworthiness Directive

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulation, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety. They are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (FAR 39.3).

79-11-05 MOONEY: Amendment 39-3480. Applies to Mooney M-18L S/N's 2 and up, M-18C S/N's 201 and up, M-18LA S/N's 100 through 200, M-18C55 S/N's 323 and up certificated in all categories.

Compliance required as indicated:

To prevent failure of the vertical fin spar in flight due to wood deterioration and to detect other wood and glue joint deterioration in the wood wing and wood empennage structure, accomplish the following within the next 30 days after the effective date of this AD, unless already accomplished within the last 35 months, and thereafter at intervals not to exceed 36 months from the last inspection:

(1) Remove all fabric from the horizontal and vertical stabilizers. Inspect all wood and glue joints including attachment of leading edge skin to main spar for deterioration.

(2) At center junction of stabilizer spar and fin inspect glue joint between attach blocks and stabilizer spar for deterioration and inspect spar and blocks for cracks. Inspect fin and spar for cracks at attachment bolts.

(3) Inspect rear bulkhead of the stabilizer for cracks and looseness in the area of the stabilizer attachments. Inspect attachment blocks for cracks or looseness at spar.

(4) Remove wing fabric locally in area of aileron hinges and at inboard corner of aileron cutout. Check condition of wood and glue joints. If evidence of deterioration is found, remove fabric further as necessary for complete examination of forward area of wing trailing edge. Check attachment of wing trailing edge in aileron area for looseness.

(5) Ensure that all drain holes in empennage and wing are clear.

(6) If any defects set forth in paragraphs (1), (2), (3) or (4) above are detected, repair in accordance with FAA Advisory Circular AC 43.13-1A or approved equivalent or replace with an identical new part or equivalent prior to further flight. Equivalent repairs or parts must be approved by the Chief, Engineering and Manufacturing Branch, FAA, Eastern Region.

(7) Upon submission of substantiating data by an owner or operator, the Chief, Engineering and Manufacturing Branch, FAA, Eastern Region may adjust the inspection time in this Airworthiness Directive.

This amendment is effective June 5, 1979.

FOR FURTHER INFORMATION CONTACT:

I. Mankuta, Airframe Section, AEA-212, Engineering and Manufacturing Branch, Federal Building, J.F.K. International Airport, Jamaica, New York 11430; Tel. 212-995-2875.

Airworthiness Directive Memo

This WAMM Memo was inspired by the recent release of Airworthiness Directive dated 29 May 1979, known as No. 79-11-05 Mooney: Amendment 39-3480.

My immediate reaction was to contact the FAA Eastern Regional Office, the originator of the AD note. The outcome of my talking with I. Mankuta resulted in a more relaxed acceptance of the directive due to a number of things. Some of which I mention below.

- a) The approval of the inspection can be accomplished thru your local GADO (FAA) office and IA (Inspector Aircraft).
- b) Inform your local IA (backed up with proper data) the condition of your aircraft if said Mite was recently repaired & reglued, before removing the complete fabric from the stab and fin.
- c) Suggest to your IA the removal of the tail assembly inspecting carefully for deterioration if repairs and recovering has taken place within ten years or so.
- d) If your Mite has been hangared most of its life and well taken care of, with rework and recovering in the past years, then chances of deterioration is almost non-existent. In such cases, only the bottom center section of fabric on the stab needs to be removed for interior deterioration inspection.
- e) The vertical fin, the critical area for inspection is the lower spar attachment point to the tail frame assembly and the rear lower attachment point of the fin to the stab attachment fitting. Possible deterioration of wood & glue can exist here! No fabric removal is necessary for this inspection/repair.
- f) The wing problem is an area of concern, ask the IA to work from the bottom side of the wing in order to minimize fabric work and retain the upper wing surface neatness.
- g) The above is the good news, now comes the bad news. I was informed that within a short period of time another AD note would be released. This one pertaining to the wooden section of the fuselage. The fuselage can be a structural disaster if deterioration of glue and wood has taken place. During restoration of my two Mites, both wooden hulls had to be reglued completely. The fuselage work requires some special consideration in its rework because of its restricted size. But it can be done with patience. I shall describe more about this after the official release of the Airworthiness Directive.

I would be interested in hearing from those of you that will not require serious rework on your Mites. Of course, I would also appreciate hearing from those of you that will require a complete rework. I shall be happy to help with any information or guidance. A sudden decision to sell your Mite is not the answer to problem. Some good planning and work could be the resolution. Remember western Mite owners, the dry western weather does give us an edge as compared to the eastern wet weather that some Mites may be exposed to. Happy flying.....

WAMM SPRING FLY-IN REPORT

The WAMM Spring Fly-In was held May 18, 19, and 20 1979 at Porterville, California. Six Mites brought their owners to this event. Ernie Buenting (Cable), Rod Carson (Hayward), Ben Faverholdt (Torrance), Dave Jappay (Hayward), Dick McComas (Torrance) and our hard working organizer and WAMM editor, Tony Terrigno (Corona). Two Mite owners arrived to share the excitement, report on their restoration progress and obtain information to assist in these projects. These Mite "addicts" are Nancy Crews (California City) and Doris Loftsgaard accompanied by her son Ben (Sacramento). Ben has been bitten by the flying bug and is now a student pilot.

Nancy, with the help of a retired chief airline mechanic, is assembling her Mite. Hopes to have is completed soon.

Doris always brings her tape recorder to record the "hanger flying" sessions and the answers to specific questions concerning her Mite's restoration. We manage to add a few extraneous comments that spice up the technical details, like: "What happened to the lady who backed into the airplane propeller? - Disaster!"

At the expense of repeating ourselves, the fly-ins at Porterville are always a great experience. Not only because renewing friendships is enjoyable and meeting new Mite owners a pleasure, but the support provided by the airport manager, John Konop, is outstanding. All John asks is that we follow the airport rules, fly safely, and have fun! The proprietors of the Blue Max restaurant on the airport are especially accomadating and the food is excellent.

And then there is Ken Billingsley. Ken supplied our group with more than adequate ground transportation again this year. If you recall, last year Ken's beautifully restored J-3 Cub was made an honorary Mite because of his contribution to the sucess of our fly-ins. This, of course, makes Ken a member of WAMM.

Saturday we were invited to inspect the kit manufacturing facilities of the ultra-light Mitchell Wing. The Mitchell Wing is powered by a 10 or 12 h.p. chain saw engine with a 2 to 1 reduction belt drive to the propeller. A number of flights were made Saturday and Sunday demonstrating the capability and performance of the Mitchell Wing.

The Mite "dawn patrol" was led by Ken Billingsley and his grandson in the J-3 Cub. We flew over Porterville then north-east over Lake Success and on up into the foothills. What an exhilarating early morning flight. Later in the morning we took off to escort Doris, her son Ben and Rod Carson for a few miles as they winged their way northwestward to Sacramento and Hayward. When Tony, Ben, Dave and I returned, a hot air balloon owned and operated by a local resident and balloon dealer was ready for inflation in the grassy area adjacent to our Mites. The breeze was right for a balloon flight over town, The ascent was graceful with the silence occasionally broken by a short burst from the propane burners. The pilot and his two passengers were carried aloft on wings of heated air and slowly drifted toward town with the gentle breeze.

As midday approached Sunday those of us remaining made preparations for our flights home. The weather was checked at the various destinations, then we were on our way --- anticipating the third annual WAMM fly-in scheduled for AUGUST 24, 25, 26, 1979 at Columbia airport nestled in the gold country hills of the Sierra's.

Dick McComao, Assistant Editor