

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.....

1-1661

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Subscriptions-----\$3.00

NEWSLETTER

WESTERN ASSOCIATION OF MOONEY MITES



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TO: Bill Gilbert Jr.
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At Chino Calif. airport another Mooney Mite lives here with Bill Vandersande and my mites. The last issue of the WAMM newsletter I mentioned this airplane briefly that it had been flown to California via a Douglas DC-6 from Alaska, its previous home. The mite owner Ray Diechman had intended to donate the plane to the Chino Air Museum; however, he changed his mind. He sold it! The proud new owner is from this area, Riverside Calif., Tony Pupa. Tony is currently housing his mite in the hangar with Bill and I. So as to become familiar with his new bird, Tony is doing some tender loving things before flying his "magic carpet". Hopefully he will have it ready for the Porterville Flyin in a few weeks. Welcome aboard the group of lucky plane owners, Tony, the "mighty mooney mite". Good luck with many happy landings.

OK folks, spring has sprang. Now is the time to bring out the mites and prepare it for the great flying weather to be enjoyed in the ensuing months. Give the airplane a thorough going over, somewhat of a mini-annual! Look in the wing for any recent "move ins", like birds, mice, etc. Clean out drain holes, lubricate fittings and moving parts, check for any loose or missing screws. Some good common sense approach to inspecting the aircraft is in order if the mite has sat for numerous months. You only want to be surprised on the ground not in the air! Have fun!

Sorry that I'm just a little late in getting this issue out this time. Some fault goes to a few weeks of vacation from which I just returned. I visited "Sun & Fun" at Lakeland Fla. during part of the vacation in early April. Not one Mooney Mite showed which was disappointing. Some of the mite guys in Florida are missing out by not flying your planes to this great event! Show it off, the mite draws attention everywhere!

This issue has the info on another page regarding the Porterville Flyin. Remember the dates---17th, 18th, 19th May 1991. Just a few weeks down the road. Hopefully the weather should be pleasant for the gathering. It always has been in the past. This will be the 14th annual spring mite flyin. The regular annual Mooney Mite Flyin in August is not too far off. So plan early for that event. The dates for Mooney Mite Mania are 23-24-25 August 1991 at Columbia airport California.

I remind WAMM members that if you are interested in a special Mite gathering in your area, contact me. I shall be happy to forward any Mite owners names to you. A breakfast flight of mites are fun!!!!

If any mites have exchanged owners, I'd appreciate their names and addresses. Thanks. Happy landings everyone.

AVEMCO

PILOT BULLETIN

Aviation safety, insurance, financing

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FLYING SAFETY UPDATE ARTICLE No. 41

The Miser's Touch . . .

Gasoline can't be turned into gold, but paying for it at the pumps may lead to the feeling that it has about the same value. The conscientious pilot who properly leans his aircraft engine can significantly reduce the cost of his flying. And saving fuel is in the national interest.

The best information on leaning the engine of a particular aircraft is provided in the aircraft's Pilot's Operating Manual. However, AVCO Lycoming has some general suggestions to pilots on how to lean direct-drive normally aspirated engines.

In addition to reduced operating costs the mixture should be leaned for:

- Improved engine efficiency
- Greater fuel economy (which increases range)
- Smoother engine operation (which saves engine accessories and mounts)
- Longer spark plug life (fouling is reduced)
- Reduced maintenance costs
- More desirable engine temperatures at cruise altitudes

Fuel flow, through either a carbureted or fuel-injected induction system, must be adjusted manually in almost all instances to provide for the most efficient fuel to air ratio for efficient combustion within the cylinders. Given certain fuel to air mixtures, it is possible to have a situation where the engine will run rough—or not at all. Since air density varies with temperature and altitude, it is important to understand when and how to adjust the mixture control to obtain the best performance, fuel economy and maximum engine life.

Generally, the engine should be leaned:

- Any time the power setting is 75% or less at any altitude. (Full throttle or climb power through 5,000 feet *density altitude* usually means mixture full rich.)
- At high altitude airports, lean for taxi, takeoff, traffic pattern entry, and landing.
- For landings at airports below 5,000 feet density altitude, adjust the mixture for descent, but only as required. (You can't go wrong if you keep the engine running smoothly, but before

entering the traffic pattern, go to full rich.)

The "tachometer method" is one means of leaning aircraft engines equipped with fixed or variable pitch propellers. Set the controls for the desired cruise power setting as shown in the aircraft's Pilot's Operating Manual. Then gradually lean the mixture from full rich until the tachometer reading peaks. In smooth air, you should also notice a slight increase in aircraft speed. At peak RPM, the engine is operating within the maximum power range. For best economy operation, the mixture is first leaned from full rich to maximum power, then the leaning process is slowly continued until the engine starts to run rough. Then, enrich the mixture sufficiently to obtain a smoothly firing engine. Some engine power and airspeed is sacrificed when operating at best economy. What you gain, however, is increased endurance.

The "engine rough method" is used with fixed or variable pitch propellers on engines equipped with *float-type carburetors only*. With this method, the throttle is set to the appropriate power setting (75% or less), then the engine is leaned until it starts to run rough, then the mixture is enriched slightly until the engine is again running smoothly. The engine will then be operating near the "best economy" mixture setting.

The "fuel flow meter method" is for use

with fixed or variable-pitch propellers. The Pilot's Operating Manual for aircraft equipped with fuel flow gauges contains appropriate fuel flow settings or, alternatively, the fuel flow gauge may be marked for correct flow at each power setting. The mixture is leaned to the published setting or marked fuel flow values to achieve the correct mixture.

The "exhaust gas temperature (EGT) method" is for use with any type propeller. Peak EGT occurs essentially at the rich edge of the best economy mixture range. Operation at peak EGT (be sure the engine manufacturer approves powerplant operation at peak EGT, and if so, determine if there are limitations that accompany such operation) not only provides essentially minimum specific fuel consumption but, also, 95% to 96% of the engine's maximum power capabilities for a given engine speed and manifold pressure. In addition, engine operation is very smooth at peak EGT. In comparison, a very noticeable power loss or roughness will occur when the engine is operated at the lean side of the best economy range.

High altitude operations—5,000 feet density altitude and above—call for lean mixture for taxi, takeoff, descent and landing.

- On start-up and taxi, lean at 1,000 RPM (all propeller combinations) until RPM peaks, then enrich slightly.
- Before takeoff, go to full throttle and lean mixture:
 1. With a fixed pitch prop, lean to maximum RPM, then enrich slightly.
 2. With a variable pitch prop, on carbureted engines, lean to engine smoothness. If an EGT gauge is available, lean to +100° on the rich side of peak.
 3. Fuel injected engines, lean to the correct fuel flow setting according to the aircraft's Pilot's Operating Manual.
- Always lean at traffic pattern altitude for landing at high altitude airports but only after maximum power has been established. This will ensure maximum available power in the event that a go-around is necessary.

In summary, if an aircraft is equipped with the following propeller/EGT/fuel flow indicator combinations, lean according to the following chart (always follow the engine operating procedures provided by the aircraft Pilot's Operating Manual for the aircraft flown):

Propeller/Fuel Flow/EGT Combinations

- Fixed or variable pitch propeller with no EGT and no fuel flow indicator
- Variable pitch propeller with no EGT and no fuel flow indicator
- Any type propeller with fuel flow indicator
- Any type propeller with EGT gauge
- Any type propeller with fuel flow indicator and EGT gauge

Leaning Method

- Tachometer method or engine rough method
- Engine rough method
- Settings published in Pilot's Operating Manual, or marked on the fuel flow indicator
- Set EGT according to Pilot's Operating Manual, usually peak EGT, then enrich slightly to smoothness
- First adjust to the fuel flow settings as published in Pilot's Operating Manual, then lean by setting the EGT according to the Pilot's Operating Manual

Remember . . . be a "fuel miser." It will keep money in your pocket and fuel in your tanks.

1991 SPRING GET-TOGETHER

__SPRING FEVER FLYING__

BY

Western Association of Mooney Mites

AT

Porterville California Airport

17-18-19-May 1991

Friday- Saturday-Sunday

* CAMPING *

* MOTELS *

* TRANSPORTATION *

* MIGHTY MITE FUN *

* PLAN AHEAD TO ATTEND *

* 14TH SPRING GATHERING *

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

REMEMBER _____ KEEP THE MITES FLYING

KEEP THE MITES FLYING, FLYING, FLYING!!!!!!!!!!!!

1991 14TH ANNUAL MOONEY MITE
SPRING GET-TOGETHER

Friday - 17 May 1991

3:00 - 6:00 PM - Greetings
6:30 - 7:00 PM - Sunset Flyby
7:30 PM - Dinner & Hangar Flying

Saturday - 18 May 1991

6:30 - 7:00 AM - Dawn Patrol
7:30 - 9:00 AM - Breakfast
9:00 -12:00 PM - Greeting More Arrivals
12:00- 1:30 PM - Lunch
1:30 - 2:30 PM - Relaxation
2:30 - 5:00 PM - Whatever our hearts tells us to do!
5:00 - 7:00 PM - Relaxation & Flying
7:00 PM - Happy Hour & Dinner

Sunday - 19 May 1991

6:30 - 7:00 AM - Dawn Patrol
7:30 - 9:00 AM - Breakfast
9:00 -12:00 PM - Mite Talk
12:00 PM - Lunch-Departures

ACCOMMODATIONS: Campout or Town Motels
MITE FUN: Don't miss it!

Mooney Mite

FLY-IN

PORTERVILLE, CALIF.

