

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.

1986-2

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----- Subscriptions ----- \$3.00 per year.

WESTERN ASSOCIATION OF MOONEY MITES  
NEWSLETTER



USA 22



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--SWITCH-ON--

Just recently, while visiting with Bill Vandersande of Diamond Bar, California and owner of an M18LA Mite; Bill loaned me an interesting book he had mentioned to me sometime earlier. "The Al Mooney Story" by Gordon Baxter. This author is quite a writer of aviation with an interesting flare for it. He writes for "Flying Magazine" quite regularly, I believe. My feelings for this book since I began reading are strong, more so as I progress into the story. The designer of our beloved Mooney Mite was a genius with every aspect of the genius ability portrayed in the M18 series. I strongly recommend every Mite owner to read the "Al Mooney Story", learn something great in the man "Al". In the ensuing issues of WAMM, some highlights of Al Mooney's life will be noted.

A sad note, during the spring get-together at Fallbrook we regretably learned of Al Mooney's passing. He died the 7th of May 1986. I do not have any details. By the way, Baxter was a close friend of Mooney by association of the interviews during the writing of the book for over five years.

#### TENTH ANNUAL FLY-IN

The "Tenth Annual Mite Fly-in" is upon us Mite Guiders! Yes, WAMM has been around almost ten years with two Mite gatherings a year. The past years have been great fun and learning for the mite owners/pilots. So this year why don't you fly your magic carpet to Nevada County Airport near Grass Valley California? Here are some details of the upcoming event. Dave Jappay, our member, resides in Nevada City has made pre-arrangements of hopeful attendance of General Chuck Yeager to be at the Fly\_in. If any of you have a "Yeager" book, bring it along for his autograph! Dave is enthusiastic about the General being there with a "reasonably good chance" as he describes it!

The airport is located approximately ninety (90) miles north of Columbia with Runway 25 about 3950 feet long. It is considered the main runway, even when a slight downwind condition exists. Parking will be available near the camp area and picnic facility. Bring tents or stay at the motel. Since a county fair is taking place (which Dave's plans include), call in for an early reservation. Call 916-273-1393, Golden Country Inn. Prices are reasonable I understand. Shade trees in the camp area are plentiful for our "sit down" gab sessions....Restaurants are also numerous nearby...We should have ample transportation too. Looking forward to some of the Mites with owners that WAMM has not seen before in attendance...so that we can break the record of a maximum of twelve to date at any one fly-in the past years. See you there. Right? Right! The date is 22,23 and 24 August 1986.....More switch on data. The Mites with Lycomings cannot obtain the STE for autogas as was noted by the EAA, only Mites with Continentals! More on this later.....

## How We See It . . .

AOPA NEWSLETTER 1986



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## Belay the Beep

False alarms from emergency locator transmitters (ELTs) continue to plague rescue services.

The Air Force's Aerospace Rescue and Recovery Service, which coordinates local and Civil Air Patrol (CAP) search and rescue programs, reports a 96 percent false alarm rate. According to Col. Robert S. Michelsen, commander of the service, these inadvertent alarms send searchers on wasteful wild goose chases and can block bona fide signals for help up to 50 miles away.

Michelsen suggests pilots reduce the incidence of false alarms from their ELTs by tuning their comm receivers

to 121.5 MHz both before — and after — flight to monitor whether the telltale "whoop-whoop" signal is being transmitted by their ELT or another nearby.

Obviously, hard landings may set off an ELT, but so can battery corrosion, says Michelsen. He also reported that ELTs have been activated by the shock of being tossed into automobile trunks by pilots who take them home with them, or during rides over potholes.

With about 6,000 false alarms a year costing more than \$2 million to chase after, AOPA urges all pilots to add ELT monitoring to their before takeoff and after landing checklists.

# **MOONEY MITE FLY-IN**

*10TH ANNUAL GATHERING*

NEVADA COUNTY AIRPORT

NEVADA CITY CALIFORNIA

**22, 23, 24 AUGUST 1986**

## **FEATURING:**

*-FUN FOR ALL*

*-DAWN PATROL*

*-EVENING FLY-BYS*

*-AWARDS*

SPECIAL GUEST

GENERAL CHUCK YEAGER

**REMEMBER**

FRIDAY---SATURDAY---SUNDAY -

KEEP THE MITES FLYING

WESTERN ASSOCIATION OF MOONEY MITES

## Taking Aim at Safer Landings

(This is the second of three articles based on GAMA's popular "On Landings" series, which deals with the "whys" and "wherefores" of approach and landing accidents.)

You should be interested to know that landing accidents involving undershoots are usually much more serious than landing long. Obviously, the energy levels involved in undershoot accidents are much higher.

If ever you're in doubt about making the runway, add enough power to assure a safe landing. And, of course, be sure that power will be available by using your checklist for all pre-landing items! A significant number of landing accidents are caused by loss of power, and many of them are related to some basic step the pilot simply forgot.

*What's the cause of most undershoots?* Often the pilot is unconsciously trying to hold altitude, or make the runway using elevator alone. This sets up a mush or stall, resulting in an undershoot accident, or a hard landing on the runway itself.

A perfect way to sucker yourself into this is to shoot a long, low approach—especially in unstable air or in high density altitude conditions. What can happen is that you can wind up behind the power curve with the throttle wide open and no more power available to stop the sink rate.

In this case, the only thing you can do to save the situation (tough as it is) is to *ease* the nose over and regain airspeed and climb capability—if you've got the altitude, distance, and lack of obstacles ahead to do it. This only reemphasizes the importance of using the proper combination of power and pitch throughout the landing approach.

The aim point is something we've all heard about, but may not have been using. But it's a great aid in making good, safe landings. The aim point is your imaginary bulls-eye on the runway. It can be be-

tween two particular runway lights, or wherever. It's the reference point at the end of your selected glide path, *not* the actual touchdown point.

If your aim point appears to be moving *toward* you when you're established on final, you know that your airplane will overshoot that point. A *constant* position of the aim point in your windshield means things are "right on." If the aim point appears to be moving away from you it's a sure sign of an undershoot.

Once you've selected your aim point, you must also select the right glide path. Without a visual approach slope indicator (VASI) or instrument landing system (ILS), this becomes a personal decision. Select a glide path that works best for a particular situation, but make sure it allows for clearance of all obstacles and for a *safe* rate-of-descent.

A VASI is a good aid to help establish a safe glide path. Remember, though, that while all VASIs will keep you clear of obstacles, approach angles vary. And some "complex" VASIs provide multiple approach angles to assist everything up to jumbo jets, while many smaller airports may have only non-standard VASI systems. One such non-standard system is nothing more than three plywood (or plastic) panels to be aligned by adjusting your glide path on approach.

On final, your glide path can be affected by wind, wind shear, microbursts and other turbulence, including wake turbulence. Wind shear is a major variation in wind speed and direction between *horizontal* layers of air. Microbursts are sharp, very strong downdrafts, associated with thunderstorms. Impossible to outmaneuver and usually invisible to the eye, they are good reasons to avoid a landing at any airport with a thunderstorm nearby.

Turbulence also results from air-flow over nearby mountains and winds disrupted by nearby woods,

hangars or other airport structures. Always be ready for turbulence and its effect on your approach. When you find it, especially on short final, be prepared to add power and go-around if necessary. The sooner you add power, the less likely you are to wind up between a rock and a hard place.

Stalls are a frequent cause of landing accidents and the deadliest of all is the cross-control stall. A cross-control stall is usually set up on base and the potential for it becomes greater in the presence of a tailwind on that leg. A tailwind creates greater groundspeed, which gives you less time to react.

Add a distraction, such as conflicting traffic or a problem in the cockpit, and you're ripe for a late turn onto final and the potential for a cross-control stall. Making that turn to final, you don't want to make a steep, banked turn, because you know that the stall speed increases with bank angle. Instead, you try to increase the rate-of-turn with rudder alone, all the while keeping your bank shallow with opposite aileron.

Of course, now you'll need more "up" elevator because the combination of inside rudder and "down" aileron drag makes the nose drop. As you pull back, you slow down and, bang, there's a stall and a snap roll toward the lower, inside, wind. This situation can be avoided by good planning, including a properly flown pattern, proper airspeeds, and a timely go-around when things don't feel right.

Some other points:

- Complete as much of your "before landing" checklist as possible before entering the pattern.
- Look outside the cockpit for helpful indications of wind—flags, smoke, and ponds, for example.
- Listen to the radio for UNICOM and ATIS advisories on landing conditions. —