

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 Mooney Mites 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 as enough news and information gathers to be informative to the mite owners.....

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NEWSLETTER
WESTERN ASSOCIATION OF MOONEY MITES



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WESTERN Association of Mooney Mites

SWITCH-ON

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A reminder for some and news for others that Fred Schmidt of Camden Ohio has miscellaneous parts for Mites. In particular the Gear "rubber donuts" at \$26.00 each. These donuts are not easy to come by or at reasonable prices elsewhere. Fred's phone is 513-452-3230. Give him a call!

Note the spring get-together information on other pages of this issue to be held at Porterville Calif. If your mite is flying- FLY THE MAGIC CARPET TO THE GATHERING! The fourteenth annual Mite fly-in at Columbia Calif. will be friday, saturday, & sunday of 24, 25, & 26 August 1990. The place again as chosen by attendees last year, Columbia airport, a great place!

Hey guy & gal drivers of Mooney Mites, its spring time again. This is when we do what we have been thinking about all winter, "FLYING". In this case flying the mighty Mooney Mites. Important is to have the mites in tip top condition with a good thorough check in some critical areas. The following are worth taking the time to do:

- * Clean drain holes - check for trapped water.
- * Lube all fittings, bushings, pins, etc.
- * Check tires for cracks.
- * Replace stale fuel with fresh fuel.
- * Drain & clean gascolator assy, replace the gasket.
- * Drain oil, replace with fresh oil if engine has been sitting without running. Do not warm up engine prior to draining.
- * Check all surfaces & hinge points.
- * Make this a mini-annual if the mite has been sitting a few winter months.
- * Prepare in advance prior to any flying.
- * Read the article "Getting The Bugs Out" on another page of this issue.
- * Happy flying. If any questions need answering, give a call!

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The last issue of the WAMM newsletter mentioned tires available for the mites. The prices appear not to have changed to date. If interested review your last issue or contact me!

Since some of you may have sold your mite, let me know the name of the new owner in order that they may receive the newsletter. Any donations graciously accepted.....



1990 SPRING GET TOGETHER

Spring Fever Flying

BY

Western Association of Mooney Mites

AT

Porterville California Airport

18-19-20- May 1990

Friday-Saturday-Sunday

* CAMPING

* MOTELS

* TRANSPORTATION

* MIGHTY MITE FUN

* PLAN AHEAD TO ATTEND

* This is the 13th spring gathering

* DON'T MISS IT!!!!!!!

REMEMBER-----KEEP THE MITES FLYING

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1990 13th ANNUAL MOONEY MITE
SPRING GET-TOGETHER

Friday - 18 May 1990

- 3:00 - 6:00 PM - Greetings
- 6:30 - 7:00 PM - SUNSET FLYBY
- 7:30 - Dinner & Hangar Flying

SATURADAY -19 May 1990

- 6:30 - 7:00 AM - Dawn Patrol
- 7:30 - 9:00 AM - Breakfast
- 9:00 - 12:00 - Greeting Arrivals & Making Friends
- 12:00 - 1:30 - Lunch
- 1:30 - 2:30 PM - Relaxation
- 2:30 - 5:00 PM - Get-together Gab Session & Flying
 - A. Gab Session
 - B. Group Flight??????
 - C. 14th Annual Fly-In Plans
 - D. Sunset Fly-By Preparation
 - E. Dawn Patrol Plans
 - F. Evening Plans
- 5:00 -6:30 PM - Hangar Flying
- 6:30 -7:00 - Sunset Fly-By
- 7:30 - Dinner

SUNDAY - 20 May 1990

- 6:30 - 7:00 AM - Dawn Patrol
- 7:30 - 9:00 - Breakfast
- 9:00 -12:00 - Mite Comparisons
- 12:00 - Lunch, Goodbyes, Departures

ACCOMMODATIONS: Campout or Town motels

Remember-----Keep the Mites Flying

Getting the Bugs Out

Along with the otherwise welcome rites of spring comes a variety of bugs, birds, rodents and associated pests that are most unwelcome to aircraft owners and pilots. This article, largely on one of our most popular "how to" primers, will help you avoid the birds and the bees of springtime flying.

During your aircraft preflight, you'll have to be especially alert that the work of these assorted varmints doesn't lead to an engine fire or a far worse accident. A bug doing a kamikaze routine into your windshield you can live with, but when the little rascal plugs up your pitot tube, you've got problems of a far more serious nature.

Birds, mice, bees, spiders, rattlesnakes (yes, we said rattlesnakes) and other rodents and insects just love to set up house in an aircraft. Some aircraft seem to be more susceptible to this problem than others, depending largely, it would seem, on the openings in areas such as the engine cowling and tail assembly. But much, much smaller openings can be just as inviting.

Most of these unwanted critters are looking for a warm, sheltered place to build a nest. And the size and weight of the materials in such nests is completely out of proportion to the size of the problem these pests are capable of creating.

The presence of rodents and insects in aircraft has long been known to have caused just about everything from inflight fires to complete engine failures and forced landings. They also have been the cause of structural failure that developed be-

cause of acidic corrosion from waste matter.

To know that birds, insects and rodents like to build their nests in aircraft is to be prepared for half the battle; to respect their determination and perseverance is the other. In no way should the removal of an existing nest be considered a victory that assures the displaced tenant will leave the premises permanently. Nor would this action insure against another unwanted guest beginning construction shortly thereafter.

In warm weather, it should never be taken for granted that a nest or materials for a nest will not be unexpectedly loaded aboard an aircraft in a very short period of time—even less than an hour.

Further, it seems that any opening in an aircraft or its systems is an invitation to some unwelcome passenger. Which kind of critter you'll likely contend with depends primarily on geography, climate and the size of passage or space available.

During one recent annual inspection, black widow spider nests were found beneath and behind the pilot seat. Openings in the floor boards and seat back could provide an easy means for a spider-pilot confrontation.

With these thoughts in mind, it is possible to look for evidence of construction materials peculiar to the pest's natural environment. Typical examples are:

- Mud smears or droplets at pitot-static masts, fuel tank vents, crankcase breathers, stall warning vanes, external venturi, and cabin

air vents are indications of mud dauber (wasp family) activities. For reasons best known only to themselves, these insects are very adept at packing mud into small holes. Fuel starvation, attributed to the blockage of the fuel-venting system by tightly packed, dried mud, has caused the crash of more than one aircraft.

- Straw, string, or blades of grass extending from the cowling openings, carburetor air intakes, blast tubes, exhaust stacks, and tail assembly are signs of birds at work.

- Cotton batting, shreds of fabric, or paper at wheel wells and empennage openings are frequently indicators that rodents (mice) have been around and possibly have moved aboard. These pests will gnaw any material and specialize in digesting wooden spars and waxed rib stitching cord.

There is a whole school of thought, or we should say opinion, as to the best means of controlling pests. Some owners buy rubber owls or other birds of prey and slip them over the end of a prop blade to scare off birds. Other pilots buy or fabricate cowling intake fillers out of foam with a red streamer affixed so they don't overlook them during preflight. There are probably scores of other attempts at dealing with the problem.

Perhaps the best approach is to perform a thorough preflight inspection, being especially alert to some of those small, out-of-the-way openings you paid little attention to before. You just never know what might be lurking there to spoil a nice afternoon flight.