

monink

The Newsletter of Monnett Experimental Aircraft, Inc.

Sept./Oct. 1983

Dear Friends,

Flash....Oshkosh does have things besides airplanes.



Here's what you missed if you didn't make it to our Annual Builders Party!! As you can see by this photo, John was really enjoying himself. (You should have seen the rest of the audience!) What was a belly dancer doing at our party? Well, it was John's 40th birthday that week and I decided to surprise him with this special present. Actually I wanted to really embarrass him as well as surprise him. Surprised he was, but embarrassed???????

There were airplanes too of course. Lots of them! Our M.E.A. turnout was great. Oshkosh '83 Participants included:

MONERAI

John Caldwell

Genoa, IL

MONI

Bob Cash - Bill Crone

Bill Gustafson

Rod MacDonald

Bob Mahieu

Walter Warning

Massillon, OH

Bloomington, MN

Irvine, CA

St Claire Shores, MI

Oshkosh, WI

SONERAI

Glenn Eisenbrendt

Blackie Malzahn

Bob O'Day, Jr. & Sr.

Jim Pichiolino

Byron Poppenhagen

Lyle Roberts

Dave Schatz - Jim Wendal

Paul Sebren

Greg Shonk

Ed Sterba

Chuck Stottlemeyer

Bob Van Scoyoc

Ned Wood

Ft. Atkinson, WI

Antigo, WI

Schaumburg, IL

Wheaton, IL

Larimore, ND

Waupaca, WI

Hoffman Estates, IL

Hanover Park, IL

Maryville, MO

McHenry, IL

Anderson, IN

Deshler, OH

Wisconsin Dells, WI

We did give out some special awards to these builders who brought their airplanes to Oshkosh. This year we gave everyone a wooden plaque lasered with the name of the airplane, a line drawing of it, and Oshkosh '83. (see photo in New Items for Sale column.) Several of you asked if you could purchase one the night of the party. Yes! We do have some left over - 4 Sonerai, 3 Monerai, 3 Moni. As a one time special offer they will be \$15.00 while they last.

Incentive Program

We do appreciate the "field" work our builders do for us at Fly-Ins, etc. We know you answer a lot of questions and do have people calling on you a lot while building. John has decided to try out a new program called the MONNETT AIRCRAFT INCENTIVE PROGRAM. An explanation of this should be included as a separate piece with your Monink in this issue. (If yours has been omitted please let us know.) Essentially it means if you help sell a complete Sonerai, Monerai, or Moni kit you will get a commission! Don't miss out on this exciting way to earn a few extra dollars while enjoying your hobby!!

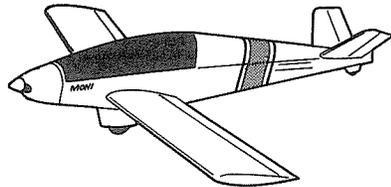
New Radio Available

We now have for sale the new TR-720 Airband Transceiver. You may have heard about this new radio and seen the ads in aviation magazines. John has been using it in Moni with very good results. He is really pleased with its operation. He carries it in his pocket and uses a headset push to talk adapter. Also great for sailplane pilots, a hand held speaker mike is available which can be clipped to your shirt and the radio placed remotely in the cockpit. We think it is the neatest, most practical hand held radio pack available and are now offering this radio to our builders for \$650.00! (List price is \$795.00)

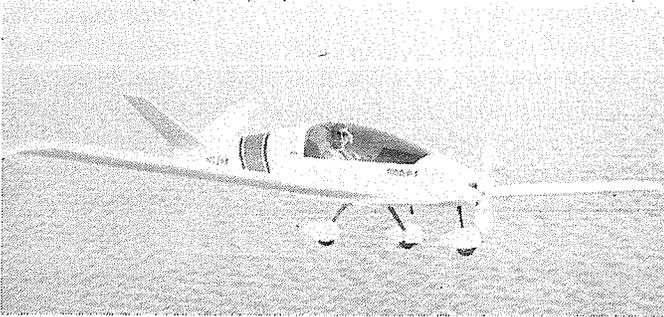
Wind Socks

Many of you liked our new wind socks and flags which we had at the Fly-In. These were made by Betty Iverson (who incidently works part time for us and may have answered the phone a few times. Her husband, Bud, does some beautiful carpentry work for E.A.A.) She is willing to make them for us and we can offer them to you for sale. The wind socks are 100% Nylon in any color or combination of colors. Tails are 1/2 of the total length. Flags can also be made with logo, stripes, or whatever. (See price list for sizes and prices.

moni



Special Introductory Offer . . . Tri-Gear Moni Kit . . . \$6200.
if purchased by Oct. 30!!!



Tri-Gear

The Tri-gear Moni was certainly well received at the Fly-In. There were lots of favorable comments. John has been happy with the performance now with the clean installation of the gear. The top speed is 110 mph and the glide ratio seems very close to 18 to 1. I must note that John still thinks the single wheel Moni is the best approach. But different strokes for different folks and for those who prefer the tri-gear configuration it is now available in Moni as well as Sonerai. The Tri-gear Moni does retain the removeable wings but will require a different open-type trailer. The basic trailer design will be included in the Tri-gear plans. I should also mention that we are considering a retrofit kit for existing Monis. The prototype Tri-gear Moni was converted from a standard Moni without too much difficulty. So let us know if this is something you would be interested in. Meanwhile, this introductory offer for a complete Tri-gear Kit is good until October 30th with delivery time sometime in December. (4 - 6 weeks from receiving deposit)

New Drawings

The Moni Shock Mounted Tailwheel Mandatory Modification drawings and Wing Bonding Clarification drawings have been sent to all Moni planholders. If you haven't received them, please let us know. The new tailwheel modification kits are available now for \$11.00.

Seatbelts

A new five point seat restraint systems has been developed and installed in our prototypes. It amounts to a simple addition of an anti-submarine belt or crotch strap (See Randy's notes this issue) to the existing four point seat belt and shoulder harness. Essentially, the purpose is to help prevent the pilot from sliding under the seat belt during high G aerobatics or accidents. (A similiar system is being designed for Monerai.) We are putting together a simple retro kit for those of you who would like to add this to their Monis. A price was not available at press time, so check with us later in the month.

New Accessories

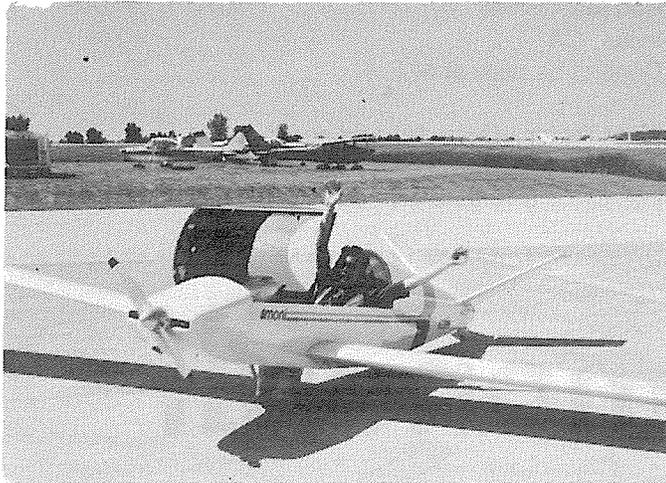
We have several new accessories now available for Moni. These new custom items include: A canopy cover and prop cover, seat cushions, and document cases. You may have seen them on our prototype at the Fly-In, and John mentioned them in one of his letters. The canopy and prop covers are really necessary for open trailering to help protect them from road wear.

The canopy cover is also a nice way to keep the cockpit area cooler when the aircraft is tied down. It will also deter unwanted tampering of your plane when you are not around! The new seat cushion is made of "Cordura" Nylon. Black is standard but custom colors are available. The document case is designed to fit neatly into the molded pocket in the Moni. It is made for your log book and air worthiness certificate. The document case and seat cushion have a log Patch on them saying Moni. (Document cases are also available for Monerai and Sonerai.) We are also working on custom zippered nylon overnight duffle bags that will fit in the leg wells of the Moni! See the New Items for Sale at the end of Monink for all these prices.

Some of you may have heard about an accident involving a Moni during the week of the Fly-In. This was Rod MacDonald's Moni from Irvine, CA. Rod and family and friends had trailered it from CA. A friend had been flying the plane for Rod and was heading out to Omro airport to meet with the press. Omro Airport amounts to nothing more than a narrow strip with wires on one end. He was flying with gusting 25 - 30 mph direct cross winds. He made several passes over the field and on the last one he touched down and evidently decided to go around. The airplane was pulled up abruptly, stalled, and struck the ground vertically. The pilot was seriously injured but is recovering. The aircraft was heavily damaged. It was one of those very unfortunate situations for everyone involved. Our thoughts are certainly with the pilot and Rod and his family and we wish them the best in the coming year of recovery.

First Flights

Walter Warning #71
375 Zarling Ave.
Oshkosh, WI 54901



Pilot Mick Warning after first flight on July 30th!

Bill's first flight was in April Monink - Photo shows his Moni on trailer at home.

Michael Uding #91
71 Chadwell Lane
St. Genevieve, MO 63670



Mike has his completed but had not run the engine yet at time of this picture.

Walter Winberg #72
9380 Gormond Road
Richmond, B.C.
Canada V7E 1N5

Herb Kunz #118
19017 Crowley Rd.
Harvard, IL 60033



First flight August 24. Congratulations!

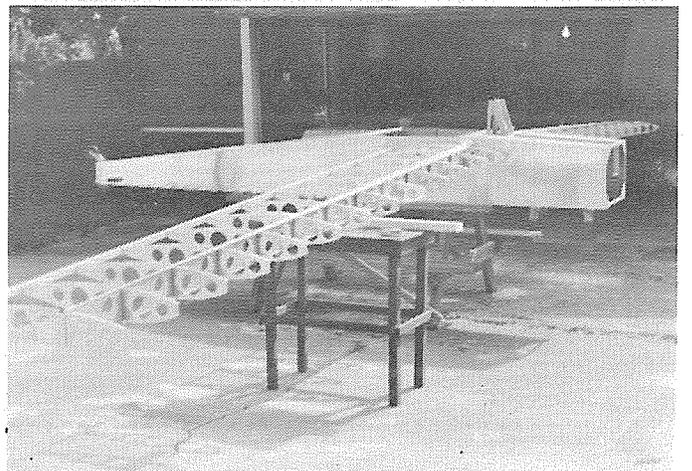
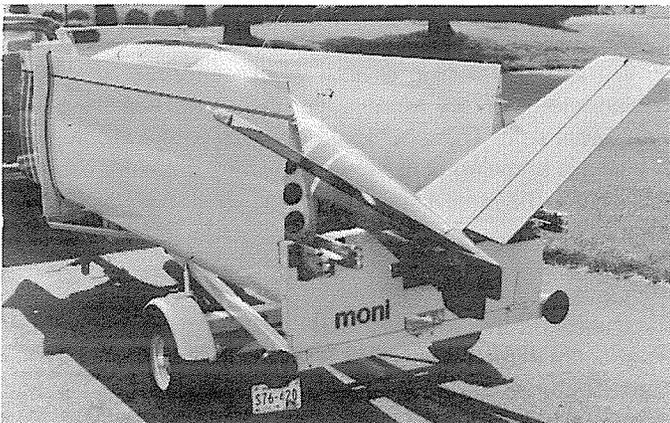


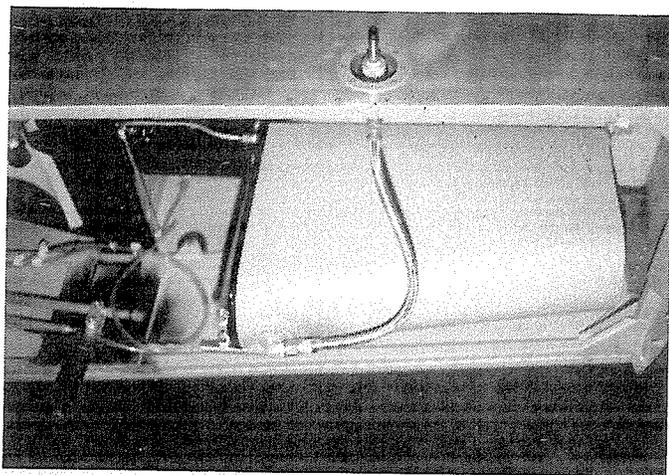
Photo during construction. Walter writes: "We used the vacuum cleaner approach to forming the wing skins, the results are super."

Peter Sutton
298 Macquarie St.
Dubbo
N.S.W. Australia 2830

News From Builders

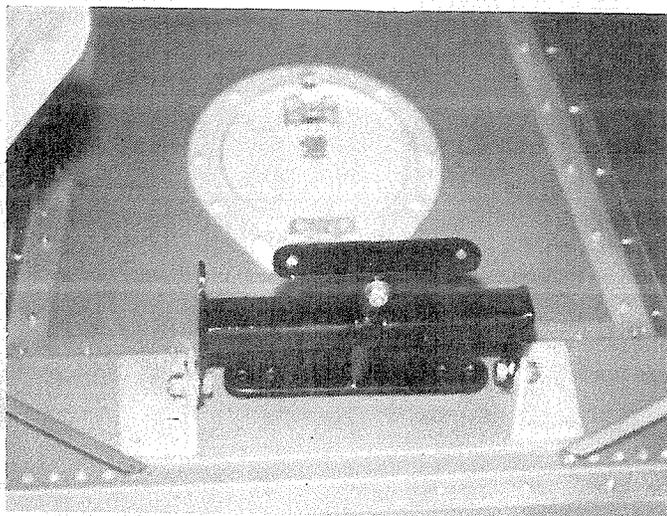
Bill Gustafson
10612 Zenith Ave. S.
Bloomington, MN 55431





Peter sent several construction photos. This one shows his modified fuel system he had to come up with to satisfy the Australian Government. You can not fuel in the cockpit area.

David C. Green #167
3001 Zenith Pt. Road
Malibu, CA 90265



Dave sent photos showing his progress. He writes: One photo shows my installation of the Blanik flush mounted access hatch with its reinforcing ring to the rear of the mixer.

For Sale

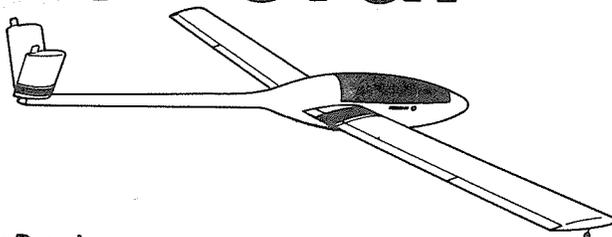
Frank Elliott #99
200 South 15th Ave.
Bozeman, MT 59715
406/586-4187

Wedgeback
Parachute - \$600.00

Rod MacDonald
Irvine, CA
Contact us here at M.E.A.

Moni Trailer - Open flat bed according to plans.
Rod left his trailer here with us. It is really a nice one. If interested give us a call. \$500.00 - negotiable.

monerai



New Drawings

Good News! At long last, drawings are available for the Modified Aileron Bellcrank Mount and the Steerable Tailwheel. See Monink Nov./Dec. 1982. Since neither are mandatory modifications, we won't be mass mailing these out. If you are interested in either or both of these drawings, just send us a S.A.S.E. or give us a call. Retro Kits will also be available.

Prop & Engine

More Good News! John and the R&D Dept. have taken it upon themselves to do the development work on a folding prop for Monerai. Development from other sources has been so slow. They have been running one foreign made version and have found some drawbacks with it. Now we are working ourselves for a solution to this complex problem.

Even Better - new engine testing on Monerai is now #1 priority!! As you are well aware it has taken a backseat to Moni development. Currently both prototypes are being readied for a new series of testing. 32 MX, the original prototype, has been fitted with a Max Kit, new straight up instrument panel, and both are equipped with anti-submarine belts. (See notes on five point belt system under Moni.)

Seat Sling

We are developing a new web reinforced seat sling replacement for the Monerai by the same makers of the new Moni seat. This should be superior to the stock sling. If yours is showing some wear, you may consider replacement with the new improved sling. Details on availability soon.

Contest

Therman Fites in Montpelier, OH is having an October Fest again this year. It is Oct. 15 - 16. Sat. - contest flying. Sat. Eve. - Steak Dinner. Sunday - contest flying and awards presentation. Call for reservations

419/485-5731. This is a really nice operation that Paul, June, and Doc run and might be a good central location for a Monerai/Moni meet.

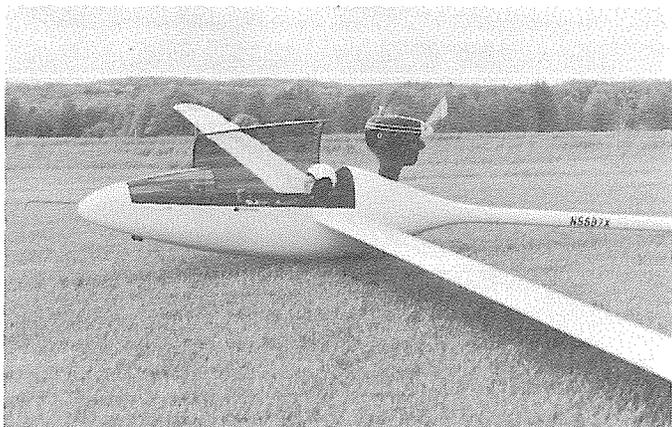
Speaking of meets, from all reports Jim Mc Culloch's Monerai Fly-In in June at Springfield, VT was a big success. A great time was had by all - flyers and builders. They planned to meet again over Labor Day at Barre-Hiller Airport in MA. Jim has had requests to expand his Northeast Monerai Newsletter so you may all be hearing from him soon!

Article

Another nice article on Monerai was in Homebuilt Aircraft, Sept. 1983 - Monopolestic Monerai by Dave Gustafson.

News from Builders

Jesse Reznor #45
2203 Lakewood Manor
West Middlesex, PA 16159



Jesse sends us this photo and update. His Monerai was completed and flown as a sailplane Aug. 1, 1981. The engine was installed June 1, 1982. Maxi tips added and Spar Mods completed June, 1983. 36 hrs TT, 65 flights, 30 with engine takeoffs. Best soaring with engine mounted 1 hr. 45 min.

For Sale

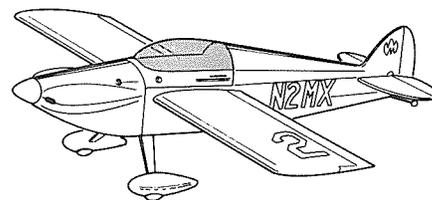
Ray Konrath #3
10629 Essex
Westchester, IL 60153
312/562-5151

Partially completed Monerai Trailer. Call for Details.

Dick Cartwright #276
54 Allison St.
Northampton, MA 01060
413/584-0255

Monerai with engine. Zenoah with air start capability. A & E built. Tip extensions & spar mods installed. Super paint job. Enclosed easy load trailer. Asking \$8,000.

sonerai



Template Sheets

New full size template sheets are available for Sonerai II. This includes templates for the tail surface ribs, fittings, horns, etc, and wing fixture. These will save you a tremendous amount of time and layout. It is one of those things John has been meaning to do for years and finally got around to! A set of drawings is \$12.00.

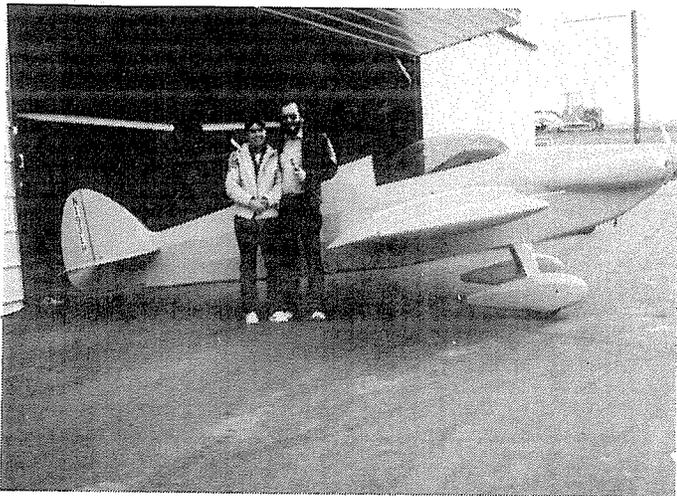
Welded Fuselages

Over the years people have asked when will we produce prewelded fuselages for Sonerai. The answer is NOW!! They will be available for any configuration of Sonerai II. The standard one will be for the low winger. It will have both the standard and tricycle gear mounts installed so it can be used in either configuration. Either tail configuration will be available - round or square. The fuselage will have all the necessary welded parts including: truss, tailsurfaces, controls, canopy frame, etc. The truss has been redesigned slightly to facilitate production. So there are a few variations from the plans but nothing that affects the assembly or performance of the airplane. Needless to say, the availability of the welded fuselage will greatly reduce the amount of work necessary to complete a Sonerai!!

The first welded fuselages will be available in October. There are so many variations available please check with us on a price for your requirements. The approximate cost to build a complete Sonerai with prewelded fuselage will be under \$8,000. Still the leading bargain among the homebuilts!!!

First Flights

Leon Helms II #230
1455 S. Newton
Denver, CO 80219



First flew March 1983 - Leon & wife Cindy. He has 40 hours to date and says it flies great!

Bob Packard II LT #921
 S.R. 12866, Box 286J
 Warrensburg, N.Y. 12885

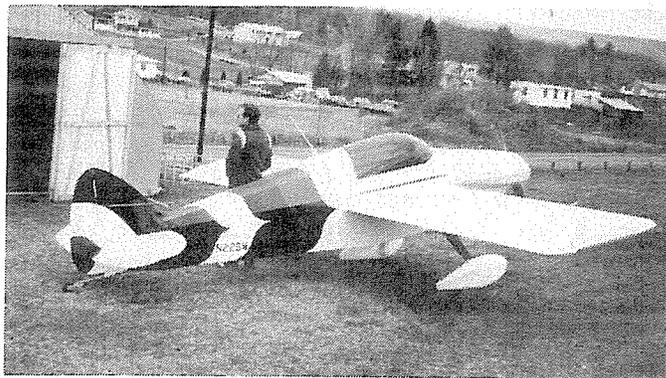


First flight August 14, 1983. Bob says, "Plane flew well, and no trim changes were needed. Tri-gear handles very well."

Dave Gelling II #248
 140 Brookside Ct.
 Franklin, IN 46131

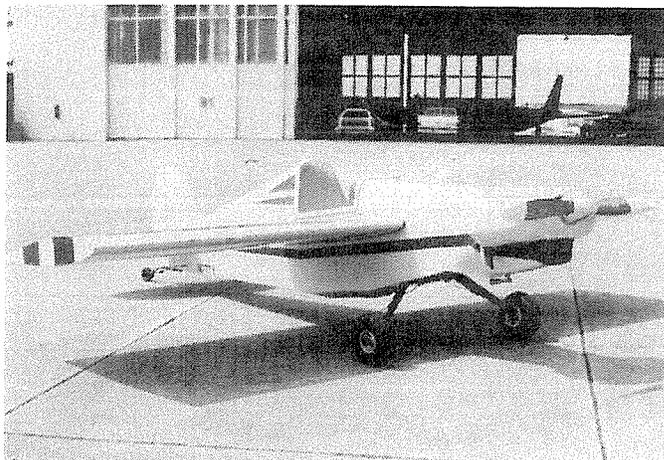
First flight was June 26, 1983.

Steve Weller II #523
 R.D. #1, Box 476
 Elizabethtown, Pa 17023



First flight was May 1983.

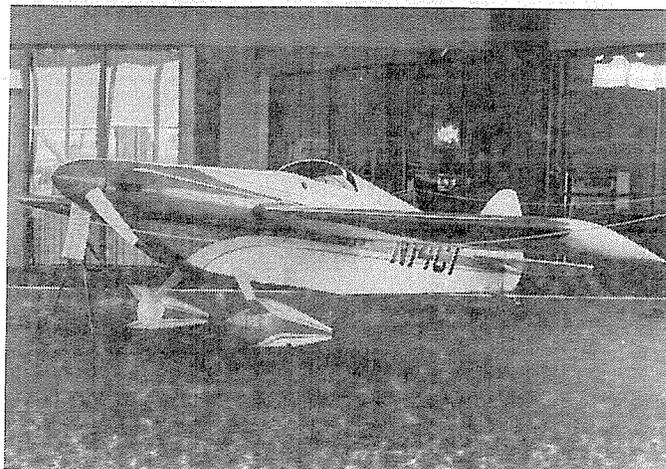
Randy Smith I #434
 5649 Council Grove
 Houston, TX 77088



Moments before first flight July 22, 1983. Randy obviously made a few changes! He made his own canopy, cowl, gear, tank. Lots of work!

News From Builders

Charlie Terry I #23
 131 Boxwood Dr.
 Kings Park, NY 11754



Charlie brought this picture of his racer BeetleBomb on display at Republic Airport in Farmingdale NY. Charlie has been racing his Sonerai I for many years now!

Bill Joens II LT #808
Rt. 1, Box 149
Chatfield, MN 55923



Bill gave me this photo of his progress at the Fly-in. He has lots of helpers!

Kirk Suby II #663
321 - 22nd S. East
Mason City, IA 50401



Kirk looks ready to go!

Rob Inglut II LT #1410
Lackawanna, NY
John A. Santonocito II LT #1420
Orchard Park, NY



Bob on left and John on right.

For Sale

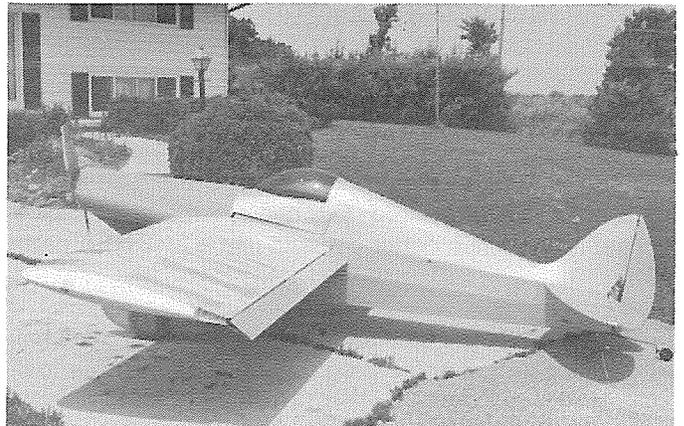
Don Hedemen II #267
1812 Keyway Dr.
Dubuque, IA 52001
319/556-8474

Sonerai II. 1700cc Monnett VW. 55 total time. Flies fine, needs finishing work. \$5,000 without radio, \$5,500 with radio.

Glen Bumpous I #283
421 Westwood Tr.
Frankfort, KY 40601
502/875-4618

Sonerai I. Super Vee 1800cc. 140 mph IAS at 3400 rpm. Flies great, a/c wheels and brakes. \$5,900.

Fred Kludy I #137
2503 Hillpoint Rd.
McFarland, WI 53558



Sonerai I \$5,000 or offer.

NOD OFF WITH NOVAK

(Title this month by Ed Sterba — a friend?)

MONI, PROPELLER INSTALLATION - After a short time of running the engine with the propeller installed, we've always noticed considerable marking and wear on the backside of the spinner backplate. This fretting corrosion is caused by the movement or rubbing that is taking place between the propeller and crankshaft. This was/is a common problem on standard aircraft with metal propellers.

To cure the cause of the corrosion it is necessary to have an insulator between the backplate and the crankshaft hub. A paper disc made out of heavy notebook or wrapping paper will work well. Its diameter should be 4-1/16 inches (slightly larger than the O.D. of the prop hub) and the bolt and pilot hole pattern can be traced from the propeller.

MONI, FUSELAGE CONSTRUCTION - Some of the top fuselage longerons that we've received have been slightly oversize. The widest leg of the angle should only be 3/4 inch, whereas we've found some that are as wide as 7/8 inch. If you have a longeron that is oversize, the excess material on the leg should be trimmed down to the required 3/4 inch (see fig. 1). A straight snips (14") would work well, and file the edge smooth after cutting.

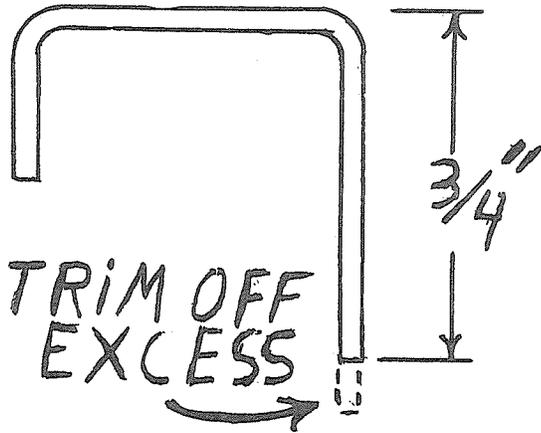


FIG. 1

MONI, TAIL WHEEL - The tail wheel axle bolt that is furnished in the kit uses a self locking nut to retain it. A few builders have questioned this, because the wheel has a friction bearing. If desired, you can drill the bolt shank to accept a 3/32 inch cotter pin, and use a AN310-6 castle nut.

MONI, ENGINE - You probably have or will notice how difficult it is to get at the prop hub nuts when trying to install or remove the propeller. To make it a little easier we've always used a specially modified wrench. It's made from an el-cheapo 1/2 inch wrench with the handle bent the required amount to clear the alternator housing (fig. 2).

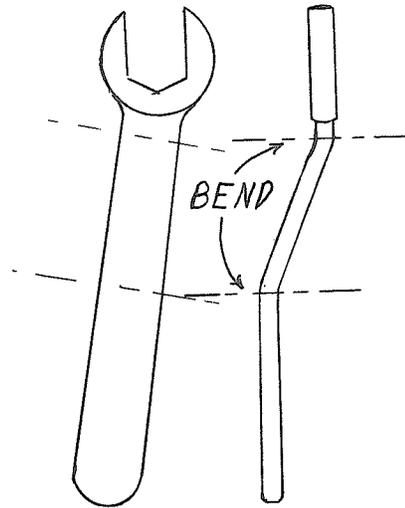


FIG. 2

MONI, BATTERY - It is very important for some provision to be made to catch or remove the battery acid, should some spillage occur. One method is to just run a vent line overboard, through a hole in the bottom of the cowling. The other method, one that we use, is to get a battery acid collector box, similar to those that are used on some dirt bike races (see fig. 3). It is especially designed to catch and store any acid that might spill over from the battery. It connects directly to the manifold vent on the battery, and you can use a large ty-wrap to hold it secure. These collectors are inexpensive and could be purchased from most motorcycle supply shops.

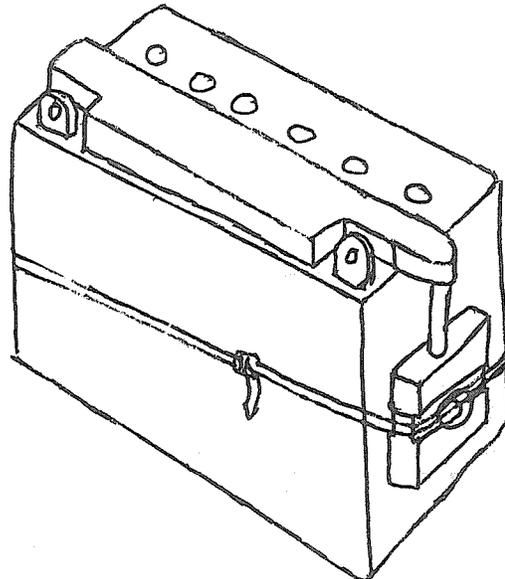


FIG. 3

MONI, PLANS SHT. 40 - In the drawing showing how to assemble the mixture control lever, it mentions how the cable adjuster must be drilled out so that it can slide over the low speed needle valve. When you're drilling this hole into the end of the adjuster you cannot go deeper than 3/8 inch, otherwise too much material will be removed and the

handle could easily twist off.

MONI, PLANS - On sheet 9 of the drawings it shows four aluminum angles that must be bent in or out 1/16 inch. They must be bent because the fuselage sides are not parallel to each other, causing the intersecting angles between them and the spar box to be other than 90 degrees. To bend one, just clamp it in a padded vise, and using a large rubber mallet, bend it the correct amount.

MONI, ENGINE - A lot of guys have still been asking about an air cleaner for the engine. We are now recommending that if you do want to go with a better filter, that you use the one that is available from KFM. It bolts directly to the carburetor, doesn't interfere with the controls, and no cowling modifications are necessary. If anyone were to say anything against it, it would be that it looks a bit large for the engine. But everyone who is using it has reported satisfied with it.

MONI, PLANS - On sheet 6 there is the drawing that shows the installation of the front stabilizer spar attach brackets to station #4. The bolt size indicated is AN3-6A, this is the correct length but because of tolerance in the length of the shank it is possible for the bolt to get torqued down on the threads before it is fully tightened on the spar attach bracket. For this reason two AN960-1032 washers should be used under the heads of these bolts. Going to the next smaller size bolt is not satisfactory as it would expose the threaded area of the shank to shear loads.

MONI, ENGINE MOUNT - If you have a tube type engine mount installed on your Moni, it should be checked frequently for cracks in the upper left cluster near the bushing and washer that contain the rubber mount. If a crack is found, the motor mount can be repaired by an aircraft shop, or it can be replaced with one of the new cast type mounts. (ED. NOTE: Cracks evidently caused by vibration induced by broken balast mount clamps.)

MONI, SAFETY BELTS - The Moni has a seat that is reclined considerably more than in a standard airplane. With this type of seat it is apparent that with a hard impact, the pilot could slide out from under the seat belts. To prevent this sort of thing a crotch belt could be used in conjunction with the regular seat belts. As can be seen by the drawing (Fig. 4) it is simple to make. A regular crotch belt or one half of a shoulder harness is used as the strap itself. It is wrapped around a length of 1/8 inch cable whose ends are secured to the normal seat belt attach bolts. The cable is about 22 inches long (pin to pin) and is thimble and nicopressed on each end. The 1/4 inch I.D. bushing that is normally used with the seat belt brackets, is replaced by one that is 3/8 inch long (instead of 1/8 inch), and this bushing is pressed into the thimble, one on each end of the cable. The AN4-6A bolts will have to be replaced with AN4-10A bolts. The seat belt bracket fits on top of the cable and thimble, with the bushing going up through the center of everything. Once the cable is fastened in place the belt is wrapped around the center of the cable, using a 3-bar adjuster to retain it. A rectangular slot must

be cut in the seat at the bottom of the pin-mold portion. The adjuster part of the belt is on the top of the seat, extending through the slot. With some of the latch assemblies on the seat belts, it may require enlarging the hole in the latch a bit to allow the latch to handle all three of the belts (two shoulder belts and one crotch belt). (Retro kit available soon, Ed.)

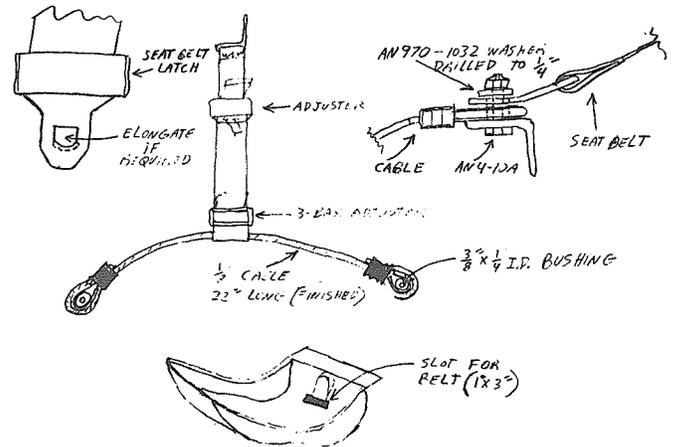


FIG. 4

SONERAI, ENGINE - As mentioned in an earlier newsletter, you should periodically check the torque on your cylinder studs. There are two values given for stud torque in most VW manuals, one is for 10mm studs and the other for 8mm. Make sure you do not get the two confused! Most of the converted VW's flying have the 8mm studs, and these are to be torqued to only 18 ft. lbs., under no circumstances should you exceed this value. If you do, not only are the studs stretched beyond a safe limit, but you can put a lot of unnecessary stress on the case.

During each annual inspection, or anytime you notice an oil leak, a careful inspection should be made of the engine case to check for cracks. They will most likely occur between studs holes, or extend outward from a stud hole or other high stress points.

Another item that should be carefully checked is the alternator magnet ring. Check not only for cracks and security or the steel housing, but also that the magnet ring itself is not loose inside the housing. The magnet ring is only epoxied in place, and with the effect of heat and vibration could eventually come loose. If during your inspection of the alternator area you notice a white or silver powder, you should seriously consider removing the X-casting to inspect the magneto coupling. The powder is formed when the coupling wears enough to allow itself to be slung off center and rub on the inside of the alternator stator. If you do not have an alternator, than there is considerably more room for tolerance and more wear can be present before the coupling starts to interfere with something.

Randy Howard

new items for sale

This is a new column we are running to pull out of the body of the newsletter those new items mentioned for sale each time. These are items not listed in our brochures or catalogs yet.

SONERAI

Sonerai Full Size Templates \$12.00

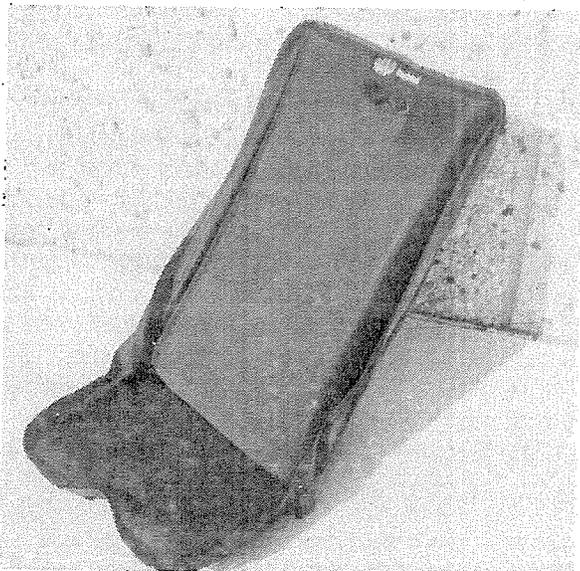
Sonerai II Prewelded Fuselages Call for price info

Sonerai Document Case \$12.00

MONI

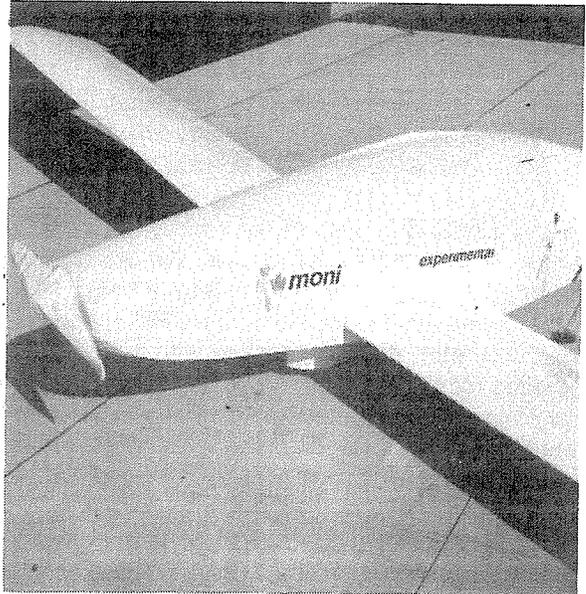
Tri Gear Moni Kit Special introductory price
until Oct. 30, 1983 \$6,200.00

Moni Seat Cushion \$67.00



Moni Prop and Canopy Cover

\$72.00



Moni Document Case

\$12.00



Special for all of these

Seat cushion, Canopy & Prop cover, Document case
\$145.00

Moni Spring Tailwheel Kits

(\$9.00 kit; \$2.00 shipping) \$11.00

MONERAI

Monerai Document Case \$12.00

* * * * *

Monerai Seat Sling Available soon

* * * * *

Monerai Drawings

Modified Airleron Bellcrank Mount No Charge

Steerable Tailwheel No Charge

TR-720 Airband Transceiver (list \$795.) \$650.00



Head set adapter \$39.95

Hand-Held Speaker mike \$33.95

* * * * *

SPECIAL WHILE THEY LAST!!!!

Wood Plaques
Lazered with Sonerai, Monerai, or Moni \$15.00

* * * * *

WIND SOCKS

8 x 30 - \$15.00

13 x 55 - \$20.00

18 x 71 - \$25.00

36 x 120 - \$40.00

54 x 130 - \$45.00

After the Fly-in we took a little family vacation, of course not totally unrelated to airplanes! John spoke at the SSA Eastern Homebuilders Workshop in Fairfield,, PA (while the children and I toured Gettysburg). There were several Monerai and Moni builders attending and several who brought their projects. It was nice to see you all there! Two airplanes appeared in the sky overhead that afternoon, Jesse Reznor's Monerai and John's Moni. Even tho the weather was not conducive to soaring, both of them enjoyed "tooling around"!! We all attended the banquet that night and what a nice evening. I want to be sure and say thank you to Dave Hudnut and all of you involved with the workshop for such a nice time.

Then we ventured on the Washington D.C. and the Air & Space Museum. Walter Boyne, the Director, and his staff have done a marvelous job with this new museum. It sure is fabulous as I'm certain many of you can attest to. Silver Hill was also something to behold - a multitude of airplanes in storage and being prepared for display. A Homebuilder's Paradise. Our guide, Russell Lee, a Staff Research Assistant, did an excellent job of showing us around. Our boys really surprised us by knowing so many of the airplanes by name!

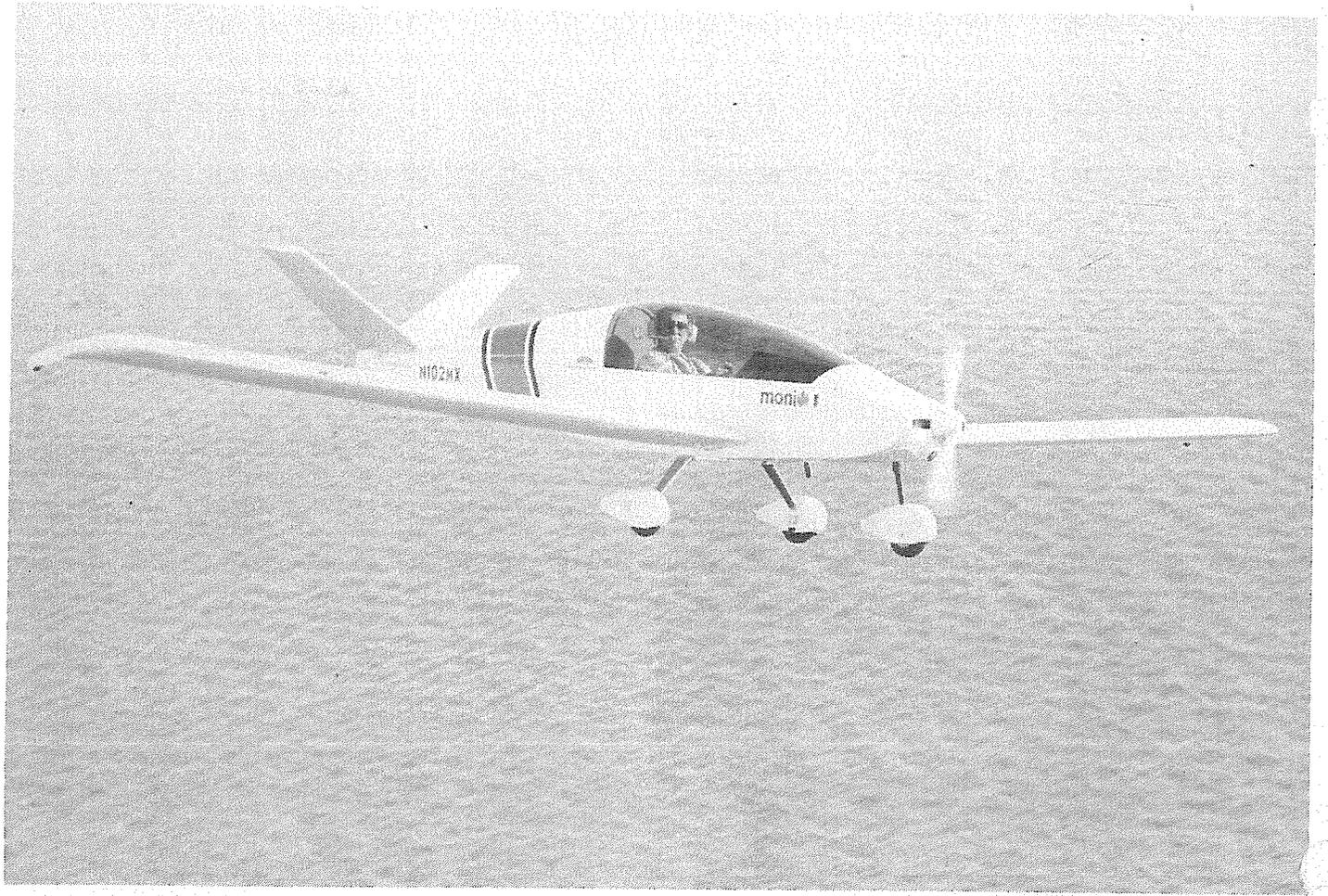
Our next stop was at the new AOPA Headquarters in Frederick, MD. Actually, we were on our way back there as we had left the Moni and trailer parked at their facility. John flew a short demo flight for the staff. Ed Tripp was a gracious host and we owe him a big thank you for letting us leave the airplane and showing us around their new building. It is beautiful and right on the airport. AOPA is certainly working hard for general aviation which does include you the homebuilder in sport aviation!

One last stop for the week was Montpelier, OH and Thermal Flites. As I mentioned previously here, they do have a nice little glider port and it's right off the turnpike!

All in all it was a great vacation and nice to relax a little after a very hectic week during the Fly-in.

Betty Monnett

P.S. We are sorry that John could not make it to the SSA Western Homebuilder's Workshop in CA. But we will be out that way in October! AOPA Convention is **October 19 - 22 in Albuquerque** and we will have a booth and an airplane there to fly in demonstration flights. So if you are in that area be sure to come by and say Hello.



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