

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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NEWSLETTER

WESTERN ASSOCIATION OF MOONEY MITES



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To: _____

Switch On

First things first: The spring Get-Together is nearly upon us Mite Guiders, 18, 19, and 20 May at Porterville Airport California. This is the 7th annual affair of this special gathering. Come on gang, fire up your magic carpets and fly to Porterville to join the fun. See other pages for more details.

Doris Loftsgaard flew her Mite for the first time recently. She was so happy that she phoned me from Sacramento to tell me how it happened. The day she flew the beautiful plane, Doris' intension was only for purpose of "ground test". The mighty Mite surprised her. It was airborne before she knew it. So Doris decided once airborne she had better get acquainted with her pretty bird before attempting to land. She did so by flying for some forty minutes or more, touching down later like a pro! In order to appreciate Doris' excitement, one must understand the time and effort she had to endure for so many years to accomplish the challenge of a flying mite "rebuild"! Remember, guys, this a gal! Indeed, an overwhelming feat for a lady! Granted that she had some help. Still, "Hurrah Doris! " I'm anxious to see your lavender flying machine! See you at Porterville.

Just to give some of you details about a great experience, permit me to inform you that I was extremely pleased to hear from so many Mooney Mite owners and potential owners from around the U.S. as a result of the Private Pilot mite article in their magazine lat January 1984. Letters received numbered about 25 and with better than 15 phone calls. In addition, about thirteen new members joined WAMM! Great! Another thing was the experience of the talking on a one to one basis with these unknown fine people. It was fantastic! Mite people are marvelous creatures. Each one had the best to say about the Mooney Mite and their experiences with them.

NI20C Report

Now that my ribs have healed from my forced landing last October, I have been able to work on the repairs of my plane. A great deal of damage was done in removing skin (wood) and wing ribs in order to repair the spar. New shear plates had to be made and replaced after removal of the damaged ones. And in addition, one always makes the other decision of further improvements because it is a good time to do it. Of course, the added effort also lengthens the "down time"; however, the benefits are worth the other improvements. New wood, new glue, new covering, etc; better security towards safety adds up to less worry during the flying through turbulent air. I hope to be airborne around Thanksgiving this year!

New members-----Jan, Feb, Mar, Apr 1984

Mike Allen of Shelby N.C.	Jim Simpson of Anaheim, Cal.
Leland R. Kirk of Chandler, Ariz.	C.H. Schmid of Grand Forks, N. D.
Stephen J. Linsenmyer of Monroe, Mich.	Jimmy Wiggins Jr. of Kenner, La.
J.F. Ortèt of So. San Francisco, Cal.	Richard A. Render of Wichita, Ks.
Fred Rechenmacher of Truckee, Cal.	Jerry Bishop of Wichita, Ks.
Francis P. Scully Jr. of Boston, Mass.	Ken Wagnon of Wichita, Ks.
Kenntn S.Smith of Calgary, Alberta	

More Switch-On

The 8th annual Mooney Mite Fly-in will again be held in Columbia, Calif. by choice of those in attendance last year! This airport and its' surroundings are breath-taking. Especially from the cockpit of a spirited Mite at altitude. Beautiful country, a great place for fresh air, also fine eating. I would like to see this one be the best yet in planes in attendance. Quite a few of you Mite pilots live within short flying distance of Columbia--you should be there! Bring your magic carpet to Columbia to enjoy other Mite owners. Some very fine people! If enough planes show up we could have the news media show up for some extra fun. Come one, come all. Fifteen to eighteen Mooney Mites at one time would be neat! Oh yes, the date again. The week-end before the labor day week-end, 24, 25, and 26 August 1984.

FLYING SAFETY UPDATE

Article No. 30

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.

Foiling Fatigue

Most pilots are likely to agree that fatigue is often the result of a hard day's work or a sleepless night. And while that may be true, many other factors can contribute to a fatigued condition and dull a pilot's flying ability.

A fatigued pilot may make mistakes in carrying out simple and familiar tasks, such as remembering to change fuel tanks. There may also be short-term memory losses, characterized by immediately forgetting a frequency assignment by air traffic control. Reaction time increases and there is a tendency to accept lower standards of performance. Attention span is reduced and instrument-scan patterns break down. The effects of fatigue are widespread and insidious.

Worry can send a pilot in a downward spiral in more ways than one. In fact, a person with a serious emotional problem—divorce, family death or job difficulty—may be unaware of the unfavorable side effects that frequently accompany it. And for a pilot those side effects can spell fatal fatigue.

So it is important for a pilot to leave worries outside the cockpit. If the problems are such that they can't be temporarily shoved aside, then the pilot might be wise to stay on the ground.

On the other hand, boredom on a long flight can create equally unfavorable side effects as those brought on by worry. A smooth flight at night, with little activity on the radio can lead to a low level of alertness. As a result, routine cockpit chores may not be carried out. Failing to change fuel tanks, for instance, may cause an engine failure due to fuel starvation. The pilot may not respond swiftly enough to handle unexpected emergencies and increase their severity.

Boredom can be relieved by making an effort to be busy: checking charts, reviewing emergency procedures, cross-checking positions, looking for traffic, or being active in any endeavor that promotes pilot attention.

Eyestrain is another factor that can contribute to fatigue. The glare of the sun, the harsh change in lighting from inside the cockpit to outside the cockpit, poor cockpit lighting at night or scanning for traffic in a CAVU sky, all add up to eyestrain. And that means fatigue.

Sunglasses are one way of dealing with the sun, but the pilot should be sure to remove them when they are no longer needed. Otherwise, he will be straining to see in lower light conditions. A pilot should never wear sunglasses during a night flight.

A pilot who should wear prescription glasses fools only himself by keeping them in his flight case: blurry vision won't be enhanced by strained eyes.

Vibration is another source of fatigue, and pilots are aware that airplanes have more than their share of vibrations. Avoiding direct contact with vibrating sources is one way of coping with the problem. For instance, a pilot

should refrain from resting his head on a vibrating window panel; otherwise, he could be lulled into a fatal doze. (He shouldn't be resting his head there to begin with!)

Vibrations should be eliminated wherever possible by tightening screws and bolts and removing loose items from oscillating surfaces. Engine resonances may be changed by altering the power settings or propeller pitch, thus reducing the hypnotic-like effect of a continuous sound.

Smoking is another detriment to pilot performance and contributor to fatigue. According to studies done by the military, smoking one cigarette at sea level decreases the oxygen level of the blood and raises the apparent altitude of the body to 7,000 feet.

Smoking more cigarettes and adding the real altitude of an airplane into the scenario aggravates the problem even more. The simple solution is to avoid smoking in the cockpit. Keep in mind that the negative effects of smoking tend to be residual, so a cigarette smoked on the ground, before a flight, will still detract from a pilot's performance.

Food can also contribute to pilot fatigue, especially refined carbohydrates, including sugar and refined starches—candy bars and cakes. Contrary to popular belief, the momentary energy provided by "junk food" may not be worth the longer let-down. Fruit and protein make better snacks for a pilot.

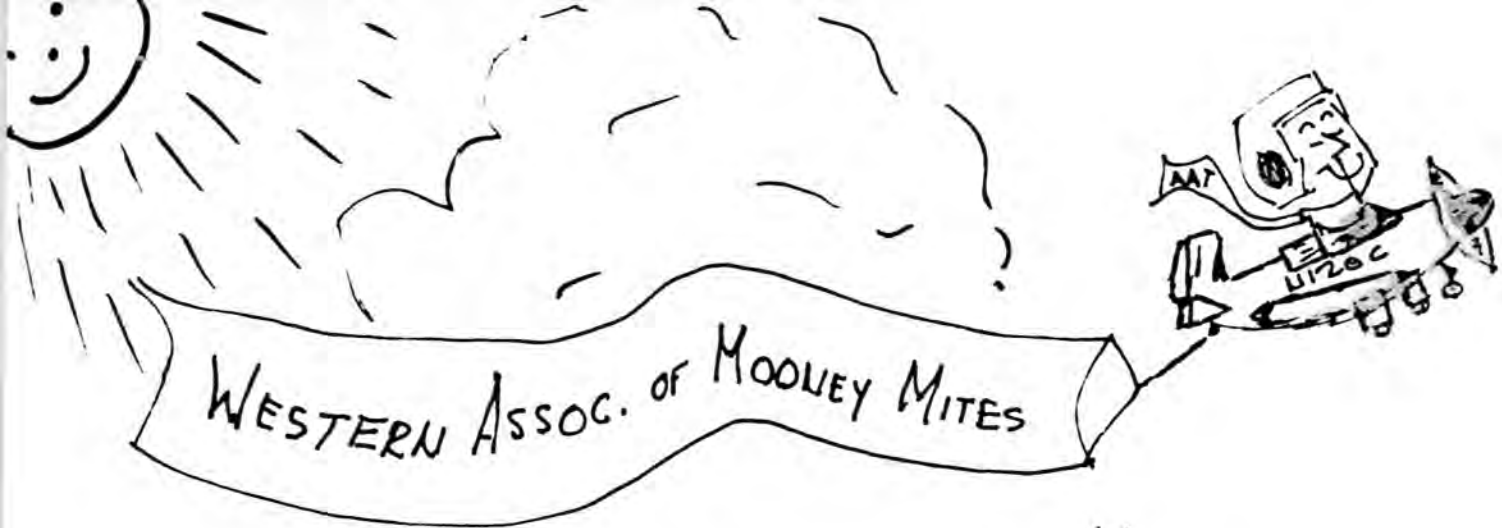
A flyer shouldn't assume that if he feels less sharp than normal, then his flying plans should be canceled. True, each situation demands a realistic and personal self-appraisal. But generally, lower levels of fatigue can be dealt with and satisfactory performance in the cockpit can be maintained.

The consumption of small amounts of coffee, tea or cola may aid in combating some aspects of fatigue and slightly enhance mental alertness because of their caffeine content. However, more than 500 mg. of caffeine (there's about 100 mg. per cup of coffee) a day is not recommended. Some persons may have adverse reactions to coffee, so they shouldn't rely on it for a "pick-up."

More pronounced fatigue may degrade pilot performance beyond safe levels and in those situations the pilot should remain on the ground.

Accident records indicate that mishaps are most likely to occur when pilot workloads are greatest, such as takeoff or landing. An unexpected emergency during those periods of flight may tax a pilot's performance levels to the limit. Add in an unfamiliar approach and severe weather and the situation may be even more critical. These are situations where the effects of fatigue may be especially disastrous.

Of course, adequate rest and a good mental attitude are the best methods of guarding against fatigue. And it is up to the pilot to determine what his limits are—safely. Recognizing and foiling the fatigue factor is good personal preventive maintenance. Give it an important spot on your checklist!



WESTERN ASSOC. of MOONEY MITES

7th ANNUAL SPRING

GET-TOGETHER

MOONEY MITES

WEEK END OF FUN

18-19-20 MAY 1984

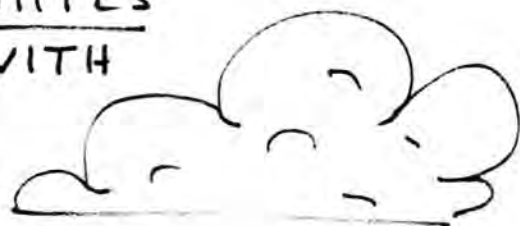
REMEMBER - KEEP THE MITES
FLYING - TO

PORTERVILLE AIRPORT

CALIFORNIA

WHAT BETTER TO DO FOR A WEEK-END

BUT TO BE ^A MITES
WITH



1984 7TH ANNUAL
MOONEY MITE
SPRING GET-TOGETHER
PORTERVILLE, CALIFORNIA

FRIDAY - 18 May 1984

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

SATURDAY - 19 May 1984

- 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. 8th 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 - 20 May 1984

- 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