

The WAM 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.

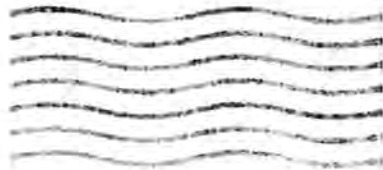
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WESTERN ASSOCIATION OF MOONEY MITES
 NEWSLETTER
 BEACH, CA
 PM
 JUL 30 1987



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MOONEY MITE FLY-IN

ELEVENTH ANNUAL EVENT
QUINCY AIRPORT
CALIFORNIA

28-29-30 AUGUST
1987

MOTELS & CAMPING
AVAILABLE

FEATURING:

- FUN FOR ALL
- DAWN PATROL
- EVENING FLY-BYS
- AWARDS

REMEMBER

FRIDAY---SATURDAY---SUNDAY

KEEP THE MITES FLYING

WESTERN ASSOCIATION OF MOONEY MITES

137
155
1124
456

28 1987

How We See It . . .

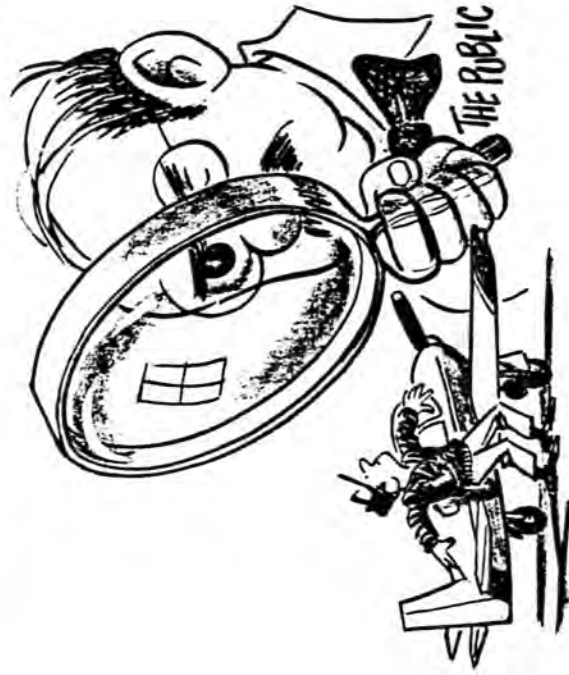
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BREAKING OUT!



How We See It . . .

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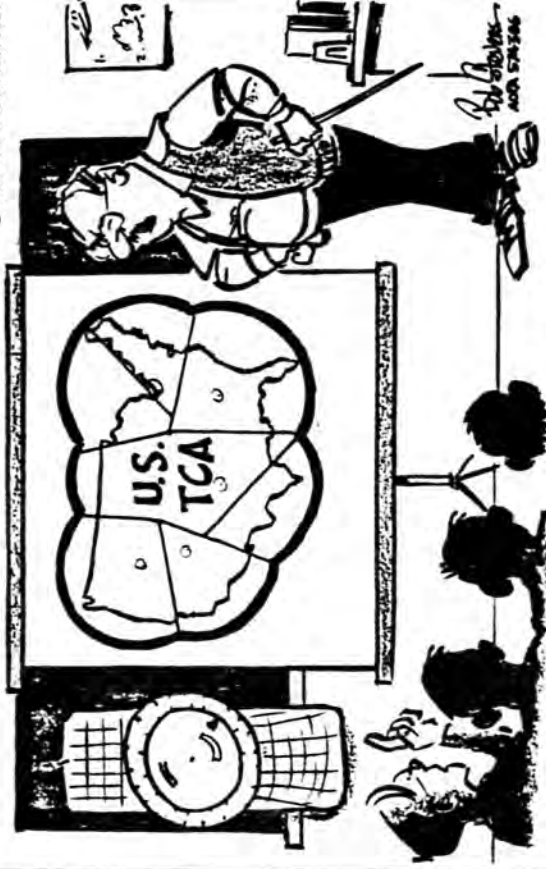
How We See It . . .

AOPA NEWSLETTER 1986



How We See It . . .

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AS UNAMM

SEES IT!!!!

AD's—Short for "Avoiding Disaster"

There isn't an aircraft owner around who doesn't cringe at the sight of an airworthiness directive (AD) in the mail. Typical reactions range from "What is it this time?" to "How much is it going to cost me?"

AD's don't bring good news. In fact, it's their very purpose to alert owners to either an existing or potential threat to air safety.

While AD's are extremely serious business, they're often misunderstood by aircraft owners and operators. And sometimes, with serious consequences, they're just ignored.

Pilots should know that AD's are required by law. One of the safety functions charged to the FAA is to require correction of unsafe conditions disclosed in any product, be it an aircraft, engine, propeller or accessory. The medium used to provide notice and to require correction of the unsafe condition is the AD.

The AD prescribes the conditions and limitations, including inspection, under which the product may continue to be operated.

AD's are published in the *Federal Register* and are generally mailed to the registered owner of the aircraft make and model affected. When an emergency condition exists, telegrams may be sent.

Depending on the seriousness of the unsafe condition, AD's are published in one of the following categories:

- Notice of Proposed Rule making—An NPRM is issued when there is no emergency affecting air safety. Comments are invited from the public and the notice may be changed or withdrawn. When an NPRM is adopted as a final rule, it is published in the *Federal Register* and sent to registered aircraft owners.

- Immediate Adopted Rule—This is an AD of an urgent nature where prompt action is essential. It is issued without notice (NPRM) and is made effective less than 30 days after publication in the *Federal Register*.

- Emergency AD—This type of AD is issued when an immediate action is required to correct an unsafe condition. Emergency AD's are distributed to the registered owners of the make and model affected either by telegram or priority mail and are effective upon receipt.

On occasion, AD's are issued that apply to engines, propellers, and accessories (fuel pumps, magnetos, etc.). When the product can be identified as being installed on a specific make and model aircraft, AD distribution will be made to the registered owner.

There are times, however, when a determination cannot be made and direct distribution to the registered owner is impossible. For this reason, owners and pilots should subscribe to AD summary publications available either from the federal government or a commercial source.

Each AD has an applicability statement specifying the product and, if applicable, the aircraft category to which it applies. AD's that are not specifically limited will apply to all models set forth in the applicability statement, regardless of category.

Some aircraft owners and operators are of the opinion that AD's are not applicable to aircraft certificated in certain categories, such as experimental or restricted. This is *not true*; if an AD does not specifically exempt a category, then the AD will apply to that category.

No person may operate a product to which an AD applies, unless it is operated in accordance with the requirements of the AD. It is understood that to "operate" does not apply not only to the person who causes or authorizes the product to be used, such as the owner or lessee.

Compliance with emergency AD's could be a problem in the case of leased aircraft. The FAA has no other means available to make notification, other than to the registered owner. For this reason, it is important that the owner make the information available to the operators of the aircraft in the most expeditious manner possible.

Compliance times specified in AD's are established from a safety standpoint and can be stated in numerous ways. Some AD's are of such a serious nature they may require compliance before further flight. Others may express compliance time in terms of a specific number of hours of operation, such as "compliance required within the next 50 hours time in service." Or compliance times may be expressed

in terms of landings, such as "within the next 10 landings after the effective date of the AD."

When a direct relationship between airworthiness and calendar time is identified, a calendar date may be the limiting factor for compliance. It should also be noted that due to the nature of the unsafe conditions, not all AD's have a one-time compliance and repetitive inspections at periodic intervals after initial compliance may be required.

In some instances, owners are able to substantiate longer inspection intervals on the basis of accumulated service experience with their particular maintenance practices. In order to provide flexibility under these conditions, a statement may be included in the AD to permit reasonable adjustments in the intervals specified to allow compliance at an established inspection period of the owner.

The Federal Aviation Regulations require the person performing an annual inspection to provide the owner with a list of discrepancies, including noncompliance with AD's. The list and the entries should aid the owners and operators in meeting their responsibilities regarding AD compliance and recording.

However, according to another FAR section, the owner or operator is *primarily responsible* for having AD's complied with and is responsible for ensuring that the appropriate entries are made in the aircraft maintenance records.

And finally, the FARs required each registered owner or operator to keep records of the current status of applicable AD's including, for each, the method of compliance, the AD number and the amendment date. If the AD involves recurring action, the time and, if applicable, the date when the next action is required must be recorded.

AD's may be unwelcome news and sometimes hit an owner hard in the wallet, but they're invaluable to air safety. AD's are helping you "Avoid Disaster."

These articles are purely advisory in nature. Your own certified flight instructor, the FARs, pilot's operating handbook and various updated transmittals from the FAA or your aircraft manufacturer may alter or affect the information published. AVEMCO neither assumes any responsibility for the accuracy of these articles, nor any liability arising out of reliance upon these articles.