

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 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 as enough news and information gather to be informative to the mite owners.

Send inquiries to Western Association of Mooney Mites:
c/o Anthony A. Terrigno
18020 South Trail
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Phone 909-597-7449

=====SUBSCRIPTION===== \$3.00

NEWSLETTER
Western Association of Mooney Mites



c/o Anthony A. Terrigno
18020 South Trail
Chino Hills, Calif. 91709-3245



To:-----

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5/96

Western Association of Mooney Mites

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(Switch-on West)

February 1996

The last fly-in at Columbia Calif in August was attended by the following WAMM members:

Alan Alcock	N380A	New Plmth, Idaho
Glenn Bell	N4181	Eastsound, Wash.
Red Farmer	N4154	Gualala, Calif.
Ben Favrholt	N66MX	Porterville, Calif.
Garry Gramman	N119C	El Cajon, Calif.
Gil Gilbert	N4121	Kent Wash.
Mike Harms	N60MM	Haywood, Calif.
Dave Jappay	N4152	Auburn, Calif.
Tim Lucero	N325M	Lompac, Calif.
Dan Shumaker	N4142	Livermore, Calif.
Tony Terrigno	N120C	Chino Hills, Calif.

The weather was clear, warm and great for clear flying (CAVU) for the three days. The gathering provided information and comparisons of mites for all in attendance. There is available at the fly-ins mite data and assistance in keeping our magic carpets in flying condition.

SAD NOTE:

I recently learned that Dr. Earl (Sandy) Sanderson passed away in late 1995. Sandy was an early member of WAMM owning Mite #41 (N380A) and a long time member of the other Mite clubs prior to this organization. Sandy's plane was modified extensively as well as extremely fast. Prior to selling the aircraft Sandy had to have it put back into the original configuration as directed by the FAA. Close to some ten years ago Sandy had one of the Mite fly-ins at his home on the airport in central California.....One of our better gatherings. Al Alcock of Idaho is now the proud owner of this plane.

MITE AWARD:

Ted Teach of Dayton Ohio and I met in Oshkosh 95 with his beautiful restoration of his Mooney Mite. At first he thought that he had not won an award, but later found out that his mite did win. What a pleasant surprise!!! In my opinion, he had to be granted some award for his 'beauty'! It was announced in the EAA 'Sport Aviation' in an issue after the Oshkosh event. Congratulations Ted.....Who says that Mooney Mites don't win in competition????

HOLIDAYS:

WAMM hopes that all had a joyous holiday season—due to an eye operation I was not in a mental condition to issue a newsletter during that time. Sorry!

FLYINS:

The spring get-together will again be in Porterville, Calif. on the week end of 17-18-19 May 1996. Remember, as always, its the week-end after mothers day. A later issue of the newsletter will give more specifics. The 19th annual fly-in of late summer will be the week end prior to labor day, 23-24-25 August 1996 with the airport to be announced later in the year. Usually the choice is made at the spring gathering by those in attendance.

FOR SALE:

Mite owners with Lycoming 0-145-B2 engines and with a standard bore needing 'standard' size rings—contact me. I have a few new std rings for sale at \$150 per set. El Reno Aviation has them for sale and asking \$249 per set. Fred Schmidt has gear donuts available as well as other miscellaneous parts. Contact him at 513-452-3230 in Camden, Ohio. How has the winter been behaving Fred???? No mite flying I'll bet!!!

TIRES:

A company called "Linder Caster & Truck Inc." has mite tires 4.10x4/3.50 and tubes available at great prices. These tires probably do not have longwear, time will tell since Garry Gramman is currently using them on his plane. He located the source. The following is the data needed:

- Part No. 13-436 tire 3.50/4.10 x4 4TTSWTH....\$8.50 ea.
- Part No. 10-130 tube 4.10/3.50 x 4 TR87.....\$2.60 ea.
- Linder Caster & Truck Inc. 818-4480-6155 or 714-537-5353
P.O. Box 3163 So. El Monte, Calif. 91733

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ADs:

Milton Voigt, the librarian of Sun & Fun Air Museum at Lakeland, Fla. has Technical Publications, service letters and ADs for Mites available for a nominal donation. Contact Milton at 4175 Medulla Road...Lakeland, Fla. 33807 ; no phone available! Surely this is a good find for those of you who need some good data.

Switch-on (East)

John Wilson of Fla. wrote many of you a letter last year inquiring if a newsletter would be of interest and later found that WAMM existed. Some responses John received noted that they are fed up with the FAA with its bureaucratic methods regarding our favorite airplane--and that many of you want to go experimental. A few considerations should be thought about first, I suggest!!!! A number of years ago researching with the FAA yielded that going from "certified" to 'experimental' is not too difficult paper work wise; however, to revert back to the 'certified' category is another story and almost impossible. Also your insurance costs rise to a height that is not fun for the wallet. In addition--when trying to sell your Mite as experimental the liability is still yours!!! "Certified" and 'experimental' are two different categories when selling an airplane! Inquires should be made prior to any change from the certified category....Good Luck. EASTERN FLY-IN or GATHERING:

John since you have the information of known mites in your area try planning a gathering of Mooney Mites somewhere back there to start a 'Mite' assembly for fun of the east coast crew. Pick a spot which is an advantage to all interested then see what the results may be. For a start use the same week-end as our western spring get-together the 17th, 18th, 19th of May, which is the week-end after mother's day. I have found it to be the best time after early WAMM years of experimenting with dates. This is the 19th year of this newsletter!! Good luck and happy mite flying-----!! Remember nothing ventured nothing gained.

