

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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----- Subscriptions ----- \$3.00 per year.

NEWSLETTER

WESTERN ASSOCIATION OF MOONEY MITES



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WESTERN ASSOC. OF MOONEY MITES

8th
ANNUAL

MOONEY MITE

FLY-IN

CAMPING OR MOTEL ACCOMMODATIONS
NEARBY

COLUMBIA AIRPORT

COLUMBIA, CALIFORNIA

HEY LOOK AT THE DATE!!!

AUGUST 24 - 25 - 26
1984

FLY YOUR MAGIC CARPET OR DRIVE

-BEST MITE FUN AROUND-

REMEMBER --

KEEP THE MITES FLYING

1984 8TH ANNUAL
MOONEY MITE FLY-IN
PROGRAM INFORMATION
COLUMBIA AIRPORT
COLUMBIA, CALIFORNIA

FRIDAY - 24 AUG 1984

3:00 - 6:00 PM	Greetings
6:30 - 7:00 PM	SUNSET FLY-IN
7:30 - Open	Dinner & Old Times

SATURDAY - 25 AUG 1984

6:30 - 7:00 AM	Dawn Patrol
9:00 - NOON	REGISTRATION OPENS Greeting Arrivals & Making Friends
NOON - 1:30 PM	LUNCH
1:30 - 2:30 PM	Relaxation
2:30 - 5:00 PM	Get-Together Gab Session A. Introductions B. Mite Talk & Group Flight C. Next Year Fly-In Plans 1. Events D. Sunset Fly-In (Preparations) E. Dawn Patrol Plans
5:00	REGISTRATION CLOSES
5:00 - 6:30 PM	Hanger Flying
6:30 - 7:00 PM	Sunset Fly-By
7:30	DINNER

SUNDAY - 26 AUG 1984

6:30 - 7:00 AM	Dawn Patrol Flight
7:00 - 9:30 AM	Free Time (BREAKFAST)
9:30 - 10:00 AM	Formation Fly-By
10:00 - 12:00 NOON	MITE Comparisons & Awards A. Best General Appearance B. Best Cockpit, Panel Detail C. Surprise Award
12:00 - 2:00 PM	LUNCH
2:00 - Open	Good-byes & Departures

ACCOMODATIONS

Camp-out or Town Motels

R E M E M B E R - - - KEEP THE MITES FLYING

Columbia, California, the old mother lode country, was chosen by the Wamm members in attendance last year at the 7th annual Mite Fly-In. The dates are Friday 24 August, Saturday 25 August, and Sunday 26 August. So that members can be home for the Labor Day holiday, those dates were chosen for the 8th Annual Mooney Mite Fly-In. I am looking forward to seeing quite a few Mighty Mites at this great gathering. So plan to fly your pride and joy to Columbia in the next few weeks.

For those of you looking for a winter project,

Bill Vandersande
990-F N. Golden Springs Dr.
Diamond Bar, Calif. 91765

Phone- (714) 594-8878

has a few more sets of plans of a Mite Medel. Contact him at the above address, the price \$ 7.50.

Certainly would be nice to have a few of the new members take a trip to sunny California this year and make this Fly-In the best yet.

Dorris, I hope you fly in with your pretty bird. I wish I could fly mine; however, it's not ready. But it is getting closer to completion each week-end. I contribute many hours to the project.

Southern California Mite owners should visit each other because of the high concentration of Mites here. Get ideas for improvements and help the other guy if he needs technical assistance. We are luckier than Mite owners elsewhere.

WAMM is attempting thruu the EAA for a STC approval of auto fuel for the Mites. The approval hopefully will be for Continental and Lycoming powered M18's. Why not?



AVEMCO

PILOT BULLETIN

Aviation safety, insurance, financing

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FLYING SAFETY UPDATE ARTICLE No. 42

Avoiding the Roller Coaster

Many pilots, unfortunately, feel at times that they *must* reach their destination—or objective—regardless of weather conditions enroute. Weather conditions, for instance, such as thunderstorms. Pilots who do have this feeling almost can't miss, since some 44,000 thunderstorms occur daily over the face of the earth, any pilot who doesn't know what a "180" means will sooner or later go the "roller coaster" route.

As a result, too many flyers wind up as statistics. Figures for the latest year available from the National Transportation Safety Board show 160 general aviation accidents were attributable to "continued VFR flight into adverse weather conditions." Of these, 106 were fatal.

Thunderstorms are mean and vicious. They are characterized by turbulence (gusts), up and down drafts, hail, icing, lightning and precipitation which present definite hazards to flying. If there's a bright side, it's that these hazards are generally at a minimum in the convective clouds *between* the thunderstorm cells.

Some years back, to meet the urgent need for more information on these storms, "The Thunderstorm Project" was initiated by the Air Force, Navy, National Advisory Committee for Aeronautics and the Weather Bureau. Some of the findings of their efforts follow.

Thunderstorms form through a combination of atmospheric conditions. These are unstable air of relatively high moisture content and some type of lifting action. In its initial stage, the thunderstorm is a cumulus cloud. Several cumulus clouds may unite to form a single cell, but only a small

percentage of these develop into mature thunderstorms.

Though there are several types of thunderstorms — varieties of frontal and air mass — they generally have the same physical features. But they do differ in intensity, degree of development and in associated weather such as hail, turbulence and electrical discharges.

Pilots flying through a thunder-bumper can generally expect to emerge at a higher altitude than when they entered it. The best advice? Keep the wings level. During one flight, an aircraft penetrating at 20,000 feet at 150 mph was displaced 6,000 feet. During another, the same type of aircraft penetrating at 6,000 feet was displaced only 1,600 feet.

Recommended pilot procedures, thusly, are to accomplish penetration by reference to attitude instruments and a known power setting. Attitude flight lessens the stresses imposed on the aircraft. And, given a choice, pilots should fly as close as practical to 6,000 feet above the terrain. Air speed, normally at maneuvering speed V (consult POH), instrument lights up full and auto-pilot disengaged.

During the thunderstorm project, radar measurements showed the greatest frequency of storms and heights between 25,000 and 29,000 feet. The average of all heights was 37,000 feet. Storms of 50,000 feet or greater were less than 10 percent of the total (some even exceed 60,000 feet).

Maximum updrafts occur at altitudes between 14,000 and 20,000 feet above the terrain. Turbulence appears to increase in intensity with altitude to within 5,000 or 10,000 feet below the tops of the clouds.

Pilots should expect icing in all flights through thunderstorms when the

temperature is at or below freezing. Hail can be expected during the mature stage of the thunderstorm cell. And rain will be encountered below the freezing level in almost all penetrations of fully developed thunderstorms.

No stranger, either, is moderate to heavy snow which occurs most frequently at about the 20,000-foot level. However, snow is usually encountered at all levels above the freezing level; in many cases it is mixed with supercooled rain. Thus wet snow packing on the leading edge leads to the formation of rime ice.

Pilot reports, which were later substantiated by ground inspection during the thunderstorm project, indicate that aircraft were struck by lightning in less than 2 percent of the storms penetrated. (Some 1,300 penetrations were made.)

Surface hazards also must be reckoned with by pilots. Strong winds horizontally spread out from within the storm and may vary as much as 180 degrees in direction from the surface wind direction which previously existed.

Another pilot trap is the marked surface pressure variations during the passing of a thunderstorm. These are characterized by an abrupt fall in pressure as the storm approaches; and abrupt rise in pressure associated with rain showers as the storm moves overhead; and a gradual return to normal pressure as the storm moves on and the rain ceases.

So beware of altimeter readings. They can indicate a pilot is 60 feet or more below the true altitude or, much worse, 60 feet or more above the true altitude. On two occasions, during the thunderstorm project, altimeters read over 140 feet above the true altitude after the pilot was on the ground!

No smart, general aviation pilot will knowingly fly into a thunderstorm. Fortunately, most can be seen and circumvented. But even so, there are cases where pilots can become "boxed in", so it's a good idea to keep track of airports that can be utilized when this becomes the case.

And, of course, there's always the hapless pilot flying IFR who will run into an embedded thunderstorm. The average storm is five miles in diameter, so buckle down and ride it through.

In general, thunderstorms are very definite hazards to flying. Some pilots are able to cope with the hazards. Most pilots should do the classic "180" and sit down until the skies clear.