

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 Mooney Mites 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 as enough news and information gathers to be informative to the mite owners.....

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SKETCHES & CARTOONS

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Subscriptions-----\$3.00

NEWSLETTER

WESTERN ASSOCIATION OF MOONEY MITES



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SWITCH-ON

The Porterville Spring-Get-Together was reasonably successful last May. Nine Mooney Mites flew in plus a few other types of aircraft with members that have down mites or otherwise. A great time was had by those in attendance. The pleasant surprise of the event was the visit of Doris and Ben Loftsgaard, one time WAMM members & mite owners. Doris and Ben, come back soon--we miss guys. Gil Williams flew in from Salt lake City dodging storms most of the flight. We were sorry he did not stay longer. Everyone is hoping you fly in to Columbia Gil! We understand that you are putting the mite up for sell, is this correct? If so, that is bad news Gil. Sorry if true!!! Ben Favrholt now owns N50DL, Doris's mite. He purchased it from Bill Clark of Sacramento, Cal. Since Ben now resides in Porterville, Calif., he did not have far to fly to attend the mite get together. Ben say he loves it there. Porterville is a great area to Mooney Mites almost all the time. Ben loves flying in the early mornings.....

During one of the gab sessions, someone desired information as to where the mite parts manual could be obtained. Gary Gramman stated he had a name and place that carried the item a few years back, but was not certain whether the firm continues to sell the manual. At any rate, he provided the following:

Air Service Caravan Co. Inc.
Municipal Airport
New Bedford Ma. 02747
617-992-1655

If you are interested give them a call or write!!!!!! Thanks Gary!

Regarding Lycoming O-145 engine, some used parts available at these phone numbers....Parts (703-473-3661) & Engines (816-356-1969).

I do hope that the magic carpet mites are flying well for all of you this summer. Lets get them in good flying order for the upcoming 14th annual Mite Fly-in at Columbia, Calif. The dates are 24, 25, and 26 August 1990 which is just a few weeks away. This year no forum. Do remember that Columbia has great facilities for camping including showers, tables, bar-b-ques, etc. Make it possible for this event to be the largest in attendance.....We need fourteen mites there to break the record at one event. Awe-come on fly there!!! Good fun, good mite information, good guys and gals are there to enjoy your company!!!

Some of the WAMM Mite owners may be interested in a fly-in for their area, or perhaps a breakfast flight with a group (3 or more mites). If so, write me for details and I'll be happy to forward names of other mites within flying distance of you...Could be fun. Start a regular Mooney Mite breakfast fly-in somewhere--you can!

Don't sell your mite because you'll dream of it for months after it is gone...Happy flying and remember to keep the mites flying!!

MOONEY MITE
14th ANNUAL FLY-IN
COLUMBIA, CALIFORNIA

FRIDAY - 24 August 1990

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

SATURDAY - 25 August 1990

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. 15th 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 - 26 August 1990

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

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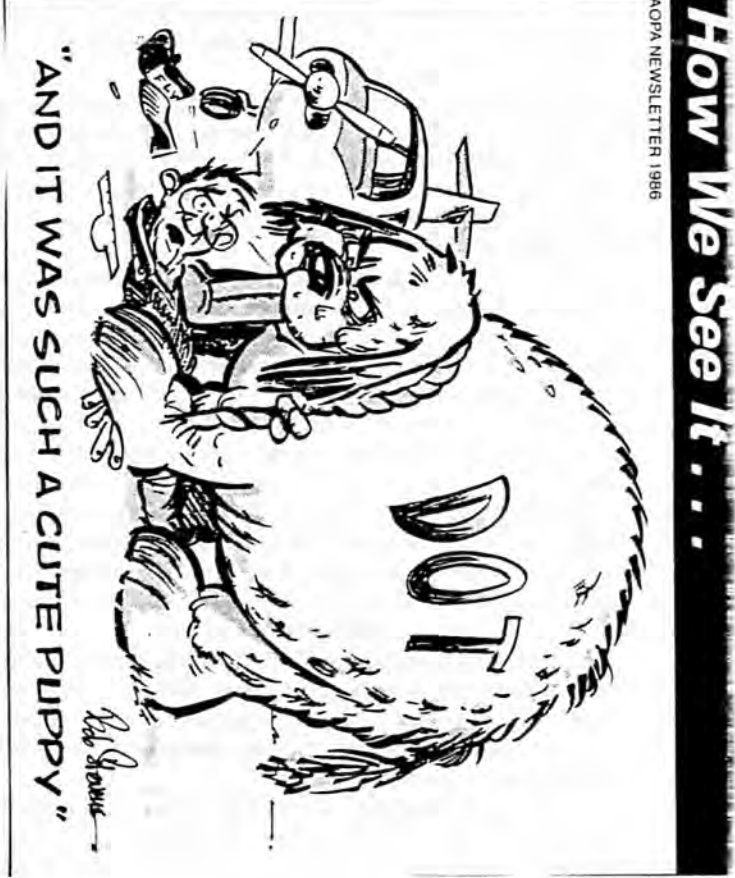
How We See It ...



"HE SAYS HE'S LOOKIN' FOR THE JOHNSON BAR" *Paul Stevens*



How We See It ...
AOPA NEWSLETTER 1986



How We See It ...
AOPA NEWSLETTER 1986

How Do You SEE IT?

FLYING SAFETY UPDATE

Article No. 35

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“STALL / SPIN PREVENTION”

The Federal Aviation Administration and the National Transportation Safety Board have been working to find a solution which would reduce the number of stall/spin accidents. Both agencies agree that pilot education appears to be the primary answer.

Spin training was taught to every student pilot 30 years ago. But stall/spin mishaps rose in spite of that training. Aircraft were also blamed for the rise in accidents, and manufacturers were urged to develop spin-resistant aircraft. Later, emphasis was placed on awareness and recognition of stalls as a spin preventative.

Spins were eliminated from pilot certification requirements in 1949. Today, a pilot can progress from student to instructor without ever spinning an airplane; a would-be instructor can meet the current requirements to become a flight instructor if he has a spin *demonstrated* to him.

A spin cannot occur without a stall. And stall training is a rudimentary part of learning to fly. Yet the frequency of stall/spin accidents indicates that many pilots do not adequately understand the factors that lead to a stall and contribute to a spin.

A stall occurs when one or both wings lose lift because the airplane's angle of attack has become excessive in relation to the relative wind. That angle of attack is unaffected by the aircraft's weight, power setting, altitude or airspeed. Recovery is straightforward — the angle of attack is reduced.

However, characteristics of different aircraft will vary as the stall is approached, entered and recovered. They may range from docile to demanding and some aircraft may exhibit tendencies that encourage spins. Actually, any time the aircraft is stalled in uncoordinated flight — the ball is not centered — the pilot is setting the stage for a possible spin — a primary rotation about the aircraft's vertical axis.

Stall training during student days is usually conducted under the watchful eye of an instructor. The student can eye the airspeed indicator, keep the ball centered and probably learn to predict the moment that the nose will drop — always at a comfortable altitude.

Unfortunately, coping with an intentional stall is far different from dealing with an unexpected one. The wide range of experience levels represented in the accident records are mute testimony that unexpected stalls may quickly develop into fatal spins.

A pilot should explore the stall parameters of each aircraft that he flies. He should also be familiar with its slow flight characteristics and handling qualities in various configurations. First-hand experience will help the pilot learn to recognize the onset of a stall and build confidence in recovery techniques. A pilot, who doesn't realize he has a problem until a wing drops, may be more likely to let the situation deteriorate into a spin.

After student training, stalls are sometimes approached

with a certain amount of anxiety, perhaps because they are associated with spins. That kind of fear can create a reluctance to practice stalls so as to maintain sufficient proficiency to deal with them. So, when the pilot is suddenly faced with the real thing, his worst fears may become reality.

The takeoff and landing phases of flight, where the aircraft is low and slow, are particularly deadly if a pilot allows a stall/spin to develop. The majority of such accidents occur under conditions that distract the pilot and divide his attention between aircraft performance/control and external references and contingencies. The airport environment, for instance, can easily distract the pilot who is looking for traffic and the airport/runway. He may fail to recognize a stall warning — especially if it is a visual cue, in contrast to an aural one. He may also fail to conduct necessary cockpit checks, such as selecting a particular tank for landing; the engine may stop and the pilot may “get behind” the aircraft while he attempts to get it operating again.

A pilot's initial reaction to an unexpected stall is likely to be one of surprise. If he fails to recognize and react to the onset of a stall, there may be insufficient altitude available to recover once the stall occurs. The pilot may aggravate the situation by yanking the yoke aft against the stop. He may not be accustomed to initiating stall recovery at low altitude, so the thought of pushing the nose down at nearby earth isn't inviting.

A pilot, whose first spin is an unexpected one, is likely to be under considerable stress. A spin, because of its abrupt nature, rapid rate of rotation and general disorienting effect, is considerably more violent than a stall. However, a generally accepted recovery procedure is relatively straightforward. It calls for power reduction, neutral ailerons, full opposite rudder from the direction of rotation, forward elevator, and neutral rudder when rotation stops, followed by recovery from the dive; some aircraft will recover from a spin if the pilot releases all the controls. Specific recovery procedures may vary among aircraft so always follow the aircraft manufacturer's recommendations.

Reading a recovery procedure and putting it into practice in an unexpected stall/spin, isn't likely to be satisfactory. And the pilot should recognize that some aircraft are not intended for spin maneuvers. They may enter a spin, but there is no guarantee that they can recover.

While government agencies agree that pilot education is the best answer to reducing the stall/spin accident statistics, they don't yet agree on how that information is best transferred to the pilot. In the meantime, pilots will continue to add themselves to the statistics.

Each pilot should analyze his flying skills and recognize whether he is proficient in handling his own aircraft, especially stall recognition and recovery. Remember, a spin can't occur without a stall. Although spin training isn't required, some pilots may decide to familiarize themselves with that area of flight with a qualified instructor and an airplane certified for spins. It is up to the pilot to keep himself from becoming a stall/spin statistic.