

The WMM 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

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

NEWSLETTER

WESTERN ASSOCIATION OF MOONEY MITES



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



To: G. M. GILBERT JR.
2312 135th S.E.
KENT, WASH. 98031

Recently, a tragic event took place in Hollywood, California. This tragedy happened about the 9th of July 1982 involving the shooting death of a man and fellow Mooney Mite owner, Frank Saletri. I was unaware of the situation until some weeks later, in fact about eight days prior to my departure to OSHKOSH for the 1982 convention. Frank Saletri is the author of a few recent books he has published relating to special aircraft such as the Ercoupe, the Swift, most recently the Luscombe, and finally the attempt to complete the book on Mooney Mites M18.

Frank and I have been in touch for more than a year in assembly of Mite data and photos. I had personally given him a great deal of Mooney Mite information, photos, other data which he was thankful to use. As per usual in such ventures of publications, schedules do slip and the Mite book release was no exception. The first target date was early spring, then mid-April and finally I had just received a card from Frank that he was coming to see me to return the information I had given him (some data belonging to other Mite owners). In addition he mentioned that early August looked good for the book for the publication press release. Of course, it never took place. He was killed not too many days after sending me the card.

I have begun to make arrangements for the contacting of relatives in order to determine how best to acquire my property from the estate as well as the possible manuscript for possible future publication. Sometime in October I did contact his sister. She did state that nothing can be done for a number of months; however, she did assure me that everything possible will be done to return all material to me as soon as possible. Wish me luck everyone.

Charles Penry, thank you for the Mite data you sent me last March. I hope it too can be recovered from the estate! Donald Huff, the same goes for you! Hopefully, sometime after the holidays I shall obtain a status of the Frank Saletri estate.

Other news-----Mite Spring Get-Together will be at Porterville on Friday, Sat., and Sunday the 14, 15, and 16 of May 1983. However, the 7th annual Mite Fly-in place has not been decided. Dan Beltrami, Dave Jappay and one other was to feed me some input of a few places. Please do so.....Since available tires for mites are becoming more of a problem as time goes by, I recommend the following installation:

For your Mite Nosewheel use one of these tires. I have done so for years and a few others have done likewise:

....4 Ply Tailwheel Tire 10x3.50-4 McCreary Tire \$16.65
..... Tailwheel Tube 4.10x4 McCreary Tube 7.73

From: Aircraft Components Inc.
700 North Shore Drive
Benton Harbor, Mich. 49022

or

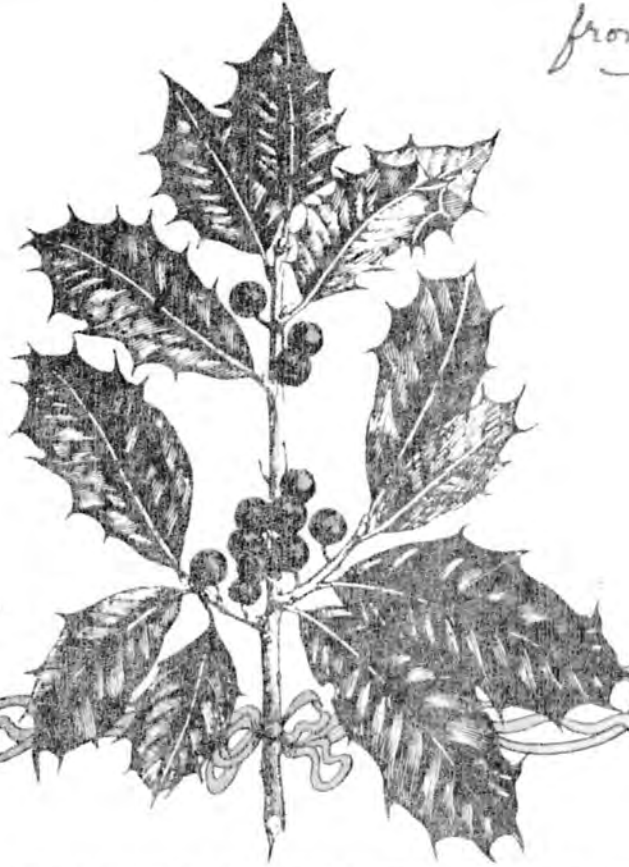
4 Ply 4.00x3.50-4 Goodyear Tire & Tube
Approx. the same price as above
From: Aircraft Spruce & Specialty Inc.
Fullerton, Calif. 92632

Tires were not TSO'd for the Mite; therefore any good safe tire is acceptable. Merry Christmas and Happy New Year.....More WAMM newsletters will come next year! Remember to "Keep The Mites Flying".

Merry Christmas!
1982



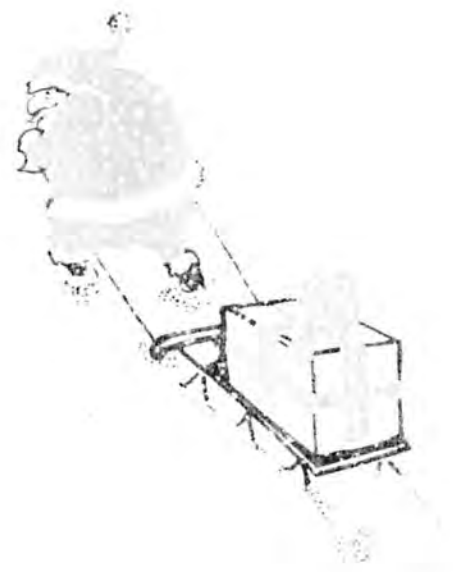
from WAMM



Tis Holiday Season
And the time of year
When we wish all well
And to all, good cheer.

A time for fellowship
And all friends we greet
With happiness to all
Wherever we meet.

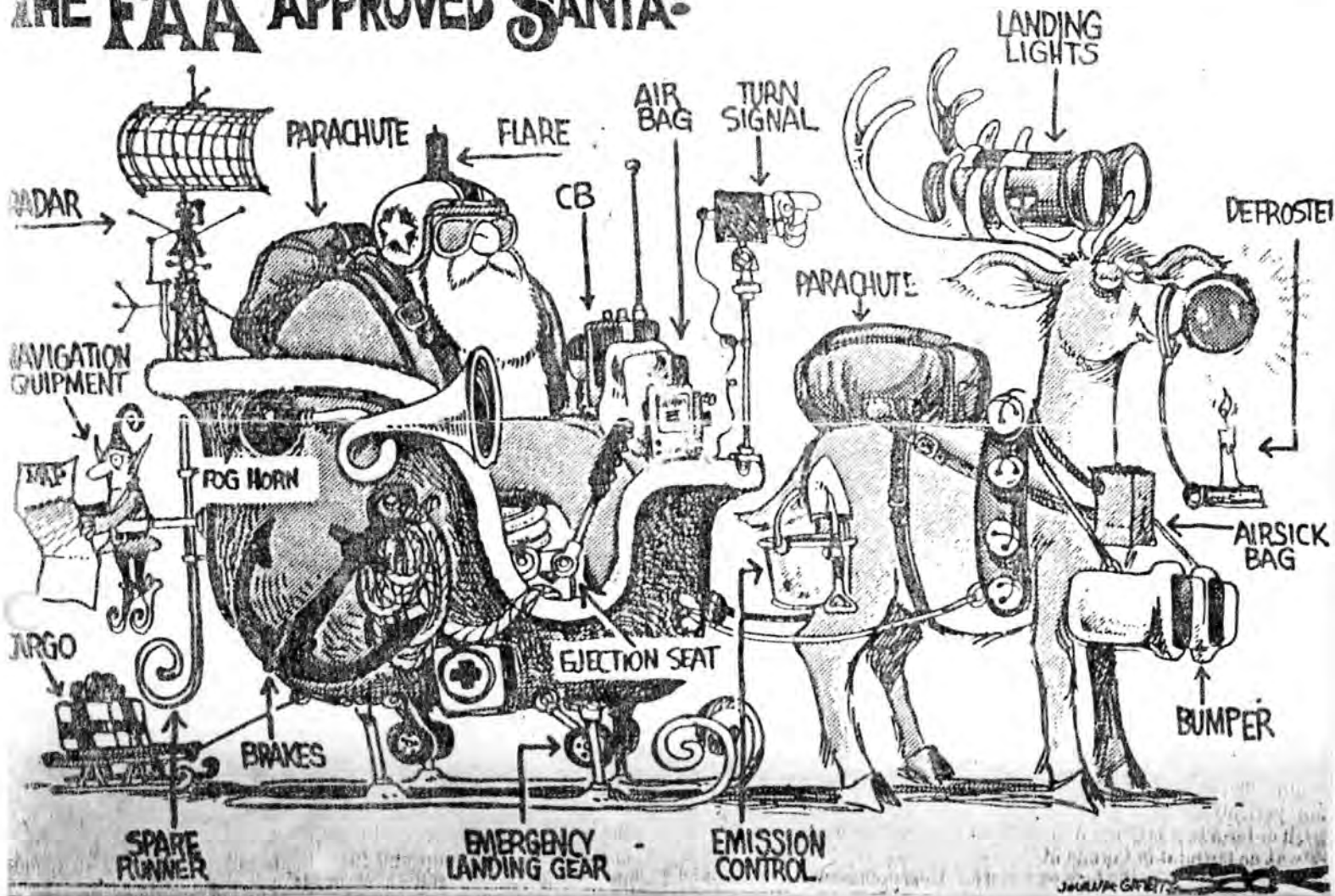
The **WAMM** adds its voice
And shouts to all members
"May yours be the best
Ever to remember!"



Merry Christmas

Merry Christmas!

THE FAA APPROVED SANTA:



OOPS!!



REMEMBER - CHECK LIST BEFORE LANDING!!



PILOT BULLETIN

Aviation safety, insurance, product marketing

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 this pertinent information.

FLYING SAFETY UPDATE ARTICLE No. 45

CHANCE OR CHECKLIST...

The Pilot's Choice

Just how "human" are pilots? One renowned aviation safety expert once said that "the private pilot is just as forgetful, just as absent-minded, impetuous, awkward or nervous as anyone else...most accidents are the result of the ordinary frailties of mankind."

Another expert, the National Transportation Safety Board (NTSB), in its most recent annual review of general aviation accident data, stated that the pilot was a causal factor in 644 of the 761 fatal accidents (84.63%), and 2,916 of the 3,663 nonfatal accidents (79.16%).

But, the NTSB report noted, among the leading pilot cause factors was that termed "Inadequate Preflight Preparation or Planning." There were 420 nonfatal accidents in this one category, and 84 fatal accidents. There were also 49 accidents because the pilot failed to extend or retract his landing gear. And 102 accidents because of "lack of familiarity with aircraft."

There's one sure thing that could have negated many of these accidents: use of the checklist.

How many pilots ignore the checklist because they're used to the airplane? How many have developed shortcuts and procedures which might be harmful to the airplane? How many rely upon their memory? (Memory will let you down at the most embarrassing moment. Have you ever begun to introduce some people and drawn a complete mental blank on your best friend's name?)

Most pilots flying single-engine aircraft consider the most dreadful flying situation, barring fire in air

and structural failure, to be engine failure on takeoff. Over the end of the runway with perhaps 150 feet of altitude, and heading towards bad terrain, would be the least desirable position they could imagine.

Yet, in one case, the pilot—who had experienced the celebrated "short circuit between earphones"—had at least eight seconds of soul-searching "fun" before his living nightmare came to an end. He had neglected to switch tanks before takeoff and, fortunately, was able to make the switch in time. He had not, of course, used his checklist.

Another pilot, flying a retractable gear single, found himself on final to the wrong airport. (That should have told him something.) Realizing the error, he initiated a go-around, the while retracting his gear. Unfortunately, while flying in to another nearby landing facility that was his destination, he forgot to let the gear down. As they used to say in the military, following the warning from the tower personnel, "that horn was blowing so loud I couldn't hear a thing you said." He didn't use his checklist, either.

In still another instance a pilot, taxiing out in an underpowered and notoriously "earthbound" aircraft, was about to take off from a short runway when he noticed one of the airport personnel signalling and waving his arm upwards from the elbow. Interpreting the signal as "hurry up and get off the ground," he opened the throttle and started to roll. He managed to clear the fence by hanging on his prop. He couldn't pick up flying speed. He finally realized his problem: he had taken

off with full flaps. He, too, did not use his checklist.

These incidents illustrate the basic cause for practically all "wheels up" landings, cases of fuel starvation on takeoff, plus other glaring examples of that familiar term, "pilot error." Somebody relied upon their memory.

A veteran pilot some years ago said, "if the runup and pretakeoff checks are completed in about 30 seconds, you are evaluating either a very sharp or a very careless pilot." In today's more sophisticated environment, however, the words best said would be "very careless."

Today there are many checklists—depending on the class and type of aircraft—that are used religiously by careful and sharp pilots (you won't find one without the other). There are checklists for preflight, before starting engines, engine starts (normal, hot and flooded), before taxiing, taxiing, engine runup, before takeoff, takeoff and climb, cruise, descent, before landing, balked landing, after landing, and shutdown.

On another side there's the emergency checklists: speeds, engine inoperative procedures, engine securing (feathering, if you're flying a twin), engine failure during takeoff, engine failure during climb, and during flight, engine-out landing, etc.

How many of these do you use, or have available if necessary? What can you do to ensure that your performance in the cockpit is what it should be?

Evaluate yourself as you fly. Grade yourself on the next flight from the time you arrive at the airport until you leave. Keep a critical eye on yourself during start, taxi, engine runup, before and after landing, and shutdown. Remember that no pilot ever stops learning if he is to be a safe pilot. One answer to this: avail yourself of training and refresher courses offered by organizations such as the AOPA Air Safety Foundation.

Most important: never approach the responsibility of flying with an air of overconfidence. Don't be caught without your checklist.