

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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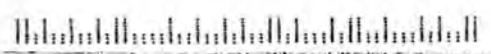
NEWSLETTER  
WESTERN ASSOCIATION OF MOONEY MITES



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## WESTERN ASSOCIATION OF MOONEY MITES

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Another year is about to end and pass into history as other years have gone by. However, let it be clear that the great year 1992 is the transition of one point into another. That being the ensuing year of 1993 being assured; nothing else is except death & taxes!!!

Before I get too far along into this last newsletter for this great year, permit me to wish all WAMM members and their families in having a happy holiday season including a marvelous & healthy year during 1993!!! (The Editor)-----

MERRY MERRY CHRISTMAS  
AND HAPPY NEW YEAR!!!!!!

And for those of you who have lost your loved one during the past year also missing them badly now.....Here is some food for thought----" I believe that courage is a necessary ingredient for life & its challenges. Therefore, remember that courage is just a matter of being ready when the unexpected happens---by doing so you have already put one step forward towards the Proper direction! Good luck to your future days ahead!!!!!"

Last August WAMM held its sixteenth late summer Mooney Mite fly-in at Columbia Calif. with nine mites showing plus two Cessnas & a Piper bringing some fifteen people together for a fun week-end which included beautiful weather for all of us. This fly-in has been a tradition with this organization since its existance bringing together people with a common interest--The Mighty Mooney Mite. There are members other than myself that have not missed any or many of these events and are considered "regular attendees" making the fly-in a success every time. The Columbia Mite fly-in will be held on the following days in August of 1993. They are Friday 27 August, Saturday 28 August, & Sunday 29 August. Keep in mind that the fly-in always takes place on the week end before labor day.

The spring "Get-Together" will again be at Porterville, Calif. in 1993. It has been an annual fly-in for fifteen years making the event next spring the sixteenth. The dates are May 14th, 15th, & 16th, which fall on Friday, Saturday, and Sunday of that week. Actually, as always the gathering follows the weekend after "Mothers' Day" Sunday. With that in mind start your planning for 1993 & schedule this in your calendar.

Again I felt it necessary to mention of the availability of a project for anyone interested in a mite restoration. A Lycoming powered unit this project has a good deal of work already accomplished, but still some work to do as all projects. Contact Larry Terrigno of Placentia, Calif. at 909-993-4799 for details. A good mite could be flying again adding soon another Mooney mite to the fleet!

I have not been well informed this year as to the number of accidents regarding mites. However, the only one I've been aware of is Craig Ortet of the San Jose Calif. area whereby he had a landing gear collapse in Colorado, this is the second time in a few years for him! Sorry Craig, propellers are expensive and keeps you out of the sky for awhile too.

A couple of years ago I ran across a cartoon called "Mooney-Mania" by Bob Stevens with reference to Santa Claus which I believe is one of my favorites. A few Christmas back I inserted the cartoon in that year's newsletter deciding to do so again this. I hope you all enjoy it as much as I do! HO, HO, HO! Look for it on another page.

## WESTERN ASSOCIATION OF MOONEY MITES

In the newsletter please note a poem about a particular Mite--entitled "My Name Is Mooney Mite" written by Eileen M. Foti in 1990. Not being certain, however, I believe this poem was written by a friend or relative of mite owner Horst Heinlein of Tappan, N. Y.--It so happens that I recently located it in my file deciding to print it as received because Horst passed away earlier this year. His mite is or was for sale, but I'm not sure it is now or sold! Cute poem worth having it in the WAMM newsleter, in fact it is a privledge. Thank you author Eileen if you happen to receive a copy of this issue.

The following are some statistics regarding Mooney Mite production data such as serial numbers, models built, quantities, registration info, etc. as of June 1991:

Year	M18L		M18LA		M18C		M18C55		Total Built
	s/n	Built	s/n	Built	s/n	Built	s/n	Built	
1949	2-67	66							
1950	68-82	15			201-240	40			
1951			101-114	14	241-249	9			
1952			115-135	21	250-277	28			
1953			136-145	10	278-299	22			
1854					300-322	21			
1955							323-357	35	
Total Built		81		45		122		35	283
Registered		39		19		74		14	146
Percentage		48%		42%		61%		40%	52%

One of our Mooney WAMM members provided the above data.....Thanks!

MY NAME IS MOONEY MITE

When I was young and shiny  
I really was a sight,  
Flying was my specialty  
My name is Mooney Mite.

I flew up to the clouds  
Twisting and turning in my flight,  
Impressing all who saw me  
My name is Mooney Mite.

People looked to the sky  
Some thought I was a kite  
Gracefully flowing on the air  
My name is Mooney Mite.

But then I fell upon hard times  
And could not attain the height  
That I had known for so very long  
My name is Mooney Mite.

My owner said he'd sell me  
If he could get someone to bite,  
He said I was past my prime  
My name is Mooney Mite.

A gentlemen in Rockland County  
Decided I was just right,  
To buy, restore and fix up  
My name is Mooney Mite.

So I was crated up and made ready  
To be shipped off into the night,  
On another new adventure  
My name is Mooney Mite.

It was a little crowded in the crate  
Kind of dark without daylight,  
And a little bumpy now and then  
My name is Mooney Mite.

Now I live in Rockland  
In a basement warm but tight,  
And Horst is working over me  
My name is Mooney Mite.

Soon I will fly again  
This you can surely cite,  
I will soar like an eagle  
Because my name is Mooney Mite.

*© Mooney Mite*

*(Edna M. St.) 1990*



# AVEMCO

## PILOT BULLETIN

Aviation safety, insurance, financing

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FLYING SAFETY UPDATE ARTICLE No. 11

## 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.

# How We See It ...



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"JUNK IT? HELL, IT STILL FLYS!"

Bob Stevens  
AOPA 574386

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## Christmas Specials

-A  
MERRY  
CHRISTMAS  
TO ALL  
OF YOU"

## Mooney Mania



DON'T GIVE ME  
THAT "HO, HO, HO" JAZZ!  
THERE'S NO WAY  
YOU and THAT BAG  
CAN GET IN THAT  
AIRCRAFT!

Bob Stevens

Happy Holidays...