

THE 3RD ANNUAL MOONEY MITE FLY-IN

The WAMM third annual Mooney Mite Fly-in was held on 24, 25 and 26 August 1979 at Columbia, California. Seven Mite owners showed up with only four of their M18 mounts. Gary Gramman, who drove up from San Diego with his partner, the lovely wife; Gil Gilbert piloted his magic carpet all the way from Kent, Washington (He wrote a blurb about it in another portion of the newsletter); Steve Frenzel drove there with his family; Doris and Ben Loftsgaard brought a barbeque dinner for all in attendance; I flew my "Passport to Adventure"; and so did Bill Bandersau. One other WAMM member who has been to all of the annual fly-ins, Dave Jappay, did not miss the 3rd either.

Doris and Ben provided the great fun and food at the LOFTSGAARD CAB-OVER CAMPER & GRILLE on Saturday, the 25th of August even with an altitude adjustment before dinner. All that attended enjoyed a great dinner prepared by these two lovely people. Doris, Ben, you did good!!! We came early and stayed late, talking into the wee hours. Doris also prepared breakfast - unbeatable!! We love you Doris! Have your mite ready for next year, Doris. You can do it!!

The longest distance award went to Gil Gilbert from Kent, Washington. He will return next year. The 4th Annual fly-in will be at Columbia, Calif. with the date to be announced sometime early next year.

As the early midday approached for Sunday's departure, everyone anticipated the 4th Annual WAMM Mooney Mite Fly-In! And as Dick McComas identifies Columbia airport - "the airport that is nestled in the gold country hills of the Sierras". How true!

The following is an extraction from Gil Gilbert about his trip to the Columbia Fly-in last August.

At 11:15 A.M. on August 24th, I left Crest Airpark Washington and climbed to 7500 ft with a direct heading to Roseburg, Oregon. The flight took me and the mite 3 hours. The weather was favorable between Crest and Portland with some scattered to broken cloud tops to 6000 over the mountains. Just prior to landing at Roseburg, about 30 minutes out, I had to descend to 3500 ft.

A half hour was spent on the ground for refueling and leg stretching. My second leg again took me to 7500 ft. on my way south to Grants Pass then S.E. to Ashland over the Siskiyou pass to Auburn! Took 3.6 hours on flying this leg, landing at 1815 hours; then only to find the gas pumps closed. After looking around I found the owner's son that permitted me to close my flight plan and open up the pumps for me to refuel.

Take off time at Auburn was at 1845 hours for my third and last leg to Columbia California airport, arriving there at 1920 hours.

After spending the 25th of August visiting with all the other mite owners and rebuilders, I left Columbia at 0800 August 26, Sunday morning. Enough fuel was on hand to fly direct to Red Bluff Calif. in 2 hours. Twenty minutes later I was airborne. This was north with clear weather to Medford, Oregon where I had to climb to 10500 ft. flying a heading over clouds breaking out finally south of Eugene. There I started a 100 to 200 foot rate of decent to Mc Minnville taking 3.5 hours from Red Bluff.

The next and final leg of the flight took 1.6 hours to Crest Airpark near my home of Kent, Washington. Good old N4121! She flew flawlessly. My A65 Continental burned 3.0 gallons per hour and used only 2 quarts of oil in about 16 hours of flying. One thing that was definite about the trip and that is I must do something about the seat! It took 3 days for my "rear" to get back to normal.

Thanks again - see you all next year.

Gil Gilbert

SWITCH-ON

My apologies to all of WAMM for the delay in this newsletter. The past months of scheduled work load has been very heavy from September thru December. And it did not permit me to do much but work. In fact, my hobby time was also down to zero. In any event, please permit me to extend a personal holiday greeting to you and yours. "HAVE A GREAT HOLIDAY SEASON." In addition, I hope all grounded Mites will be airborne again soon.

I've included copies of my correspondence regarding my inspection of my M118C to you in order that those of you that require AD note relief, may have some insight as to my approach. The secret is to have a safe aircraft and viable data to substantiate it! Plus of course, an understanding working GADO inspector as I did!

This inspector, Mr. Blum is also assisting me in the generation of a formal proposal to the Eastern FAA Office which outlines an alternate inspection method. This method was designed by he and I. Mr. Blum feels very confident that the Eastern Division will accept the proposal for serious consideration. I feel the same after talking to them recently in New York. They stated that the AD Notes are under consideration for changes and any suggestions would be respectfully reviewed!

That is where it stands now members. If you are having problems of your grounded Mite, feel free to use the same approach as I did if your aircraft has a safe structure integrity. Contact me if I can be of any assistance.

Your Editor

**from a flier who's been
around longer than
Orville and Wilbur**

