

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.....

2-261

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Subscriptions-----\$3.00

NEWSLETTER

WESTERN ASSOCIATION OF MOONEY MITES



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Chino Hills, Calif. 91709



TO:

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# WESTERN ASSOCIATION OF MOONEY MITES

Vol XV 92-2

August 1992

## Mite Flyin:

This summer is rapidly passing by. The 4th of July is gone and labor day is on the horizon. Within this time zone WAMM's yearly fly-in at Columbia takes place. This will be the 16th annual late summer Mooney Mite Fly-in to be held with the dates being August 28-29-30. For those of you that have attended this event at Columbia Ca. are aware that this is one of the great airports for fly-ins because of the facilities and its location nestled in the beautiful mountains. Throughout the year, yearly events of many airplane organizations have their gatherings at the Columbia airport. If the WAMM mite guiders don't attend they'll miss the mite fun the rest of us will enjoy! So-o-o! Fly in to the 16th annual mite mania!!!! We are looking forward to a good showing of these great planes.

## Airspace Designations:

A new rule that consolidates and supposedly simplifies the type and classifications of airspace, making them easier for the pilots to understand has been adopted by the FAA. These changes are to be completed by September 1993.

The new rule will establish six (6) classes of airspace, each designated by a single letter of the alphabet- A, B, C, D, E, or G. The FAA apparently is in the business of not leaving things well enough alone or are looking for things to do!

Each letter is associated with a different set of pilot qualification and equipment requirements; pilot operating rules and specific air traffic control services. The letter will replace such current terms as positive control airspace, terminal control area, airport radar service area and others. An education program designed to help non-airline pilots understand use of the new types of classifications of airspace is in the works and hopefully will be provided by the great FAA. Ha!

## Mite From Minnesota

Thomas W. Oostdik of Lino-Lakes, Mn wrote me early this year that he has a mite restoration almost complete. He writes that he had just begun fabric covering of the wings & control surfaces and then later to take to the airport for final assembly. Well Tom, where does the project stand today? Close to flying late this summer? Drop a line to let us know the status!

## Another Silent Flight

Another WAMM member, Horst (Hans) Heinlein of Tappan, N. Y. recently took his last flight. Our condolences goes out to his loved ones. Horst was restoring an M18LA model serial #113 and manufactured in October 1951. A friend, Dick Elmert, is trying to help Han's family as much as he can in the disposal of the beautiful mite. Dick has forwarded me photos and a video of the project. The workmanship looks superb in every aspect; however, the aircraft requires covering and the assembly of details. No avionics are available with this project. The Lycoming O-145-B2 engine is completely overhauled and ready for installaion! If anyone is looking or interested for a shor term project to work on, this is the one.! Contact me by phone or write for further info. Apparently Mr. Heinlein put his all into the restoration of this mite and was looking for the day soon to fly it. Sad.....

## The Mighty Mite

It appears that the Mooney Mite has accomplished mighty feats; such as burning hundreds of gallons of jet fuel instead of gasoline (in one fill-up) and now a flight from California (supposedly) to Denmark & Iceland. WAMM member Jim Simpson, a few years ago received a bill from an FBO in N.Y. th... wew some \$600 plus for hundreds of gallons of jet fuel taken

## WESTERN ASSOCIATION OF MOONEY MITES

on board his mite (registration no.). Ha, Ha, Ha. Recently, WAMM member Bill Vandersande received a bill from the CAA (Civil Aviation Authority) of Edinburgh that he owes an amount because his mite (registration no.) landed in Denmark and or Iceland and did not pay the regular fee for whatever?! It is ammazing what mighty feats that some Mooney mites have achieved during its' existance. Of course, the blame for these billing errors are all blamed on the computer, right? Oh sure!! Still it is strange, the situations created by these unusal circumstances. Just "another one for the books"!!!!

### Mite N119C

This mite has an incredible story beause of its owner & long time WAMM member, Gary Gramman of San Diego. Gary is the original owner of the above mite which he pruchased from the Mooney factory in 1950. The M18L Gary bought was serial No. 50; however, it became serial No. 80 later in its life, I believe, due to a rebuild by the factory after Gary had a mishap in it. Maybe I am wrong. N119C probably remained serial No. 50. Right Gary? Any way, landing behind a DC-6, Gary lost control and crashed, luckily with only minor injuries to himself but serious damage to the plane. The factory took parts of serial 80 rebuilding the mite with its new parts and its new registration number N119C. Ironically, serial No. 80 was never built except into Garys' airplane; therefore its N119C registration--I owned serial No. 79 (N118C) one time and now own serial No.81 (N120C).

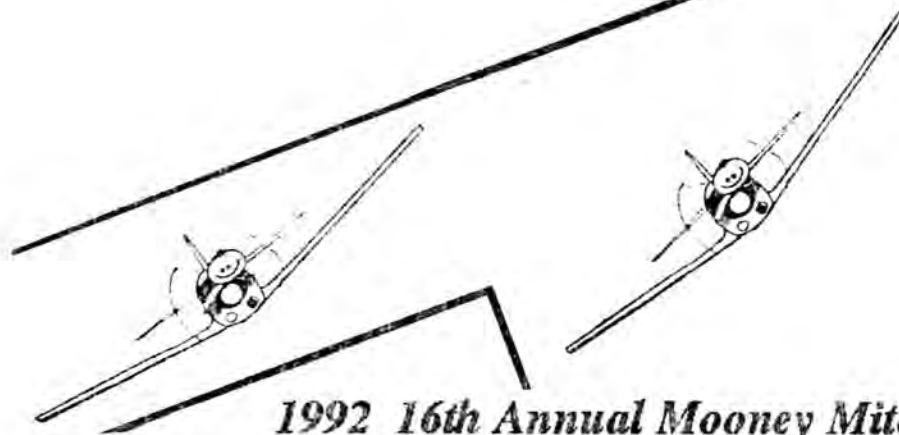
This aircraft sat in Garys hangar for many years because of its owner medical certificate setback, some seventeen years back. But thanks to Garys persistance with athe FAA, he won the battle getting a 3rd class valid certificate so now he can fly the mighty mite. And that he did last May to the Porterville Spring- Get-Together!!! Astonishly, N119C showed up at Porterville with the most pleasant surprise to all other mite pilots in attendance. The mite looks beautiful inside and out with great instrumentaion/avionics! Come to Columbia to see Gary with his mite plus hear his story!!!!

### Lycoming O-145

Jess Hackenburg sent me a note asking to insert a "plug" in our newsletter regarding Lycoming O-145 engines for our mites. He states that he has parts, services and repairs for the Lycoming O-145 series engines and will be happy to accommodate accordingly. This is good news so take advantage of the offer or contact Jess by phone or letter.

J.P. Hackenburg Aviation  
Lycoming O-145 & R680  
Overhaul - Parts- Service  
P.O. Box 66 Montoursville, Pa 17754  
717-368-8849  
J.P. Hackenburg Owner

Jess, as I stated in my reply to your 'jet set' note- no charge!!! You are welcome; we appreciate the news of someone to take care of our precious engines!!!!



**1992 16th Annual Mooney Mite  
Columbia Fly-in**

Friday - 28 August 1992

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

Saturday - 29 August 1992

6:30 - 7:00 am - Dawn Patrol  
7:30 - 9:30 am - Breakfast Flight  
9:30 - 12:00 am - Greeting More Arrivals  
12:00 - 1:30 pm - Lunch  
1:30 - 2:30 pm - Relaxation & Mite Talk  
2:30 - 5:00 pm - Short Flying Safari To ??????  
5:00 - 7:00 pm - Relaxation  
7:00 - until pm - Happy Hour & Dinner

Sunday - 30 August 1992

6:30 - 7:00 am - Dawn Patrol  
7:30 - 9:00 am - Breakfast  
9:00 - 12:00pm - More Mite Talk or ?????  
12:00- pm - Lunch or/and Departures

**ACCOMMODATIONS:** Campout or Town Motels  
**MITE MANIA FUN:** Don't Miss it!!!!

**Remember - Keep The Mites Flying**



# Mooney-Mania

I PAID HIS FULL ASKING PRICE - BUT HE'S GOTTEN PRETTY EMOTIONAL ABOUT THE DEAL!



Bob Stevens

NO MORE 'FLOATERS' FOR OL' DAD!

