

Western Association of Mooney Mites

Vol. IX 96-3

Switch-on

August 1996

I BEGIN THIS NEWSLETTER WITH TWO SAD NOTES REGARDING Wamm MEMBERS---ONE, just recently I received the news that Richard McComas (mite based at Torrance, Ca.) lost his 40 year old son by a severe heart attack last April; the other is that another Mooney mite is gone belonging to Bryce Boylan of Walla Walla Washinton while attempting to land in hostile territory after an engine failure. No significant details are available except he is recovering from injuries in Bend Oregon near where the crash took place. The strange part of this story is that Dick McComas was returning to California from a State of Washington auto trip stopping for an accident on the highway, when Low and behold a plane was seen up ahead as the delay and stopping of vehicles. Upon investigation, Richard noticed that the downed aircraft was a Mooney mite and badly damaged! He copied the "N" number for later research as to whom the mite may belong. Now as you know it was determined that the pilot was Bryce Boylan-- "which is the rest of story"!!! I may include a newspaper clipping if it prints readable. WAMM SENDS ITS' CONDOLENCES TO THE McCOMAS FAMILY AND A SPEEDY GET WELL FOR BRYCE BOYLAN!!!!

Last May we had a fair turn out for the gathering in Porterville for the spring get-together, seven mites and one Piper ARROW. The highlight of the flyin was TED TEACH with his OSHKOSH winning mite flown in for our event from Daton Ohio. That was a great honor for WAMM. Read about his trip to Calif and return to Ohio in another section of this newsletter. Again we had a fine & fun get together for 1996. Everyone is looking forward to the up coming Columbia event this month. The Piper came from Washinton flown by Gil Gilbert while his mite is undergoing surgery.

COLUMBIA FLYIN: The info is in another part of the newsletter, so do recall that this event will be our 20th annual late summer mite flyin and at Columbia Calif. as determined by the last Porterville attendees. Therefore, it would be of historical WAMM significant if 20 mites would show!!!(wouldn't that be great???) WE CAN DO IT MITE GUYS----FLY THERE TO ENJOY THE FUN WITH A MITE SMILE.....Come on those of you that can, be there!!! We need you to have a great milstone.....!

MITE MINI-SAFARI: The middle of July with neat weather Bill Vandersande and I flew our magic carpets to the San Jacquin valley (in California) for a five day mini-safari (as I call it)! We visited Ben Favrholt in Porterville and then to Columbia as our base of operations. Upon arrival we put up our tents for the next three nights camping until returning to Porterville the 4th day and home the 5th day. During our stay Bill and I flew to Auburn Ca. to visit a friend only to find he was not available; however, we enjoyed a great lunch there at the restaurant (neat place). The following day we flew to Truckee-Tahoe airport to visit another person and understand there is an M18C55 for sale belonging to Fred Rechenmacher. This being our third day, we returned to Columbia to find Ben camped too; which was a pleasant surprise. As noted earlier the weather was marvelous as well as the sites beautiful. We had to climb to 10,000 feet to get into the beautiful valley where the Truckee airport is located at 5900 ft! Bill and I hope for another such flight next year--you all come along, hear!!! Total flying hours were ten plus with probably about 1100 miles or so flown.

EASTERN WAMM: Hello John Wilson and company???? How are things going your way? Again set a day and place for a mite gathering notifying as many as possible, then fly there. If only you show up--it was successful!! Others will come at the next one.....

SHORT STORY: John Papas of Corona Calif. with another partner found a mite in Nebreska, stored for 27 years. You guessed right, he dusted it off then flew it to Calif. on a ferry permit for restoration. So in not a too distant future another Mooney mite will take to the skies, We lost one and gained another! John is now a WAMM member.. Congratulations.

COLORADO: Larry Dale of Colorado Springs (a long time member) is recovering from cancer

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therapy treatments. He has a M18C55, totally rebuilt in flying condition. Get well soon Larry, then go fly for real healing powers.....we wish total recovery.

N366A: Charles Propst also of Colorado (Lakewood) asked me who owns his former mite N366A in a recent note to me---Geo. Ramin at 5902 FM 1960 West in Houston Texas 77069 is the current owner. I saw George this summer whereby he stated in conversation that the plane after a rebuild is almost ready to fly again. How about that Charles??? Well you asked for the info Charles!!

DONATION & NOTICES: If some of you receiving the newsletter no longer have your mites, please let me know or include the new owners' name with the address so I may contact him or her. Others that still receive the letter and have not donated for sometime with the idea of continuing to receive future copies.....your donations will be graciously accepted!!!\$3.00 per year.

FOR SALE: 1954 M18LA Mite--2100TT--496SMOH--price \$14,500. Contact Robert E. Schneider--301 Beech Rd---Loveland, Ohio 45140--Phone 513-831-9283. Pictures on request. A set of M18 plans. Contact Glenn Dail--P.O. Box 6642--522 Post Oak Rd--Annapolis, Md. 21401--Phone evenings 410-266-3544 .

ANOTHER STORY: Malvem J. Gross Jr. of Eastsound Wash. purchased a mite last year, a M18C55. He wrote a great story of its flight from Kansas to Washington. Malvem is on the EAA Board. Its a priviledge to have him on our membership roster. Your story is fine Malvem, but I am afraid I shall have to condense it for publication in our thin newsletter soon.

TIRES: Bob Schneider of Miamiville Ohio stated in a letter that 4:10x3:50-4 tires by Goodyear are very servicable for our mites because from experience he states over 300 hours and 300 landings use from them. Also if purchased at Goodyear outlets the prices are more reasonable! Other aircraft stores carry these tires; however, at a few dollars extra. Thanks Bob for the input.

-KEEP THE MITES FLYING-

FLASH: Talked to Bryce Boylan's family a few nights back finding that Bryce is on the mend with the hope of coming home very soon. He did sustain serious injuries in the forced landing. Bryce is 72 years of age. Again get well and strong soon Bryce.

Pilot hurt in crash

A Walla Walla, Wash., man remains in serious condition today with injuries he suffered Tuesday when his single-engine plane crashed south of Chemult.

Bryce Boylin, 72, underwent surgery Tuesday night to repair several fractures of his right leg. He also has head and chest injuries. He's in the critical care unit at St. Charles Medical Center.

According to a Klamath County Sheriff's Department report, Boylin was flying from Tulelake, Calif., to Walla Walla in his Beechcraft airplane when he apparently experienced problems and tried to land the plane on Highway 138. As he was landing, the plane suddenly veered to the left and crashed.

Rescuers pulled Boylin from the wreckage, and he was flown to the hospital in Bend. The accident occurred about 12:40 p.m.

"SWITCH-ON"

Guys and gals. How about sending your correspondence to help with a suggestion or if in need of a suggestion? I'd like to insert a "Parts & Services Needed" column as well as a "Parts & Services Available" column.

Perhaps you have a part or service you can offer or sell.

WAMM is off and running so let's all help to keep it that way. If you know of any Mite owners in your area who do not subscribe, urge them to drop a line for information. If you have sold or intend to sell your Mite, ask the new owner whether he may desire to join WAMM. Let us know and we will write them. We need your interest and experience. WAMM exists for all Western Mite owners, so.....Happy Mooney Mite Flying.

By the way, tis the season so why not race "Rudolph"? Careful, he may beat your Mite despite that heavy 'wing loading' he pulls along wearing a red and white suit.

An interesting note about the M18L Mite is that during civil aviation tests, the CAA ran dive tests above 200mph and made pull outs above 4 g's. This indicates that the M18L has more than 50% reserve above the 3.8 normal and 4.4 Utility load factors. However, with your 'old Mite' it certainly is not adviseable to try this! I personally know of one person who has exceeded 160mph on a fly-by! Whew! Even that is stretching a point!!!

The FAA has amended FAR 91 in several areas effective Dec 4, 1978. Some of the high-lights of the the change are:

- * All VFR aircraft flights must have 30 minute fuel reserve; at night its 45 minutes (Rotorcraft 20 minutes).
- * After Dec 4, 1980, all seat belts must have metal-to-metal latching. Many mites will fall into this area of concern for compliance.

While on the point of seat belts, how many of you would like to know how to inatall 'shoulder harness' for your mite? You should you know. I have and there is an effective method. Not too expensive either. Drop me a line. I'll be happy to show you how.

AIRWORTHINESS ALERT...Some 1100 non-TSO'd seat belts by Indian Mills and Manufacturing used on some Grumman American planes and sold by Wag-Aero of Lyons, Wisc. are on a FAA alert. Seat belts serial numbers A30023 should be removed from service as in some cases they cannot be released!!!

In May 1951, during the Korean war, a frustrating attempt to militarize the mite was initiated. So on the strength of some frothy promises by the army, Mooney conceived a counter liason, or "Cub Killer", aircraft. At Mooney's expense a special version of the mite was outfitted, as a Liason, Counter, Mooney, M-19.

With this military moniker, the mite was then equipped with a constant speed prop on a fully cowled 90 HP Continental engine. Buried in the wing were two M1919A4, .30-cal. light machine guns. Provisions were available for rockets under the wing for close-in ground support making the M-19 a real killer. The design gross weight was 1450 lbs and with the 90 HP it achieved a top speed of 150. The great mite was impressive during tests. But no orders followed. The M-19 "Cub Killer" became extinct because of inter-service rivalries.

Remember...Your sitting on top of the world with a big grin that nobody can see. Why? Because when you are alone at 10,000 ft you are in the slickest single place plane to rival the birds. Small planes below look like moths fluttering on a green quilt. That's how you feel when you're flying the 'Infectious Mite'. It's lines are restful to the eye, and not a vicious streak in her. 'Love that mite', it is a lifetime love affair and the mite is the mistress. This too, she can be coaxed to scat at 120mph. She is not bad on fuel consumption, either!

FLASH -- FLASH -- FLASH --

Restored Mites can compete at well known fly-in's and win against other classics, such as Waco's, Stagger Wing Beaches, etc. I had the good fortune to do a first for a Mooney Mite -- My N118C won Grand Champion at the Cactus Fly-In of Casa Grande, Arizona last February 1978. So, let's see other Mites enter in competition.

Editor

SALES CORNER

- 1) 1949 Mite: 65 hyc, 135 SMOH, strobe, landing light, Escort 110, headset, new tires, new metal prop, etc. \$5900 - (509)525-6068
- 2) Mite M18LA: 1100 hrs, new engine and prop. Call Daryl Strong, (701)352-0271 days, (701)352-1623 nights
- 3) MC55 Mite, S/N 352, Cont. 65, 1564 hrs, 560 MOH. Louis J. Ruby, P.O. Box 373, Sheridan, Wy. 82801 (307)674-7938

INFO

If anyone is interested in Mite owners living near you, drop me a line. I'll forward the names and addresses for your info. Perhaps a group of Mites can meet on a breakfast flight some weekend!

SAFETY CORNER

A straight retraction test at annual inspection time is not an adequate test of the retracting and locking mechanism for the Mite-- Unfortunately, I learned this opening statement the embarrassing and expensive way.

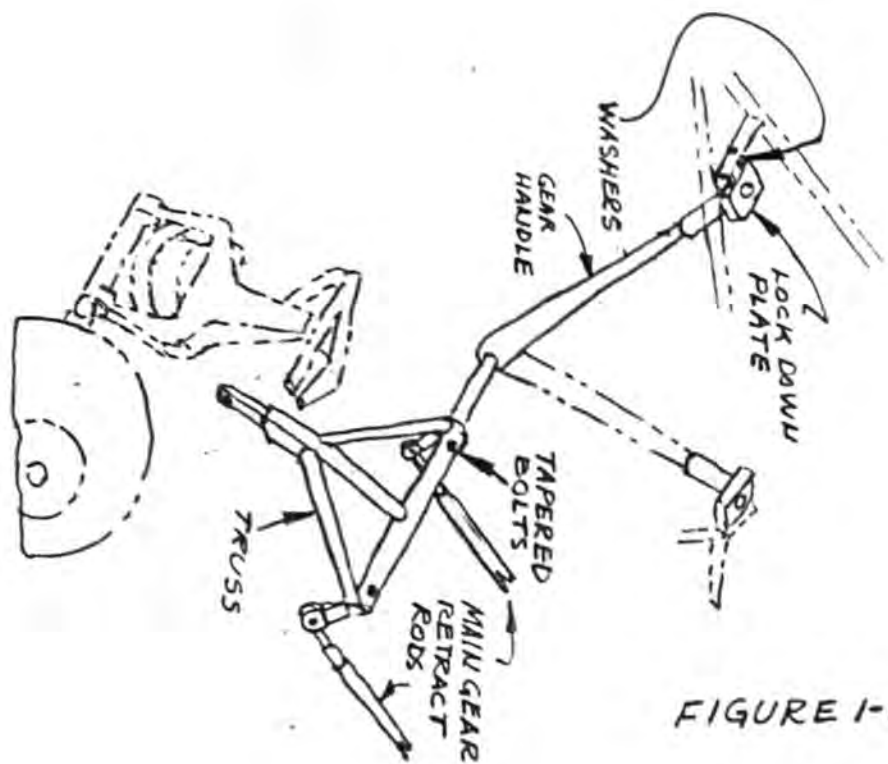
The procedural sequence outlined should be followed:

Lift the aircraft in the usual manner for gear retraction. Remove the main gear----retract rods (see figure 1-1) from the retracting truss, leaving only the truss, retract handle and nose gear. In this configuration, the force required to push the retracting handle forward to the lock down position should be measured. For this, I used a modified spring type fish scale. This reading should be between 18 to 24 lbs. of force, and can be adjusted by adding or removing washers behind the lock down plate. If, after all the washers have been removed and still the 18 lbs. force has not been attained, it indicates wear, or loose play between the retracting handle and the truss! The retracting handle is secured to the truss by tapered bolts that are jig drilled and reamed through the sleeve on the handle and the truss. Loose play in the retracting handle can

be adjusted by re-torquing the nuts on the tapered bolts. If this does not correct the slack, the holes can be reamed slightly larger so the tapered bolt makes better contact with the sleeve. In the event that the holes are worn beyond these adjustments, the handle has to be rebuilt by welding. As the handle is a heat treated unit, this requires the expense of heat treating again -- a must!!

The main gear should now be re-connected, adjusting the rod end bearings on each main gear retract rod to give a total of two lbs. additional force to the 18 to 24 lbs. force obtained with just the nose gear. GOOD LUCK!

E. Buenting



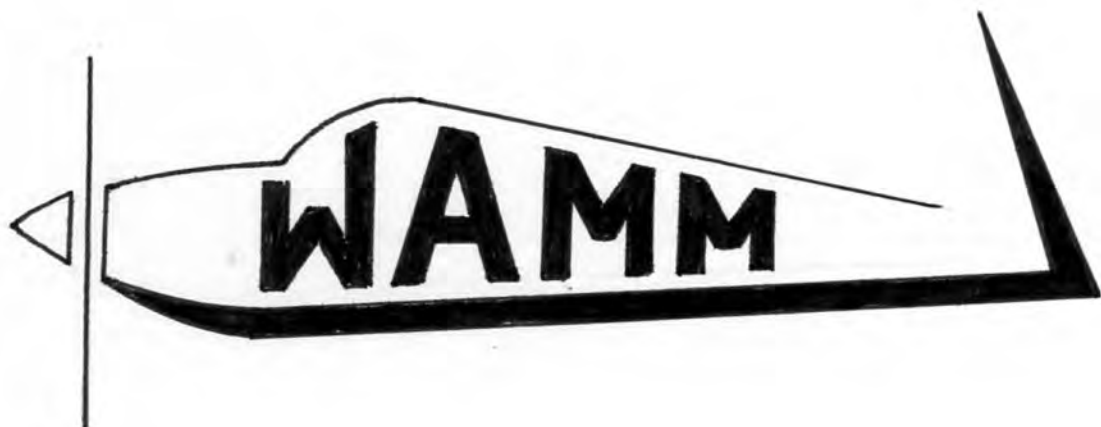
Wanted Corner:

- 1) Lycoming 65 HP engine, O-145-B2 or O-145-B3 with MA-2 carburetor.
- 2) Marvel Schebèl MA-2 carburetor.
- 3) Contact Editor.

WAMM was just informed that owner Dan Shumaker from Livermore, Calif. has flown his Mite to Florida two or three times in the past years...That does say something for economy----! and the "Mighty Mite".

Tony -

As you know, I'm very much in favor of the WAMM newsletter. I was thinking it would be nice if we had a simple logo to use as a letterhead on the newsletter. Something like the sketch below might be appropriate.



My "artwork" is crude but the sketch shows the idea. This could be carried further to decals, patches, etc., if there is enough interest.

I'm sure you've discovered in talking to the various Mite owners that many of them are not aware of some of the AD notes on the Mite, also the problems that can occur if the landing gear linkage is out of adjustment (Ernie; Dave) - and - where is the necessary information available. We could, as a regular feature of the newsletter, provide this information along with sketches, drawings when needed so the information is clear and complete. I'm sure you've already thought of this but I'll keep feeding ideas as they

come to mind. Over the Memorial Day week-end I went fishing off Baja Calif with my son so didn't do any flying Saturday or Sunday. Monday was so HOT! I stayed home.

See ya.

Dick McComas