

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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SWITCH ON

A notice to members is valid at this time regarding my neglect to issue more frequent newsletters.

As well as that my work responsibilities have increased, thereby not allowing me to spend more time with WAMM. I also had a personal loss in my family in March of last year which has set me back dramatically. My second son of thirty five years had a stroke causing irreparable brain damage, and his death. This tragedy has been so traumatic to my family that other responsibilities has taken lesser priorities and interest! The drive I normally have shown in the past has somewhat faded temporarily in allowing my grief to take its' place for whatever time is needed. For a short time longer bear with me. This organization has been around for better than ten years with the hope of its continuance for a bright lengthy future, providing the FAA does not succeed in implementing its horror of what airspace is /was in the flying world. Certainly airspace is not for air-carriers alone!!!!

Despite the FAA's attempt to snuff "general aviation", Mooney Mites are here to stay if we have the desire to fight back whenever the Fed's move to restrict we "private planes"..... Remember our motto still remains alive---"KEEP THE MITES FLYING".

Let us inform our senators and congressmen of our feelings whenever the FAA or DOT tries to step out of bounds in attempting to build up their besucratic empire. "EXPRESS YOUR CONCERNS"!!!! If you have not heard or read about it, the FAA is at it again with the VALENTINE DAY MASSACRE, which involves the most extensive airspace grab in history!!!! This includes the overburdening AT controllers with more traffic and airspace responsibilities, and more aircraft access decisions, increasing the number of ATC controlled areas across the U.S. from 23 to 254; lowering Mode C requirements from 12,500 msl to 6,000 agl.....

Some of the following fall into place with regard to this nonsense, "Stifling Airspace Restrictions"; "The Lattice Work of Airspace Regulations"; "TCA's as Compressed Holding Patterns"; etc, etc.....Other places in this issue is a copy of a WAMM letter to all parties concerned representing WAMM members and their opposition to the NPRM #25531 of the FAA entitled, TRANSPONDER WITH AUTOMATIC ALTITUDE REPORTING CAPABILITY REQUIREMENT AND CONTROLLED AIRSPACE COMMON FLOOR. I do hope all of you sent in your personal feelings of opposition to this arrogant proposal.

On a more pleasant note, WAMM's 10th annual fly-in at Grass Valley Airport California in 1986, eleven mites flew in for the event. Last year, 1987, in Quincy California, the 11th annual mite fly-in was great fun with our member host Pat Moran despite only half of the mites from the previous year were able to attend. Many mites were not flying due to annuals and other repairs. Apparently, 1987 was not a 'good' year for WAMM, even the spring get together at Porterville had had weather preventing mites from flying to the event. A few of the members including myself drove to Porterville to join in the fun and gathering. Still it was a great time with great people!

To cite another incident which is defined as tragic that took place in 1987, is the loss of a mite pilot and his mite. We are saddened by the death of a Mooney Mite and its pilot, Carl Lohse, which took place at Mite Airport in Camden Ohio, the home of Fred Schmidt. Carl Lohse died in his mite last October after the plane took-off downwind and stalled crashing into a passing train. Not much is known as to the actual details. Fred, perhaps you can drop me a note or call with some information. Your concern and cooperation is appreciated. I do know that the mite was the 1st model built of the M18C55, S/N 323.

The weekend of 13 May 1988 is the 'spring get together' at Porterville, Calif. Note the dates in your calendar and fly in for some Mite Mania....Camping and motels are available as well as transportation to and from town.

Regarding the 12th annual Mite Fly-in for the late summer, I hope the members in attendance at Porterville make a choice.....Tentative place spoken of last year at Quincy was Kern County Airport up in the mountains north of Los Angeles. In the next issue of WAMM, a formal notice will be provided.

WHO?-----WESTERN ASSOCIATION OF MOONEY MITES

WHAT?-----SPRING GET TOGETHER FLY-IN

WHERE?---PORTERVILLE AIRPORT-PORTERVILLE CALIFORNIA

WHEN?---13 MAY 1988 FRIDAY
14 MAY 1988 SATURDAY
15 MAY 1988 SUNDAY

WHY?---FOR MOONEY MITE MANIA

SUNSET FLY-BYS

DAWN PATROLS

MAKING FRIENDS

GAB SESSIONS

REVIEWING ACQUAINTANCES

HANGAR FLYING

GREAT FUN

REMEMBER-KEEP THE MITES FLYING

**WESTERN ASSOCIATION OF MOONEY MITES
5409 BARRETT CIRCLE
BUENA PARK, CALIFORNIA**

ATTENTION:

*Federal Aviation Administration
Office of Chief Council
Attention: Rules Docket (AGC-20-4)
Docket NO. 25531
800 Independence Ave. SW
Washington, D.C. 20591*

23 March 1988

Representing the members of the Western Association of Mooney Mites (WAMM) and being a general aviation pilot who has been consistently flying for the past 45 years, I strongly oppose your recent comprehensive plan of the Notice of Proposal Rule Making (NPRM) under cover of docket number #25531 88-2 entitled "TRANSPONDER WITH AUTOMATIC ALTITUDE REPORTING CAPABILITY REQUIREMENT AND CONTROLLED AIRSPACE COMMON FLOOR"!!!! This rather radical approach affects every general aviation pilot in the USA! If implemented, the rule will cause among other things small business communities to suffer as well as general aviation will not be able to use the system. All pilots are genuinely concerned about safety, but this rule is not the answer!

The proposed plan will not influence the decrease of mid-air between heavy and light aircraft, primarily because the mid-air hazard area is localized at low altitudes around the airports! Additionally, the perceived supplemental super TCAs will not help. The records show that our most horrendous collisions have been under the existing TCAs' environment, therefore, why add insult to injury to general aviation pilots by taxing the taxpayers more while also depriving pilots of a little more of their freedom, namely airspace????

In the past, the FAA has accomplished significant achievements for all of aviation of which I still commend that office as once known. This short alerted NPRM disclosure under the above reference docket is not going to improve safety! It deprives general aviation of non-controlled air space necessary for survival of flying. Flying is not solely for the purpose of carrying personnel and cargo in heavy /large aircraft, but for purpose of anyone so inclined and certified to do so.

As well as flying power aircraft, I also fly sophisticated sailplanes equipped to attain the attitudes above the proposed controlled airspace. My membership in the Soaring Society of America has been long standing with my full support for safe flying throughout my fifteen hundred plus hours of soaring. In California and Arizona, it is common place to reach heights with the sailplanes of today, above these restrictions that the FAA is proposing. What then?? To think of soaring pilots of having additional restrictions imposed to increase the amount of aviation activity below controlled airspace, thereby also increasing the possibility of collision is not constructive. This NPRM will impact soaring to the extent that the soaring community activity will be substantially reduced whereby setting the USA in arrears in world soaring standing from where USA stands today.

*Gentlemen, to increase the size of controlled air space will increase the already burdened workload of the air traffic system. Despite additional manpower, VFR aircraft will be denied clearances as currently being experienced for ARSA's and TRSA's. In laymans terms, what the FAA is attempting for the "sake of safety" is to put 4000 plus carrier aircraft into an airspace analogous to a three (3) foot diameter beach ball with the remainder of general aviation aircraft (200,000 plus) flying in an airspace of a tennis ball within the beach ball! **This is safe flying????***

Chief Council, I have proposed this upcoming recommendation before with the understanding that it is not new to your office, that being the candidate of consideration to have a restructure of the current TCAs to a climb/descent "corridor configuration", whereby one kind of TCA is needed and a limited use of encoding altimeter be necessary. As matter of information, the military has and use the narrow corridor concept with no problems encountered. Also consider the candidate recommendations proposed by the EAA and AOPA. We of WAMM favor the proposals of the EAA, as do many of the general aviation pilots. The ideas submitted to the FAA in the past years have been good ones because the ideas were derived by people that are users of the systems for general flying today!!!!

We general aviation pilots of many flying hours would appreciate the revision of the FAA certification standards to drastically increase airliner cockpit visibility, while still preserving the "see and be seen" concept during VFR conditions. Consider reviewing the rulings that the airliners and other heavy aircraft do not deviate from IFR clearances, as do the military, from takeoff to touchdown! If they are not currently in existence, these suggestions could be accepted as possible considerations for safer flying for all concerned.

The time has come for all parties in the flying world to look at the reassessment of the FARs prior to any new rule making, not just the FAA!!! The short time allowed for "the concerned" to response to this proposed docket by 28 March is not sufficient nor fair. Your office must have certainly had more time to prepare this rule than what has been permitted for response time, therefore, consider the extension of 28 March so that at least one hundred twenty days from the notice be implemented. The aviation world will appreciate it. Keep in mind that the skies are for all types of aircraft to fly in, not just "carriers"! I have forwarded copies to the offices noted below.

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*Dist :
Aircraft Owners & Pilots Assoc.
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Chairman House Aviation Subcommittee
Chairman House Gov't Activities & Trans. Subcommittee
Chairman House Transportation Subcommittee
President Ronald Reagan
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