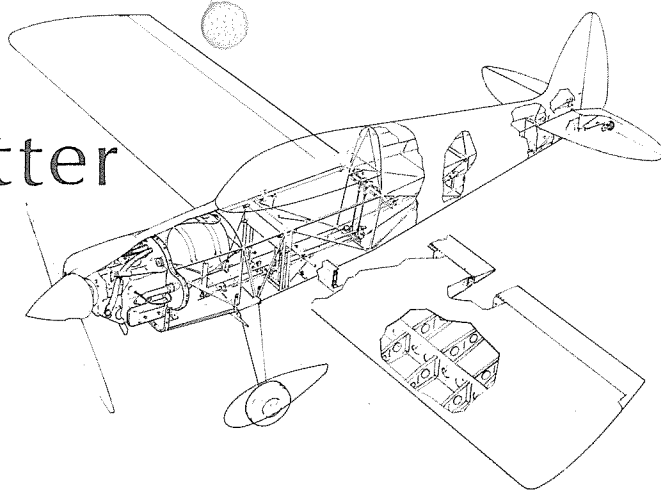


# sonerai I&II newsletter



Spring, 1979

Dear **Sonerai** Plansholder,

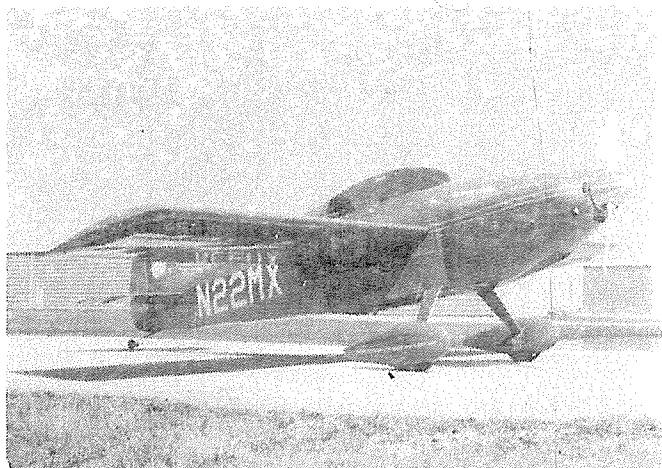
It has been almost a year since the last newsletter. I can't believe Oshkosh is just around the corner. Needless to say, we have been busy. There was no newsletter on **Sonerai** Builders Workshop last fall as we were really involved with getting the **Monerai** project going and the kits together. It was a lot bigger job than we thought. It is almost impossible to get 100% complete kits together when you have so many different suppliers to depend on. I am happy to say the **Monerai** program is running smoothly now. The increase in business the **Monerai** program has generated has helped us fill **Sonerai** orders more efficiently as it has allowed us to buy in larger quantities. While prices do continue to go up this has helped to keep the increases to a minimum. Aluminum is the worst. Not only is it getting hard to come by, everytime I call the price goes up.



As you can see we have gone to a new format for this newsletter. This became necessary as we have almost 1300 **Sonerai** I and II Plans out now. Our little hand crank duplicator has given up the ghost. The best I can figure there are about 140 **Sonerai's** flying now. About a dozen photos have come in since the first of the year, but we still only have about 50 photos, so there are still a lot of you out there we don't have photos from. It would be nice to have them all in by Oshkosh so I can make up a nice display board.

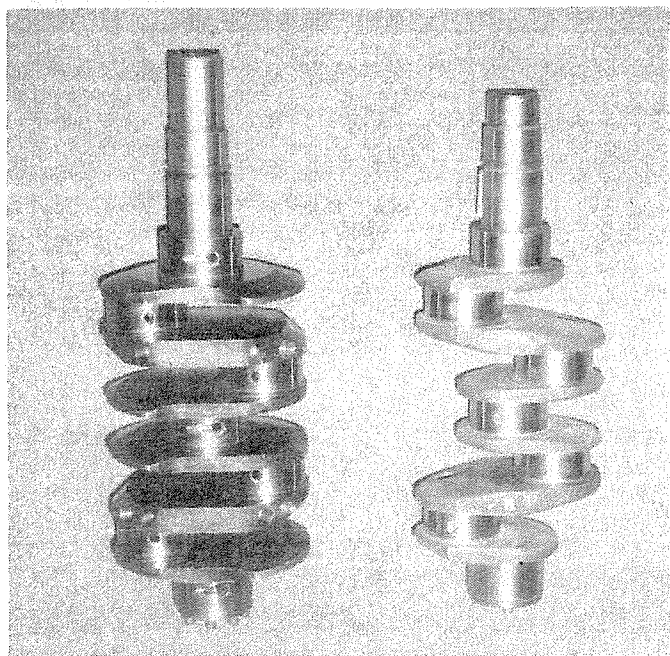
Before I go any further I'd better explain the photos that are included. The two group photos were taken at Oshkosh '78. Those that were there requested I make available prints as everyone did not have their cameras handy. Color prints are available of these photos as well as the one of N22MX in 5 X 7





and 8 X 10. The costs are \$2.00 for 5 X 7 and \$5.00 for each 8 X 10. They will be sent with cardboard on both sides and the price does include mailing.

The other photo is a new product we will be introducing at Oshkosh this year. It is a new crankshaft that is made specifically for aircraft use. (It is the one on the right). We are calling it the Aero-Vee Crank. It is a fully counter-balanced 76mm stroked crank. A standard 69mm V.W. crank is shown on the left. We have been trying for almost three years to get V.W. to make this crank. It is made by the same O.E.M. manufacturer that makes the standard V.W. parts. As you can see it is longer at the pulley end, and has an extra keyway. This will provide an extra inch of grip on the crank for the E-V hub, and substantially reduce the loads put on the front bearing. Now a spool extension can be added



with no worry, of pulling the hub off the crank. We will be offering it in our 1850cc engines and

separately for those that are building up their own engines. When used with 88mm cyl. and pistons you will have 1850cc. When used with 92mm cyl. and pistons you will have 2020 cc. In either case you will need different rods to go with the 76 mm stroke. I do not have a firm price yet, but we hope to have the first run available by Oshkosh. For you Sonerai I Builders this will solve the problem of getting a hub to fit your Formula Vee cowl since we have discontinued the S-V Prop Hub Unit. While the Aero-Vee Crank will cost more than a regular 76mm crank it will still be much less than what we would have to charge for the S-V Unit if we were having it made.

## Dates To Remember

### Sonerai Builders Workshop

June 2, 1979

8:30 a.m. - 5:00 p.m.

It will be run from 8:30 a.m. to 5:00 p.m. There will be a \$10.00 charge which will include lunch. Please call ahead of time so we know how many are coming. We can work with only 50. It is not necessary to pre-pay, but we do have to know how many to plan for.

### Hospitality Hour - Get - Together

Sunday, July 29, 1979

8:00 p.m.

We will host a Sonerai I and II builders get together again this year at Butche's Anchor-Inn on the N.E. corner of the field. This year we are also inviting our Monerai builders. The date this year is Sunday, July 29th at 8:00 p.m. Notice we have moved it to Sunday evening so all of you that have to leave Monday can attend this year. As usual Monnett Experimental Aircraft will buy the beer and hors d'oeuvres. For those that want something stronger, a cash bar will be available.

**Misc. Items,** Karla McKnight is back with us now and along with Hazel Ziebel they have the office running smoothly and more efficiently than ever. Over the years we have come to know many of you as good friends as well as customers. While we appreciate all of your business and will continue to try to fill all orders as fast as possible, we find it necessary to make a small procedural change in handling phone orders. In the past we would take a phone order and if the items were in stock would ship it out right away and not wait for your payment.

Generally they would cross in the mail. With our volume increasing, more often than not, this is a problem area that keeps coming up. With different people opening the mail we have been writing up duplicate orders, or just posting the money without writing an order. It is causing a lot of unnecessary paper work. Those that have received a catalogue since last December have noticed that we are now set up to handle Visa and Master Charge. While we will still gladly accept phone orders we must ask that you either charge it on your Bank Card or accept a C.O.D. shipment. The extra charge is only .85 cents.

Another bottleneck in our system is the taper pin rental sets. Now that more and more of you are nearing completion, the demand for these is increasing. We must ask that when you send in your deposit for the rental set you are sure that when you receive them you can set up your plane and use them right away. I think 2 - 3 weeks should be plenty of time to get the job done. You are only holding up the next fellow. The \$10.00 rental fee is a super deal. The cost of the reamers is now \$63.00. The two sets we have, have been out for over two months each and I don't know what else to do but forfeit the deposits to those involved and buy some new reamers. The ones that have the reamers, you know who you are and I won't embarrass you by naming names, but please send them in as people are waiting for them.

For those of you that read *Playboy*, watch for the August issue. The **Sonera** will be in it in full color. Those that don't read it, now is a good excuse to buy a copy.

We have had several requests to have seat cushions made like we have in our **Sonera**'s. The place where we got ours is a local shop: Cameron Aircraft Interiors, 716 Nolan Ave. Glendale Heights, IL 60137. Phone (312) 584-9359. The shop is located on the DuPage County Airport, West Chicago, IL. They made seat cushions for several of the local **Sonera** owners and have patterns to make more. I do not know what the price is, but they are interested in helping homebuilders so contact them for further information.

## Tips, Hints & Facts

The following are answers to some of the most often asked questions.

1. The wing airfoil is a NACA 64212
2. Control travel limits are: Ailerons 2" up to 1" down Elevator is 15' to 20' up and 10' to 15' down.

Rudder max. deflection that won't interfere with elevator.

3. Gauge of wire to use: 18 ga. from mag to switch 12 ga. Battery to master switch. 10 - 12 ga. Alt. to Battery. 14 ga. Switch to nav. lights.
4. Stringer materials to fair out fabric is not included in any of the kits. We originally used "heat" section, and this is what is shown in the plans. This type of material is now very expensive. We have been using 1/2 X .035 6061 T6 aluminum tubing, safety wired in place. This works out just fine.
5. Fuel Shut-off Valve. We no longer run a rod down left side of fuselage to a valve on the firewall. This rod got in the way of the front seat passengers left knee. We now mount the fuel valve right under the tank and operate it with a push-pull cable in a housing. The valve we have been using we bought from Wag-Aero. We found we had to add an "O" ring to keep it from leaking.
6. Fuel line size and material. 5/16 from tank to gasolator. 1/4 from gasolator to carb. We have just bought clear plastic tubing from ACE Hardware. This type tubing will gradually yellow and harden and should be replaced every few years. Surgical tubing is better.

## For Sale

### SONERA II

1850 E-V with Alt. Custom Paint, \$7,000.00 Monty Welford, J & M Aircraft, 1037 Hawn Ave., Shreveport, LA 71107

### SONERA II

86 hours T.T. Novi Star Radio, Rosevelt Jackson, Texas (713) 488-4201.

### SONERA II

80% complete. Wings finished with nav. and strobe lights, airframe completely finished (mig welded) needs cover. 1700 cc engine installed with cowl and canopy fit. All controls hooked up. gas tank and gear installed. All it needs is fabric cover and painting. Owner/builder was killed in a car accident. Contact John Carouso (312) 289-2444. Illinois. Asking \$4,500.00.

### SONERA I

4 hours T.T. Needs paint to be finished, 1600 cc Priced for quick sale, owner being transferred overseas, \$3,500.00. Call Robert Allen, Lake Park, FL (305) 845-7332. Plane is in Michigan City, MI.

## Forums for Oshkosh '79

Sonerai I and II, July 29th  
10:30 - 11:45; Tent #2

Monerai, July 29th  
1:30 - 2:45; Tent #2

V.W. Engines, August 2nd  
3:00 - 4:15; Tent #2

Until Oshkosh remember, show speed, steep banks with lots of top rudder will produce an interesting situation.

Till then,



Greg Erikson

86



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



Fredèrick Keip #356  
3817 Russet Lane  
South Milwaukee, WI  
53172