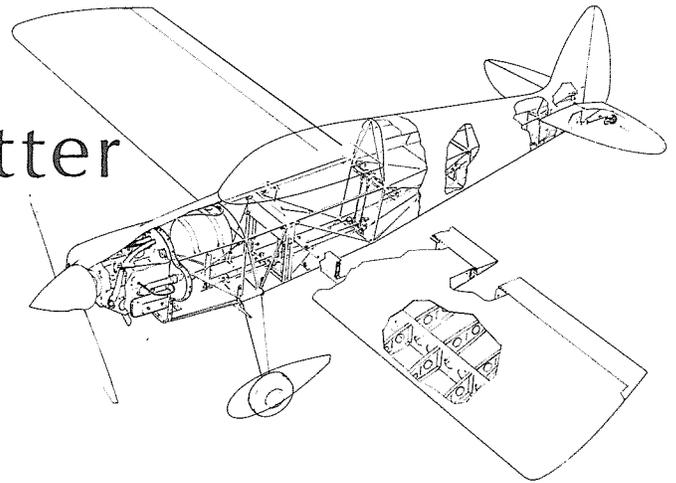


Sonerai I&II newsletter



September, 1980

Dear Planholder,

We have made a few personnel changes at Monnett Experimental Aircraft. But this time it is not our secretary! Emily Schaben is still holding down the fort and keeping things running smoothly in the office. Once in awhile you hear a lovely English accent on this end when you call and that is Em's able assistant Joan Hill. I am back in the office more now filling in the gaps and doing what needs to be done now that the children are all in school all day. It seems strange to be writing this newsletter again after six years of lapse. I remember writing about our twins being born like it was only yesterday. And yes it was six years ago!

The big change is that Gregg Erikson has left! Gregg has been with us since the very beginnings back at 410 Adams. But he had a very interesting, challenging job offer and decided to jump at this chance. He is working with AMSE, a company that investigates aircraft accidents. It is not an insurance company but a "fact finding" company that reports to manufacturers and insurance companies. As he has a background in insurance investigating, is interested in photography, and of course has a knowledge of factory built and homebuilt aircraft, it seemed the perfect opportunity. Gregg left August 30 and we wish him the best of luck in his new position.

Bill Schaben has become our General Manager! Bill, Em's husband, has been with us for about a year now and many of you have already spoken with him on the phone and met him at Sun 'N Fun or Oshkosh. I'm sure you will find, as we have, that Bill is extremely pleasant to talk to and work with, and certainly very competent! If you call with anything that we ladies can't answer, you will be talking with Bill!!

We also have a policy change regarding the **Sonerai Newsletter**. It will now be a subscription service!! The fee is \$6.00 and it will be published 4 times a year - September, December, March, and June. We are sorry but the escalated costs of postage and printing has forced us to charge a fee. Only those paying the fee will receive a newsletter from now on. This will be the only issue sent to all planholders. So, if you want to receive this valuable tool with building tips, photos, etc. and want to keep up with new developments at MEA, send your money to Em now!! (Use the handy form at the end of this newsletter.)

While we are on the subject of sending things, please send us your **change of address** if you move. We have a great deal of trouble keeping our planholder's list current. This is very **important** so don't let us loose you!

Oshkosh '80

Thanks to all those that flew-in to Oshkosh. There were fifteen **Sonerai**s on display including the one on static display for "project schoolflight"! Quite noticeable on the flight line were a pair of matching **Sonerai**s (a I and a II) owned by Bob O'Day and Bobby O'Day, a father and son team.

We were pleased to see about 300 people at our Builder's Hospitality Night this year. In attendance were people from all over the world and many war stories were exchanged. There was a slight commotion when one of our local EAA Chapter #53 members that flies a brand X backward flying machine, crashed the party. He was quickly guided out! John presented pins to those who flew their planes in this year. So next year - come and get a pin! We spoke to many of you who hope to make it next year. Good Luck!

Both forums John presented were well attended even though they were later in the week. Many complimented us later on what a good job he did. Thanks!! It's nice to get that kind of feedback.

Engines

As many of you commented on, we have not included the Aero-Vee engines in our literature. This is because we are going to limit our engine production to the **Sonerai Builders** only. As we are quite busy with a number of projects here, we are forced to limit engine production.

The current engine prices are:

1600 EV	\$1900.00
1700 EV	1950.00
1850 EV	1995.00
Alternator	100.00
Crating	\$ 25.00

Also available are unconverted "Short Block" engines.

There have been a lot of questions about the 2180 engine that we have in the Low Wing **Sonerai**. We are still testing the engine and at this time are not sure whether we are going to offer it for sale. It is highly modified and the life expectancy will perhaps be shorter. Therefore until we have run this one longer and have more experience with it, we will have **no** information on the price or delivery. We can say that the airplane performs very well with this engine. On a humid 95° day at full gross it will climb over 1000 FPM.

Low-Wing Sonerai

In the last newsletter we introduced the new Low Wing **Sonerai**. The response has been great. At Oshkosh it proved to be very popular. Many feel that it looks better than the mid-wing in that it doesn't look so much like a racer. *Sport Aviation* ran a very good article and cover picture in the September Issue! Jack Cox was certainly very pleased with the photos he took. They really were nice!

To answer some of the questions we have had about the airplane:

No, the aluminum tail surfaces are not going to be standard. Those were a carry over from the original project. The tube and fabric surfaces that are shown on the plans are standard.

Yes, it is very easy to convert a mid-wing fuselage to a low wing. The wings are the same

Yes, the wings still fold.

Yes, the supplemental drawings are available for \$15.00. They cover the low wing and squared off tail surfaces. You do have to have a set of **Sonerai II Plans** to buy the drawings, so send along your plans number with your order.

Judging from the number of plan supplements sold, there should be a lot of Low Wing **Sonerai**s popping up! Bob Conn, who has the only other Low Wing **Sonerai** completed reports his is a "joy to fly".

New Products

Please add to your catalog:

Oil pressure gauge hook
up kits.
Contains tubing and
necessary fittings.
Copper Line \$4.50
Nylon Line 3.50

Monex

It's flown!! John has just returned from the first flight and his heart beat is coming back down to normal. (September 30) His first comment was "God, it's fast!" 2800 RPM gives 150 MPH! He never did go full throttle.

Pete and John have some changes to make before the next flight. So this is all the info we have for awhile. Pete Buck is of course John's right hand man in research and development. In fact, Pete does most of the actual building!

Want Ads

1700 cc VW Short Block Engine with EV Hub and mag drive. 25 hr. total time. \$800. Pete Buck, RR#2, Box 87, Elgin, IL. 60120.

1700 cc VW Super Vee with alternator, 2 1/2 hours. Warnke Prop, Wing Kit unopened, Rivet Kit, Fuselage partially welded. Walt Dietrick, Box 313, Alcoa, TN 37701. 615/982-1734.

Sonerai I landing gear, never used. \$100. W. Sterchi, 1263 Durham Drive, Chattanooga, TN 37421.

Stick Grips. Kent Schreiber makes custom walnut stick grips. Contact him at Box 191, Greencastle, PA 17225 for further details.

Builders Tips

Have you had the misfortune of bending your landing gear? Frank Stewart has come up with a good method of straightening a landing gear using a "come-a-long" and a tree. For more info call or write Frank at: 9212 N. Delaware Street, Indianapolis, IN 46240. 317/846-5326 or 317/269-7019.

If you have a problem and/or a suggestion on any phase of building, please drop us a note and we will be glad to print it.

Here is a good picture of a wing in the jig ready for skinning. Thanks to W.G. McNeil #483, 2440 South Minneapolis, Wichita, KS 67216.



Wing in the jig ready for skinning.

Builders Seminar

We are planning to hold another builders workshop sometime in February. More information will be in the next newsletter. The date will also appear in *Sport Aviation*.

New Sonerai's Flying

Bill Doyle, 270 Green Bay Dr., Hanover Park, IL 60103 has flown his **Sonerai I**.

Roy Marsh of New Mexico flew his **Sonerai II** for the first time on Sept. 22, 1980. His plane was built at the University of New Mexico.

Willie Van Schoor, 9-11th Ave., Fish Hoek 7975, South Africa sent this picture of his **Sonerai II**.



Willie Van Schoor

Sonerai I & II Subscription Form

Please **Type** or **Print**. Send by **November 15, 1980** to receive the next issue.

Please put me on the subscription list for the **Sonerai I & II Newsletter**.

Name _____

Address _____

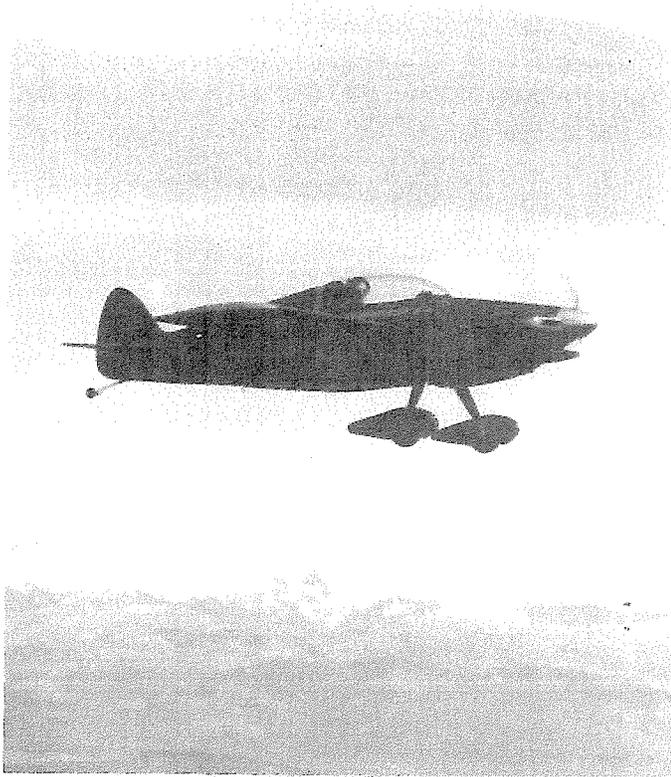
City _____ State _____ Zip _____

Enclosed _____ for subscription fee.

(\$6.00 per year)

(signed)

Ron Ballou, 2702 Natalie Lane, Steilacoom, WA 98388 sent this picture of his Sonerai II.



Ron Ballou

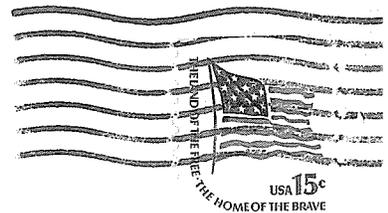
Congratulations to all of you! If we have missed getting your name and a picture of your plane in the newsletter please give us a call or send in a picture. We would also like any notes that you might want put in. The newsletter is your forum to exchange ideas and information.

Welcome aboard! Good luck with your projects!!!

Betty Monnett
Editor in Chief (??-well-sometimes Chief!!)

Bill Schaben
Assistant Editor (actually Bill gave me most of this info!)

Betty Monnett



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

Frederick J. Keip
11428 Six Mile Rd.
Franksville, WI 53126