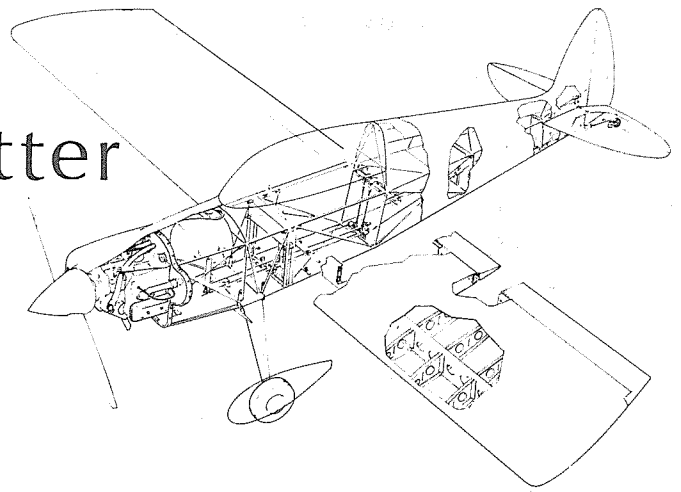


sonerai I&II newsletter



December, 1980

Dear Sonerai Planholder,

Thanks for the great response to the subscription newsletter! We are very pleased that so many of you are interested in this forum. As I said last time, this will be published four times a year, Sept., Dec., March, June. This is actually the second issue of your subscription. The first issue was the Sept. one. So your subscriptions will be expiring next September, 1981.

Sonerai Workshop

A Sonerai Builders Workshop will be held on Saturday, February 21, 1981 from 9 a.m. to 4 p.m. Registration is from 8:30 - 9:00 a.m. There is a \$15.00 fee which includes lunch. John will cover all the construction techniques used in building the Sonerai: welding, fiberglass, fabric, and metal work. He will have discussions, demonstrations, slides, and video tapes. These workshops have been very successful in the past and registration is limited. So please call or write to reserve a space. (No pre-payment is required). We do need to know your name, address, and phone number. We also need to know the names of any wives, or girlfriends who will be attending so that we can have an accurate lunch count. If you wish to pick up an order that day, please write or call in before the workshop so it will be ready for you. This will help the day run smoother for all. While we are talking about orders, please try not to phone and write in the same order. Often times we end up writing up and sending out duplicates! Please do one or the other - call or write. Thanks.

Sonerai In The News

Sonerai has been a TV Star! John, MEA, and the airplanes were featured on a Chicago area news program called "Two on Two". It began with the Sonerai's in flight. John, Gregg, Vance Graeber, Pete Buck, and Bob O'Day all swarmed around the sky while the cameraman tried to

film them. It was fun filming it this summer but also fun seeing it on T.V!! They presented about a ten minute segment two weeks in a row. The first segment was the Sonerai's flying, talking with John and Gregg at the building, and ending up at Bob O'Day's home. They interviewed Bob and Bobby as father-son builders and talked with his wife Sally and their two daughters - all about the guys crazy hobby!

The second segment was filmed at Oshkosh. It was a really good program all in all. We do have a video of it so you will be able to see it at Oshkosh.

Sonerai IIL was on the cover of *AOPA Magazine* this December, 1980 Issue. There is also a section on homebuilt aircraft - one of them being the Sonerai. We have never seen such a flurry of excitement over an article!! The phone has been ringing off the wall with inquiries about this "Homebuilt" business. Exciting to say the least! I guess there is also an article in *Popular Mechanics* January, 1981. We have as yet to pick up a copy but I have had several inquiries from that. *Homebuilt Aircraft Magazine* had a couple of articles about Sonerai in their January 1981 issue and we hear there will be one on the Sonerai in February!

It is wonderful to see the Sonerai catching on as it has. We have now sold a thousand sets of Sonerai II plans. I can remember when John first flew the Sonerai. He couldn't believe what a nice responsive airplane it was. He would come home all smiles and shake his head and say, "It's such a nice flying airplane!" I almost liked to see him go flying because he would be in such a good mood after going for a spin. Guess that's what it is all about - eh!! We have had a large increase in plan sales and as a result need a little lead time for Sonerai Kits - about three to four weeks. The items you have to plan ahead on most are: gas tanks, landing gears, cowlings, canopys. Most other items can usually be shipped from stock.

Alternate Engines

We continually get calls on other engines that may be installed in the Sonerai II. Many people ask if they can install small Continental or Lycoming Engines. John advises against it for several reasons.

1. The engines are quite a bit heavier - about 50 lbs. for a Cont. 0200.
2. The front cockpit and motor mount is drastically changed.
3. The cowling has to be made larger.
4. Fuel capacity is greatly increased.
(All of which adds up to **less** not more performance.)
5. There is a significant effect on the structural integrity of the airplane.

John insists that you build the airplane as light, simple, and clean as possible to get added performance.

Many have asked about electric starting on the Sonerai. We are working on a retrofit unit. Its availability will depend on the amount of time we have to work on it, how reliable it tests out to be, and if it is of light enough weight to justify adding it to the airframe.

This spring we are going to be involved in a very exciting engine test program. The engine will be a very acceptable alternate to the VW Engine. It will be adaptable to the Sonerai and is an aircraft engine, not converted or "mickey moused" automotive engine. We are not at liberty to discuss it beyond this point. Please don't bug John or Bill about details!! You will be the first to know all about it when testing is completed late this Spring. It will not be a "cheap" engine, although probably very competitive with a small Continental. If you are looking for something other than a VW and want an aircraft engine - hold your horses and you'll be able to see it at Oshkosh!!

Monex

John has made some changes in the Monex. Not the least of which is adding dihedral to the wings to help increase roll stability. Monex has a very swift roll rate. The fastest one John's ever flown! He has added flaps to help slow the landing since it does not want to slow down on its own. Only about 8 hp is required to maintain 100 mph!! The 2180 develops that much at idle!! Landings prior to the modifications have been exciting to say the least! John says he does not consider this a beginner's airplane yet. He is waiting for some good weather to proceed with test flights. Good weather is a real problem around Illinois this time of year.

More Scoop --- John expects to build a second refined Monex prototype and a new half sport plane, half glider called Moni.

It is going to be a busy 1981 around here with these new airplanes and the above mentioned engine testing.

Sonerai's Flying

Jim Dilworth #1761
RR#1
Newtonville, Ontario
Canada LOA 1JO

Jim flew his Sonerai I last year. Changed the engine. Has it flying again with a 1835.

Wally Rennick #667-II
Viking Coop. Center
Hanska, MN 56041

Wally has completed his first flight of Sonerai II built for Bruce Stainbrook.

Don Hedemen #267 II
1812 Keyway Drive
Dubuque, IA 52001

Don's first flight of his Sonerai II was 10/11/80.

G. Kemp #48011
17 Railway Cottages
Carlton Minniott
Thirsk, North Yorkshire
England

Mr. Kemp's Sonerai II first flight was in October.

Progress Reports

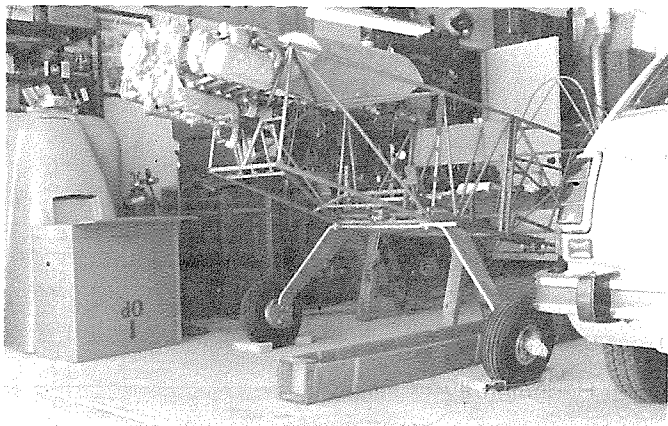
Bill McNeil and Jim Ralston #483 II
2440 So. Minneapolis
Wichita, KS 67216

Using N180MR as number. 1- 1st homebuilt for them, 80- Hope to fly in 1980, M- McNeil Partners, R- Ralston.



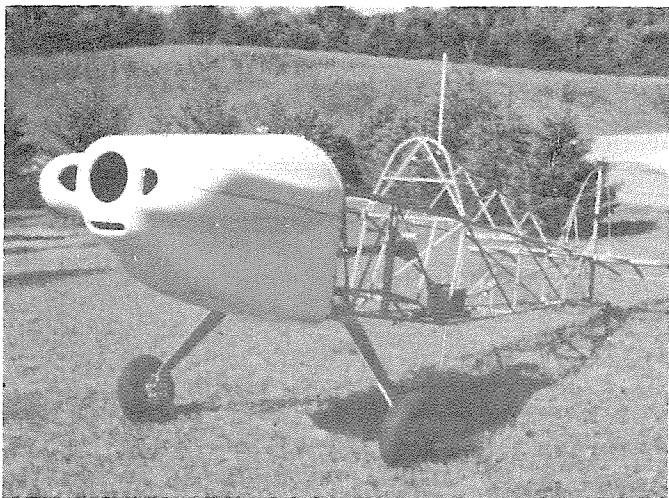
Bob Kirkpatrick #837 II
306 LaSerena
Winter Haven, FL 33880

Sends us this photo of his strange 2nd car!



Lyle Roberts
1226 Berlin
Waupaca, WI 54981

Fuselage on gear with cowl.



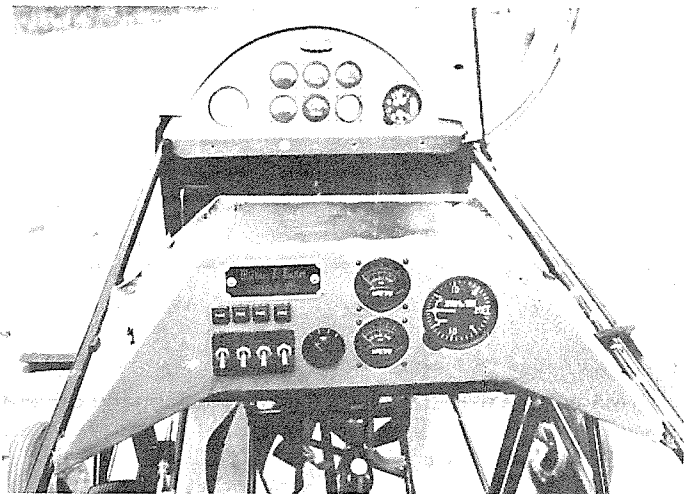
Fred Kugel #857-II
901 Canterbury Drive
Celina, OH 45822

Doing a little hanger flying.



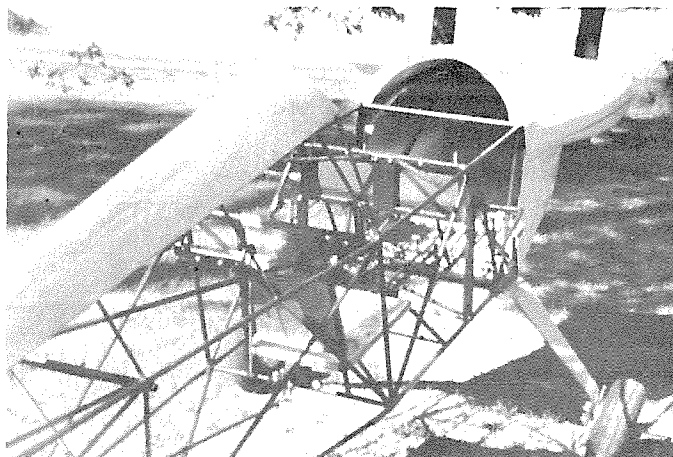
Mike Butler #778 II
4816 Fairview Beach Rd.
Oshkosh, WI 54901

Mike's panel.



George D. Phillips #557-II
RT1 Box 151-6
Preston, MD 21655

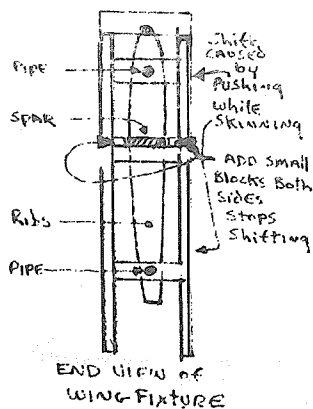
Fuselage on gear with cowl.



Builders Tips

Notes from Frank Stewart #552 II, 9212 N. Delaware, Indianapolis, IN 46240.

"Although my right wing was in perfect alignment, my left one was not by almost 3/8 washout. Same fixture, no movement, no damage. I double checked. After must loss of sleep and images on the bedroom ceiling at 3:00 a.m., it came to me. The pipe idea is brilliant, and very rigid. Still I got some twist. But the main spar is not secured. When I skinned the wing, I evidently pushed too hard, maybe near the root, causing a light shift in the main spar. Since the pipe holds everything rigid, the tip end had to shift the opposite way, doubling the error. Adding a couple of little wooden blocks as shown, before skinning, would prevent this."



FOR SALE

Sonera II project. Fuse & tail surfaces welded and signed for cover. Wings ready for skinning. Includes Bronze canopy, spinner, gas tank, landing gear, wheels & brakes, tires and tubes, tailwheel assembly, wheel pants, wing tips, cowl. \$2500.00

Dave Foss
1840 C Broadway
Oceanside, CA 92054
714/439-3223

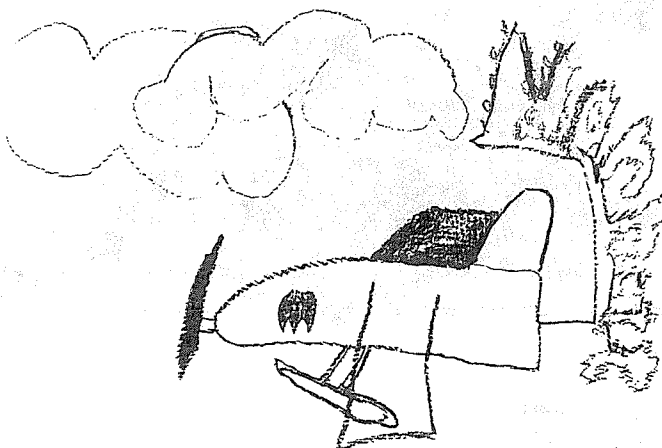
Just want to mention before signing off here that we will be in Phoenix for the Soaring Society Convention January 14 - 18, 1981. John, I, and Pete Buck will be in the exhibit area if anyone wants to drop by and say hello. Also, someone from Monnett Experimental will be at Sun-n-Fun in March. Maybe we'll see you there.

Meanwhile have a very nice Holiday - you and your family. Merry Christmas and Happy New Year!

Here's to all those Sonera's flying in 1981!!!

Betty Monnett

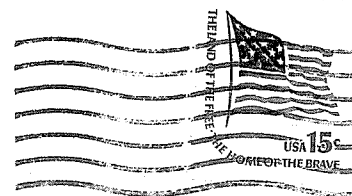
Happy Holidays



John, Betty, and Boys - John, Jason, Jeremy
Em, Bill
Joan
Pete
and the Rest of the Gang



Monnett Experimental Aircraft, Inc.
955 grace street
elgin, illinois 60120



Frederick J. Keip
11428 Six Mile Rd.
Franksville, WI 53126
ex 9/81