

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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WESTERN ASSOCIATION OF MOONEY MITES
 NEWSLETTER



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Save Woodland Habitats

To: GIDEON M. GILBERT JR
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AUG 82

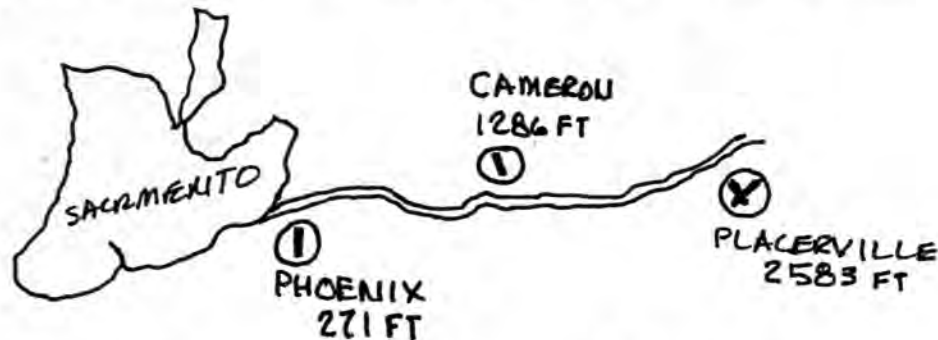
1981 Spring Get-Together

Your editor drove over 400 miles to the gathering of mites last spring in Porterville Calif., rather than fly. Of course, my reason for not flying was that my new mite was not quite ready. I enjoyed the drive and the company of my grandson with me. We had great fun.

The following WAMM people showed, some with their magic carpets, others like me drove. The six "Mooneys" belonged to Dick McComas, Bill Vandersande, Sam Gagnin, Don Huff, Ernie Buenting, and Dave Jappy. Doris Loftsgaard flew in with a "Cherokee" spam Can, we love her for coming. In addition, Gary Gramman drove in from San Diego with his motor home. Great fun had by all-even Bill Vandersande who had an accidental gear up landing. Other than a broken prop and some wing skin scratches, we had Bill flying home safely, maybe slow, but safe.

1981 Fifth Annual Mite Fly-in

It is that time of the year again, Mite guiders! The fifth official annual fly-in for Mooney Mites! It will be held at Cameron Airport near Sacramento, Calif. for three days. The dates again are the 4th, 5th, and 6th of Sept. This year we are fortunate to have Doc Sandy Sanderson offer his home Strip to us for this affair. He will host the event so that all in attendance will have a grand time. Therefore, do not miss out by not flying your "windwagon" to this special fly-in. In this newsletter I've provided a copy of the airport layout for your convenience. Unicom is available for radio contact.



The Cameron Airport, as shown above, is located between Placerville and Phoenix airports----should be very easy to locate. I would appreciate a card or phone call if you intend to be there, Sandy would like some kind of estimate as to how many mites will be participating. My goal is to have between 12 to 15 Mooney Mites fly in to this event. Lets make it the 'biggest' yet! I hope that the two gentlemen from Washington, Gil and Tom come down again as I hope Dale from Colorado shows also. While at Oshkosh this year, Gus Wiebe's son thought he will fly his mite from Kansas. Wouldn't that be great?

Sandy has assured me that there is plenty of room to park our aircraft whereby we can sleep in tents or motel it within short distance from the scene. Restaurants are also close. I hope that most of us have all our ADs taken care of so that should not pose any further problem (at least for the time being)! For the past year I have been working on my N120C so to have it for Oshkosh, but did not make it. However, I am trying to complete it for this gathering! So come on guys and gals! This means you too Nancy Crews. Maybe Steve Frenzel from Los Altos will be ready.

Despite ~~not~~ flying the big jet to Oshkosh, it still is the greatest flying event in the world. Also, its the gathering of great "airplane people". Everyone should go there a least once! Twice! Three times! etc, etc, etc,!

1981 5TH ANNUAL
MOONEY MITE FLY - IN
PROGRAM INFORMATION
CAMERON PARK AIRPORT
SHINGLE SPRINGS, CALIF.

FRIDAY - 4 SEPT. 1981

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

SATURDAY - 5 SEPT. 1981

6:30 - 7:00 AM - Dawn Patrol
9:00 AM - REGISTRATION OPENS

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 Cab Session

- A. Introductions
- B. Western Association of Mooney Mites
- C. MMOA
- D. Mite Talk
 - 1. Parts Availability (Information)
 - 2. MITE Improvements & Safety
 - a. Gear
 - b. Brakes & Tires
 - c. Fuel Tank
 - d. Wood & Weather
 - e. Other
 - 3. Flight Experiences
 - a. Trips - Good and Bad
 - b. Plane Characteristics
 - c. Gear up landings
- E. Next Year Fly-In Plans
 - 1. Events
 - 2. Awards
 - 3. Donation
 - 4. Place
- F. Sunset Fly-By - Preparation
- G. Dawn Patrol Plans

5:00 PM - REGISTRATION CLOSES
5:00 - 6:30 - Hanger Flying
6:30 - 7:00 - Sunset Fly-By
7:30 - DINNER

SUNDAY - 6 SEPT. 1981

6:30 - 7:00 AM - Dawn Patrol Flight
9:30 - 10:00 - Formation Fly-By
10:00 - 12:00 - MITE Comparisons & Awards
12:00 - 2:00 - Lunch
2:00 Goodbys and Departures

ACCOMMODATIONS: Campout or town motels.

REMEMBER-----KEEP THE MITES FLYING

13

CAMERON PARK

31

East Tie downs

Western Dr
point

Western Dr
point

United

Barron Ct.

Boeing Dr

100' taxiways for airplanes Autos

UNICOM
123.0

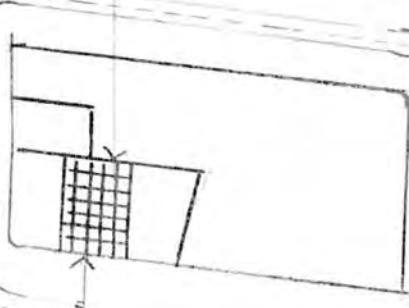
EARL Sandersons 3191
Western Dr

Air planes kept to right outer lanes when Taxiing

Autos use center lanes

Aeronca

Boranza



Western Dr

(916)
677-4974

My house (3191)

Oxford → 2 shop center

Fairway

Fairway



PILOT BULLETIN

Aviation safety, insurance, product marketing

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FLYING SAFETY UPDATE ARTICLE NO. 55

Preflight Checklists: Is Your Airplane Ready When You Are?

It's the type of accident for which there are really no excuses. An airplane takes off with water in the fuel tanks and the engine sputters and stops. As the pilot attempts to return to the runway, the airplane stalls and crashes.

According to recent statistics, accidents in which pilots fail to adequately preflight their aircraft occur with alarming frequency. In fact, accidents of this type represent 20 percent of all general aviation accidents and 16 percent of all fatalities and serious injuries.

The accident files are full of the horror stories: airplanes taking off with no oil, control locks still in place, pitot tubes covered, flight controls reversed, doors not secured, flap hinges loose and so on. In virtually every instance, a careful preflight would have prevented the accident.

Though they're often taken lightly, preflight checklists are critical to a safe flight. Checklists eliminate a pilot's reliance on his memory, help avoid duplication of effort and aid pilots in transitioning to different makes and models of aircraft.

Most importantly, checklists aid pilots in their legal responsibility of determining whether an aircraft is in worthy condition to fly.

The preflight check essentially consists of a thorough and systematic walkaround of the aircraft. The pilot who approaches an aircraft trying to find something wrong will be more likely to spot trouble than the pilot who assumes everything is okay.

The checklist procedures contained in the pilots operating handbook should be followed; however, the following may be used as a guide.

CABIN: Check to see that all the necessary documents, equipment and charts are on board, including a current airworthiness certificate (which must be displayed), registration certificate, radio station license (if radio-equipped), the aircraft flight manual (including weight and balance data) and placarded operating limitations. The pilot must have in his possession valid pilot and medical certificates and an FCC radiotelephone operator's permit (if applicable). Make certain the master switch, ignition, mixture control and throttle are off. The parking brake should be set and the gear switch (if applicable) must be in the down position. Remove all control locks. Check the fuel gauges. Put the wing flaps down (to facilitate thorough inspection). Check the windows for damage and cleanliness. Check the instrument panel for any discrepancies and check all lights for operation.

RIGHT FUSELAGE: Check for skin wrinkles, dents, loose rivets, or other damage. Check the underneath side, too, for damage or evidence of fuel leaks. Check the static air port for obstructions (location varies).

TAIL: Remove all control locks and tiedown and check for general condition. The underneath side of the stabilizer

is especially prone to damage. Check for control movement and the trim tab for security. Check the vertical tail, rotating beacon and navigation lights. If applicable, inspect the tail wheel for spring, steering arms and chains, tire inflation and condition.

LEFT FUSELAGE: Same as for right side.

LEFT WING, WINGTIP, FLAP AND AILERON: Remove all control locks and tiedown. Check flap for damage, excessive play, and the hinge pins and attach bolts for security. Check aileron for damage, security, freedom of movement, and the aileron hinges, pushrods and control cables. Check the landing light window (if applicable), and the wing structure for dents, wrinkles, fabric tears, mud, frost, snow or ice. Check the wingtip and navigation lights. Remove the pitot tube cover and check for obstructions. Check the stall warning vane for freedom of movement. (Prior to inspection, turn on master switch momentarily, so that stall warning horn can be heard when vane is deflected.) Visually check the fuel quantity and check for proper octane by color 80/89-Red; 100LL-Blue; 100/130 Green. Fuel grades that have been mixed will appear clear. replace filler cap securely. Drain some fuel into a clear container to check for the presence of water or other foreign materials. (Water is heavier than gasoline and will settle to the bottom of the container. If possible, leave tanks full, because when air in the fuel tanks cools, it condenses into water and contaminates the fuel). Check the fuel tank vent opening for obstruction.

LANDING GEAR: Inspect tires for wear, cuts, bruises and proper inflation. Remove wheel chocks, if any. Check wheel fairings for damage, security, and accumulation of ice or mud. Inspect hydraulic brake and brake lines for leaks. Check oleos and shock struts for cleanliness and proper inflation. On retractable gear aircraft, check wheel well openings.

ENGINE AND PROPELLER: Inspect inside engine cowl- ing for loose wires, bird nests, and for oil or fuel leaks. Check exhaust stacks for leaks and security. Check that oil quantity is above minimum recommended by manufacturer. Replace oil dipstick and tighten securely. Check oil filler access door for security. Drain fuel strainer to check for presence of water. Check front cowl opening for obstructions, such as pads to keep birds out. Check cowl flaps, if installed, for security. Check propeller and spinner for security, and propeller for nicks and scratches. Nicks more than one-eighth in depth should be repaired before flight. If propeller is eighth in depth should be repaired before flight. If propeller is constant-speed type, check for oil leakage, which will generally show up as streamers along the propeller blade. Check the nose gear for proper inflation of the exposed gear strut, and the nose wheel tire for damage and inflation. Check the landing light.

RIGHT WING, WINGTIP, FLAP AND AILERON: Same as for left side.

LANDING GEAR: Same as for left side.

BAGGAGE DOOR: After loading baggage, close and lock door. (Baggage doors opening in flight have caused serious control problems on certain aircraft.

This completes the basic preflight checklist which is applicable to most aircraft.

It is often said that accidents don't just happen they're caused. caused by failing to remember something critical. Never rely on memory for anything as important as a checklist! Use memory only to remind yourself to use a checklist. The only real assurance that you haven't overlooked or forgotten anything is the constant and regimented use of a basic preflight checklist such as this one. Another is the adherence to the printed checklist found in the manufacturer's aircraft flight manual for the particular aircraft you are flying. The price you pay for the extra time spent using a preflight checklist is well worth it.

Remember, a safe flight begins on the ground and a safe flight is no accident!