

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.....

3-1961

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Subscriptions-----\$3.00

NEWSLETTER  
WESTERN ASSOCIATION OF MOONEY MITES



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**WESTERN ASSOCIATION OF MOONEY MITES**

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Volume XIV 91-3

Switch-On

November 1991

The 15th Annual Mooney Mite Fly-in at Columbia Calif. was another successful gathering of mite owners, planes, & pilots. Mooney Mites flew in from various parts of the west. We missed one of our regular attendees, Richard McComas of Torrance Calif. Where were you Mac? The following aircraft and people had a great fly-in time with the weather cooperating as well! We had beautiful weather.....

**TONY \***

Glenn Bell & Guest  
Gary Gramman  
Gil Gilbert  
Dave Grubert  
Dave Jappy  
Alan Alcock  
Bill Vandersande  
Tony Terrigno  
Ben Favrholt  
Robby Robbins  
Howard Darrow & Guest  
Pat Moran & Son  
Michael Harms & Family

Hillboro Oregon ✕  
El Cajon Calif.  
Kent Wash. ✕  
Tacoma Wash. ✕  
Grass Valley Calif. ✕  
New Plymouth Idaho  
Diamond Bar Calif. ✕  
Chino Hills Calif.  
Porterville Calif. ✕  
Fallbrook Calif.  
Willits Calif.  
Waterford Calif.  
Palo Alto Calif. ✕

**Silent Flight:**

With a sad note WAMM member Whit Pierson of Portland Oregon recently took his last flight after many years of illness. Glenn Bell wrote informing me of Whit's passing. When Whit could no longer fly his mite due to his illness, he sold the well taken care of plane to Glenn Bell. Whit Pierson was one of the early starter's of a Mooney Mite organization and newsletter some twenty plus years ago; then known as the MMOA or Mooney Mite Owners of America! MMOA was taken over by Fred Quarles of Charletteville Virginia until the mid 1970's.

**M18C55:**

Bill & Dee Maddox have a M18C55 project for sale...no engine, noprop, and no instruments. If interested give them a call on 713-452-0362. This airplane has never flown.....There are some interesting details available from them. They reside in Missouri City, Texas.

**T-Shirts:**

Remember that Leon Buenger of Pasadena Texas has WAMM shirts for sale---see the last issue of the newsletter for color and prices. Contact Leon on the phone at 713-473-0362.

**Fly-in:**

The spring get together in 1992 will be held at Porterville Calif. as it has been for years. The dates fall as always the week end after Mother's Day in May. So the

## WESTERN ASSOCIATION OF MOONEY MITES

calender says that those days in May 1992 are 15th, 16th, & 17th!!!!!!

### Experimental Mite:

Some issues back, I mentioned that a WAMM member in Sturgis Mich. is building a Mite (M18L configuration) from plans. Bill Cox is near flying the plane he built. A few months ago he stated by telecon that the 1st flight was not too far away. By this time, he may have done so. Bill, where do you stand with the project? Let us know!!!! Good Luck!!!!

### Contributions:

Many of the WAMM members have been receiving their copies of the newsletters without making a contribution to the organization. The cost of producing these issues goes up continually; therefore, if within your means guys and gals, WAMM appreciates all monies donated to the cause. Many thanks to those that have made donations to this organization in the past!!!!Thanks!!!!Thanks!!!!

### STC:

Auto fuel STC for the Lycoming Powered Mite owners is still available.....

Peterson Aviation Inc.

Rt. #1 Box 18

Minden, Neb. 68959

With your request for the auto fuel STC for Lyc 0-145 65HP engines send \$65 plus your engine serial No. Also send the registration number, serial No. and model of of your mite. The phone is 308-832-2200. Keep in mind that the Continental powered mites must contact the EAA office for info and cost....They can be contacted at 414-426-4800 in Wisconsin.

### Mite Items:

Mite Tires-Contact Desser Tire & Rubber Co....in LA Calif. 1-800-247-8473

Sizes	400-4	w/tube	6ply
	410/350-4	w/tube	4ply
	10/350-4	wo/tube	4ply
	400/350-4	tube only	----

Contact Fred Schmidt of Camden, Ohio at 513-452-3230 for miscellaneous mite parts. The same goes for Boyd & Dee Maddox for some mite parts. Try either or both.

### Holidays:

WAMM wishes the best of holiday happiness to all members and their loved ones and wishing "Rudolph" is on your nose leading you thru safe flying during the holiday season.

# THE PERILS OF ... WINTER

Each year, winter brings a rash of cold weather-related accidents, most of which could be prevented if only the pilots involved had the proper knowledge and exercised good judgement.

Cold weather-related accidents stem from three main causes: improper preflight, airport/runway hazards and in-flight weather.

Accidents resulting from improper preflight usually result from contaminated fuel or the failure to remove all frost, snow and ice from aircraft surfaces and controls. At extremely low temperatures, it is natural to hurry through the preflight of aircraft and equipment, especially, when the aircraft is outside and adverse weather exists. That is the worst time to hurry a preflight. Cold weather aggravates water condensation in partially filled tanks and may turn to ice in below freezing temperatures. Therefore, tanks should be "topped off" after each flight and all fuel filters and sumps should be thoroughly drained before each flight. Ice present in the tanks may melt when the temperature rises, causing engine failure. Crankcase breather lines should be checked to ensure freedom from ice formed from condensed water vapor. A frozen breather line can cause engine failure in flight.

Cold temperatures complicate engine starts. Engine oil viscosity increases, battery efficiency decreases and instruments tend to stick. Below 10°F. (or as specified by the manufacturer) engines should be preheated by storing in a heated hangar if possible or using an approved preheating device in good condition. During cold weather there is a tendency to over-prime, which may result in poor lubrication of the cylinder walls and possible engine fire during start.

During periods of alternate freezing and thawing, slush and mud-covered areas should be avoided if possible. Mud and slush thrown into wheel wells during taxi and takeoff may freeze in colder temperatures at altitude causing a wheels-up landing. Wheel pants should be removed in winter to preclude the possibility of the frozen substance locking wheels or brakes. Cabin

heater systems should be checked for leaks. Each year the NTSB reports a number of carbon monoxide-related accidents that are preventable.

Before taxi, all frost, snow and ice should be removed from airfoil and control surfaces. Care should be taken to make certain that blowing snow or snowmelt has not entered pitot tubes, heater ducts and/or engine air inlets, fuel vents, control surfaces or wheel wells, and refrozen. Water leaking into the aft part of the fuselage and freezing can cause both weight and CG problems. Belly drain holes should be checked free of obstruction and all controls should be checked for freedom of movement prior to takeoff. If snow or ice accumulates during taxi, don't go!

Taxi, takeoff and landing operations on ice or snow-covered runways can be hazardous, particularly in high winds. Pilots should exercise special care when taxiing on ice or snow in close quarters. Braking action may be poor to nil. Unlighted snowbanks near hangars and runways take their toll of propellers, wing tips and landing gear every year. Snow or slush accumulation on runways increases takeoff distance dramatically. Likewise, icy runways can increase stopping distances by as much as 100%.

Inflight icing takes two forms — induction system ice and structural ice. Induction system icing also takes two forms — impact ice which forms on the air filter and bends in the system in IMC conditions, and refrigeration (carburetor) ice which forms in float-type carburetors as a result of fuel vaporization and low pressure.

Carburetor icing may occur when the OAT is as high as 90°F if the relative humidity is high (more than 50%) and the possibility increases with increasing humidity and lower temperatures. The thinking pilot will anticipate possible icing before it occurs. Carburetor heat should be checked for proper operation on the ground and, in extreme conditions, used just before takeoff to clear ice which may have formed during taxi. Carburetor ice manifests itself as a loss of power (loss of RPM and MP on engines with fixed and constant speed

propellers, respectively) and engine roughness. Once ice is suspected, full heat should be used to ensure elimination of the ice. Full heat causes a further loss of power and engine roughness as the ice melts and goes through the engine as water. Unless the pilot understands what is happening, the stress and confusion of the situation may frighten him out of using heat and, therefore, could result in engine failure due to icing. Use of full heat at 75% power or less will not damage the engine. Full heat results in about a 15% power loss. If throttle is available, power may be increased by 100 RPM (fixed pitch propeller) or 2 inches MP (constant speed propeller). The mixture should be leaned at cruise power whenever heat is applied. Generally speaking, pilots of aircraft equipped with turbocharged and/or fuel-injected powerplants should not be too concerned about induction system icing except in IMC conditions when impact ice may block the air filter or build up in bends in the air intake system.

Structural ice may form when there is a visible form of moisture in the air and the OAT is at or below freezing. Frost forms when water vapor sublimates directly onto surfaces as ice crystals. Precipitation in the form of dry snow is not a hazard. The hazards of structural ice are many. The buildup distorts the shape of airfoil surfaces reducing lift and increasing stall speeds. The added weight decreases performance and increases fuel consumption. Structural ice can block air intakes causing engines to overheat and lose power.

In addition to the loss of performance, ice can cause operational problems such as loss of visibility due to buildup on windscreens, attenuation of radio and radar signals from ice buildup on radomes and antennas and erroneous readings on pressure instruments such as the airspeed indicator and altimeter due to ice buildup on pitot-static ports.

The NTSB reports that during the years 1976 through 1979, there were no icing accidents involving certificated or supplemental air carriers operating

in the U.S. It follows that aircraft structural icing is primarily a problem for the smaller commuter, air taxi and general aviation aircraft. To develop a set of guidelines to cope with icing, we discussed the problem at length with several highly experienced general aviation pilots. The following "rules you can live by" are based on these discussions and our own experiences.

**Preflight:**

- Remember that forecasters do not forecast ice—they forecast conditions that are conducive to structural ice. On the other hand pilot reports of ice are real icing encounters.
- Get a thorough weather briefing with emphasis on the temperature profile aloft. Know where the warm and very cold flight levels are expected to be. Also know where the tops are. Ask for PIREPs.
- Never depart into areas of known (reported) moderate to severe ice. If only light to moderate icing in clouds or precip is forecast, you might go if the freezing level is at least 2000 feet above the surface and VFR conditions exist underneath along the entire route.
- During preflight, make certain the aircraft is free of ice, snow and frost.
- Conduct a complete operational check of all anti-ice/deice systems.
- While taxiing avoid areas covered by slush and/or wet snow.

**In flight:**

- Monitor the Flight Watch frequency for icing reports so you can plan deviations well in advance.
  - If you start to pick up ice take immediate action to get out of it. There is no such thing as "a little bit of ice" in light aircraft without full deice equipment. Normally a climb to on top or colder flight levels is the best course of action. You can always come down later.
  - Stay in contact with ATC. Give pilot reports on temperatures and icing.
- Adherence to these rules will help

of ice and being forced down into obscured terrain.

But suppose that despite all efforts to the contrary, you are forced to land with a load of ice? Too often, pilots survive en route encounters with ice only to fall out of the sky on short final. What do you do if your airplane normally cruises at 160 knots and you have lost 40 knots due to structural ice? Whether you like it or not, you are now your own test pilot and book stall speeds are meaningless. Reduce speed cautiously and watch for signs of the stall — mushy controls or buffeting. Better to carry 20 to 40% extra speed to touch-down and run off the end of the runway than spin in a half mile from the approach end. Make any changes in power or configuration in small increments. You might even try partial flaps, but put them down a little at a time. If you know it will fly at 100, keep it that way. If a configuration change adversely affects performance, undo it immediately. Put the gear down at the last minute.

One final note - there is one type of icing accident that happens all too frequently — one that is totally unnecessary. All pilots know that frost on the wings of an airplane affects takeoff performance adversely. Yet every winter a dozen or more aircraft run off the end of the runway or stall shortly after becoming airborne because the pilot tried to take off with frost or snow on wings or tail surfaces. Don't do it! If you do, you will eventually come to grief!

**THOUGHT FOR THE DAY**

I am looking for a place to happen. I lie in wait not only for the young and inexperienced but also for the old and grizzled and all those in between. If you become complacent or careless or even inattentive for only a moment I will be there when you least expect me.

I am an accident.  
Don't let me happen to you.

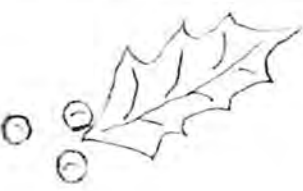
**MOONEYACKS**

by Rob Deschamps

AND NOW WE CAN JUST SLIP THROUGH  
ASSAS AND TCAS AND NO ONE WILL BE  
THE WISER



...WITH THE STEALTH MOONEY



Merry Christmas  
and  
Happy New Year

