

1993

The WAM 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 Nooneys. The newsletter is published as enough news and information gathers to be informative to the mite owners.....

EDITOR
SKETCHES &
CARTOONS

A.A. Terrigno
L.A. Terrigno

C/O Anthony A. Terrigno
10820 South Trail
Chino Hills, Calif. 91709
Phone 714-597-7449

Send inquiries to Western Association of Mooney Mites:

Subscriptions-----\$3.00



NEWSLETTER

WESTERN ASSOCIATION OF MOONEY MITES



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

NOT DELIVERABLE
AS ADDRESSED
UNABLE TO FORWARD

TO: _____
Ace & Dani Bigby
8376 Elliot Rd
Klamath Fall, Oregon
97603 7/91

WESTERN ASSOCIATION OF MOONEY MITES

Bob Schneider from Miamisville, Ohio wrote that he has been attending "Oshkosh" every year since 1987 & does not see other mites there at the event. Bob, the three times I've flown my mite to OSHKOSH IN THE PAST 13 YEARS, ONLY ONE OTHER WAS THERE and rarely in other years when I've attended Oshkosh without the Mite. So, anyone in the mid-west should should contact Bob and meet at Oshkosh in 1993! His address is: P.O. Box 128, Miamisville, Ohio 45117-0128.....I'll be there this year if the creek don't rise??????

FOR SALE:

M18C55....1200TTAF....330 SMOH Cont. A65-8....Rebuild 1989....Imron Paint.... always Hangared....Mark 12 Narco & Nav....will consider delivery.

Jim Frank 217-243-1705
RR2
Jacksonville, Ill. 62650

NEW AIRSPACE REGULATIONS....Get ready to learn the new airspace classifications!

September 16 1993, the rule will go into effect establishing six class designations (A,B,C,D,E, and G) for U.S. airspace. F is not used. The new designations are international....Below is a good breakdown as described by the 'Pacific Flyer'.....

| Airspace Features | Class A | Class B | Class C | Class D | Class E | Class G |
|--|-----------------------------|--------------------------------|--|--|---|--|
| Current Airspace Equivalent | Positive Control Area (PCA) | Terminal Control Area (TCA) | Airport Radar Service Area (ARSA) | Airport Area (ATA) and Control | General Controlled Airspace | Uncontrolled Airspace |
| Operations Permitted | IFR | IFR & VFR | IFR & VFR | IFR & VFR | IFR & VFR | IFR & VFR |
| Entry Prerequisites | ATC clearance | ATC clearance | ATC clearance for IFR. Radio contact for all. | ATC clearance for IFR. Radio contact for all. | ATC clearance for IFR. Radio contact for all IFR. | NONE |
| Minimum Pilot Qualifications | Instrument rating | Private or student certificate | Student certificate | Student certificate | Student certificate | Student certificate |
| Two-way radio | Yes | Yes | Yes | Yes | Yes for IFR | NO |
| VFR Minimum Visibility | N/A | 3 statute miles | 3 statute miles | 3 statute miles | *3 statute miles | **1 statute mile |
| VFR Minimum Distance from Clouds | N/A | Clear of clouds | 500' below, 1,000' above and 2,000' horizontal | 500' below, 1,000' above and 2,000' horizontal | *500' below, 1,000' above and 2,000' horizontal | **500' 1,000' above, and 2,000' horizontal |
| Aircraft Separation | All | All | IFR, SVFR, and runway ops | IFR, SVFR, and runway ops | IFR & SVFR | none |
| Conflict Resolution | N/A | N/A | Between IFR & VFR ops | No | No | No |
| Traffic Advisories | N/A | N/A | Yes | Workload permitting | Workload permitting | Workload permitting |
| Safety Advisories | Yes | Yes | Yes | Yes | Yes | Yes |
| <p>* Different visibility and distance cloud requirements exist for operations above 10,000' MSL. ** Different visibility minima and distance from cloud requirements exist for night operations, operations above 10,000' MSL and operations below 1,200' AGL.</p> | | | | | | |

WESTERN ASSOCIATION OF MOONEY MITES

Good luck everyone!!!!!!

The following is a complete chronology of Mooney Mite aircraft produced from 1949 thru production year 1955. WAMM thanks Gary Gramman of San Diego for supplying this breakdown....

| Year | Model Mite | S/N | Engine | Total Built |
|------|------------|------------|----------------|-------------|
| 1949 | M18L | 02 to 67 | Lyc. 0-145-B2 | 66 |
| 1950 | M18L | 68 to 82 | Lyc. 0-145-B2 | 15 |
| 1950 | M18C | 201 to 240 | Cont. A65-8/12 | 40 |
| 1951 | M18LA | 101 to 114 | Lyc. 0-145-B2 | 14 |
| 1951 | M18C | 241 to 249 | Cont. A65-8/12 | 9 |
| 1952 | M18LA | 115 to 135 | Lyc. 0-145-B2 | 21 |
| 1952 | M18C | 250 to 277 | Cont. A65-8/12 | 28 |
| 1953 | M18LA | 136 to 145 | Lyc. 0-145-B2 | 10 |
| 1953 | M18C | 278 to 299 | Cont. A65-8/12 | 22 |
| 1954 | M18C | 300 to 322 | Cont. A65-8/12 | 23 |
| 1955 | M18C55 | 323 to 357 | Cont. A65-8/12 | 35 |

Note: A total of 283 Mooney Mites were producedmade up of 126 Lycoming powered plus 157 Continental powered! I hope you all enjoy this bit of information.

Our spring get-together is just around the corner and as is always it'll be at Porterville Calif. The sixteenth gathering of this type. The dates are 14, 15, & 16 May 1993! So switch on those Mag's and fly the magic carpets to Porterville this year----fun, fun, fun! Some of you that have known of this event for all these years and have never attended.....surprise us and show up! Our annual Mooney Mite fly-in will be at Columbia Calif. in August. The dates are 20th, 21th, & 22nd. This year the seventeenth annual fly-in will be two week ends before labor day instead of the week-end before labor day. A early family commitment has presented itself that brings about the change in the normal schedule. Sorry, however, we will be back on schedule in 1994.

Flight Rules ofThumb

With thanks to Jim Schmidt
Flight Sciences Program
Fresno City College

1. The squares in a Sectional or WAC Chart are about 30 miles;
2. Figure 10 minutes at climb power for each hour enroute and add 1/2 GPH per cylinder to normal fuel consumption;
3. The most efficient altitude for 75% power in a non-turbocharged aircraft is 6-8 thousand density altitude.
4. Three hundred feet per minute rate of descent will help preclude thermal shock to your engine.
5. Double the speed at the bottom of the green arc (Vs; Clean Stall Speed) to approximate Maneuvering Speed (Va).
6. Max Endurance equals Best Rate Of Climb (Vy).
7. Max Range equals 125% of Vy.

COMPU CONNECT, your connection to buy and sell airplane parts! Its a service started to help people find the parts they need to repair or restore their planes. They are a nationwide free shopping service whose goal is to connect anyone who needs any product or service with the person or merchant who has it. Fred Schmidt, you ought to look into this for your listings of parts available & be listed in their computer. The same for you Boyd & Dee Maddox! Contact them at 1-800-995-8302 to subscribe or get more information. This certainly would be a focal point for the location of Mooney Mite parts. Good luck everyone.....

KEEP THE MITES FLYING

Western Association of Mooney Mites

1993 Spring Get Together

at

The Porterville Airport

in

Porterville, California

on

Friday-Saturday-Sunday

in

MAY

on the

14th-15th-16th

Camping--Motels--Transportation--Fun

KEEP THE MITES FLYING