

monink

The Newsletter of Monnett Experimental Aircraft, Inc.

July, August 1981

Dear Aviation Comrades,

What an incredible Oshkosh Fly-In once again. Every year is more crowded, hectic, and exciting than the last! We were really ecstatic about all of you who came with your Sonerai's and Monerai's - twenty six airplanes in all!! There were some beautiful airplanes there exhibiting some outstanding workmanship. Our best Sonerai and best Monerai awards this year were pewter plates, engraved, with a set of our gold wings on them. John presented these awards on Thursday evening at Oshkosh. Jimmy Frank won Best Monerai and Charles Kopeika won Best Sonerai. Congratulations Jimmy and Charlie!!

John and I felt it would be nice to give every one of our builders a well-deserved award. So we did! As a token of our appreciation to those who brought their airplane to Oshkosh, we gave everyone a pewter cup engraved with Oshkosh 81 and their N number. Congratulations to all of you!! (I might add that if you did not receive yours yet, please let me know.)

Monerai's attending Oshkosh 1981 Fly-In

Jimmy Frank	N42289	#101
John Kaplan	N182E	#191
Jose Leon	N4220C	#117

Sonerai's attending Oshkosh 1981 Fly-In

William Bernard	N325WB	#325
Pete Buck	N558PB	#426
Mike Butler	N228L	#778
Gary Burnett	N65MB	#99
Paul Crank	N9562A	#318
Daryl Elam	N5583Q	#564
Richard Kempa	N99487	#353
Charles Kopeika	N74CK	#91

Mel Lamb	N4ML	#18
Buzz Lauritsen	N794DJ	#509
Nick Long	N14WE	
Marland Malzahn	N120MM	#270
Pat Mangan	N8530R	#219
Stan Mankovich	N50191	#368
Randy Novak	N79RN	#315
Bob O'Day	N878E	#298
Bob O'Day	N879E	#399
Lyle Ogden	N99WE	#168
Paul Sebern	N408PS	#408
Bruce Stainbrook	N79BD	#667
Ed Sterba	N78ES	#461
W. Wolland Sterchi	N65WS	#30
Frank Stewart	N5021F	#532

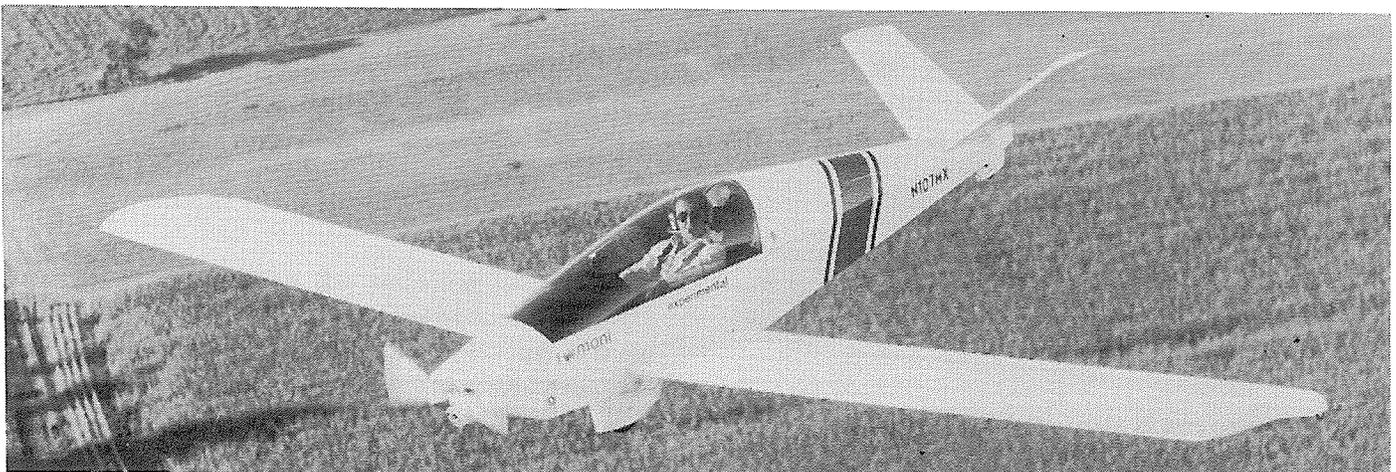
We certainly had a good turn out at our Hospitality Night too! A record attendance of 300! It was fun and we thank you all for coming. MEA does appreciate your business and loyal support! Next year the hospitality night will be a bit different as we will no doubt be entertaining you in our new hanger/showroom at Oshkosh.

The new building is progressing very well so our moving date is approaching quickly! It will be October 15 (if all goes as planned). After that date all mail can be sent to the Oshkosh address: 895 W. 20th Ave., Oshkosh, WI 54901

You are cordially invited to our Grand Opening of the new facilities on Oct. 30th. The day is planned to go something like this:

11:00 - Dedication Ceremonies
 11:30 - Fly-bys and Demonstration Flights
 12:00 - Lunch
 PM - Open House

Fly-in for the day and taxi up to the door! Come join us and make this a memorable dedication day!



As I have said before, we hope to make this transition as smoothly as possible. Such is the plan anyway. Of course there are many variables! So please have patience next month and bear with us. I hope we will encounter no problems. Randy Novak and his family have already moved to Oshkosh. Randy will be getting things set up, painting, and preparing things so we can just move right in! (May as well be optimistic about this whole thing!) Our family plans to move Oct. 15th. We have a home in Oshkosh now and even stayed overnight in our sleeping bags last week!

The one sad note about all this, the thing that will really be hard to get used to is that Em and Bill Schaben are not moving with us. They will be sorely missed. I know those of you who have dealt with them over the phone and in person understand what I mean. They have been such a great asset to M.E.A. One couldn't ask for a better employee and friend than Em or Bill. They have truly put their "all" into M.E.A. John is interviewing and working diligently to find just the right replacements for all our "crew" at Elgin MEA.

It is with great regret that I have to report the death of another friend - that of Ed Frappier at Elf Soaring in Montpelier, OH on July 30. I know you have seen Ed's name in the newsletter many times. He was an experienced soaring pilot and instructor and owned Elf Soaring. There he ran a shop building our welded fuselages, and beautiful sailplane trailers. There have been many rumors and innuendos concerning Ed's death. The truth of the matter is Ed was flying a Monerai, but the FAA found no mechanical failure with the airplane. This leads to the speculation that he wasn't "flying" the airplane at the time. This was by no means Ed's first flight in this Monerai. Nor was it this Monerai's first flight. It had been flown by several pilots. Ed will be painfully missed by not only his wife Betty and family but all his friends in aviation. He was a great asset to the Sport of Soaring. Our Sincere Sympathy to Betty and his family.

A couple of Ed's friends who had worked with him at Elf, Doc Kuehne and Paul Cameron are running a similar operation in the same location. The name of their company is Thermal Flights, Inc./June Bug Flyers, RR #3 Airport Road, Montpelier, OH 43543 (419) 485-5731. The friendly voice you hear when you call is June Cameron, Paul's wife, who is managing the office.

Obviously, we had to cancel our Monerai Contest this summer. We do hope to organize a contest out of the Oshkosh area next year. Perhaps right off of Wittman Field!

Our exciting news is about the MONI! It is flying!! John flew it before Oshkosh and all during the Fly-In - almost everyday. The restrictions are flown off and the flight test

and development program is progressing well. The electric start KFM 107 Engine is working very well! In fact, it is performing exceptionally well in the MONI. It has obtained rates of climb over 600 ft. per minute sustained and speeds over 110 mph. But John is still in the prop selection process and expects both of these to be improved greatly with optimized props and engine exhaust system. As many of you commented at Oshkosh, the Moni was very noisy! But the reduction of the prop diameter and the increase of pitch has significantly reduced the noise level. The refinement of the exhaust system will reduce it even further. John has increased the fuel capacity of the airplane to 2½ gallons which gives 1 hour 15 minutes at full throttle, and about 2 hours at moderate cruise speed, 85 mph.

We wished we would have been allowed to have the Moni trailer on the field at Oshkosh to demonstrate the ease of getting Moni in and out. The rigging is very simple. Only the wings come off. The tail stays on and the dolly holds the plane for rigging. John is going to design a simple, open trailer for those who live close to the airport and wish to keep their Moni in their garage. We hope to make both trailers available as kits.

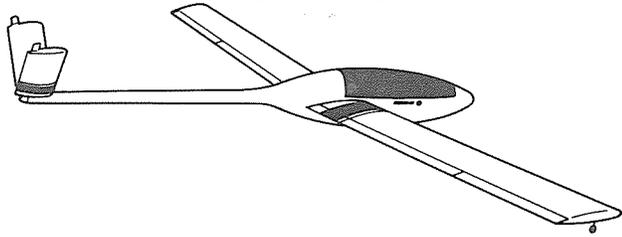
We expect to have some interesting one-class contests with the Moni. They could be marathon type - ie: simple soaring event (task), primary aerobic event, spot landing, close course race, and rigging - de-rigging contest. It should be great fun and a very inexpensive competition. More ideas on this later! Watch for Moni coverage in the upcoming issues of aviation magazines. Sport Aviation will feature an article about the first flight in the next issue!

We expect to take deposits for the Moni this fall to secure a production number. Kit delivery will be geared to engine delivery of the KFM which will be early Spring 1982. The kits complete - engine, instruments, everything except paint - will sell for about \$5000.00.

Many of you have asked about adapting the KFM 107 engine to the Monerai. John will be installing a KFM 107 electric start engine in the Monerai as soon as we move to Oshkosh. Yes - after testing, that engine option will be available for the Monerai. The features will be more expensive however! More information on that installation in the next issue of Monink.

Other test programs will continue once we are at Oshkosh Headquarters. We will be continuing the test program of the KFM 104 Engine in the Sonerai and Monex. We expect to be testing the 105 - a two cylinder, four cycle, 40 hp KFM Engine in the Monex airframe. There are also a few new things in the offing for the use of the 104 Engine!!

monerai



Monerai Individual Kits Available!

We have had many requests for the purchase of individual Monerai Kits. Due to popular demand, we are now offering individually priced kits for those of you working on a limited budget to help spread your costs.

Plans	200.00
Fuse Pod Kit	1700.00
Wing Kit	1900.00
Tailboom and Tailgroup Kit	550.00

Additional kits available separately: Instrument, Fuselage Dolly, Engine.
See Catalog for prices.

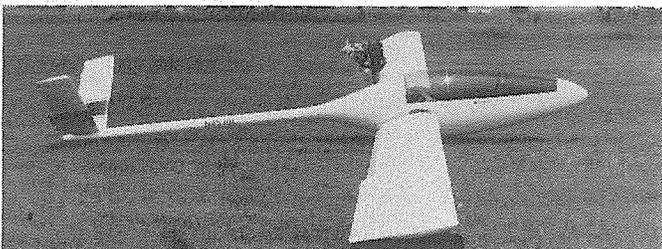
Sale of plans is final. Non-returnable. Non-refundable.

Each kit includes all of the material needed to complete that assembly. The four together - Plans, Fuse, Wing, and Tail - comprise the total of a Complete Monerai Kit of \$3800.

Monerai Flying July/August, 1981

Ray Honey #276-P012
551 Drummond Drive
Bourbonnais, IL 60914
Flying 7/3/81

All flights have been with the power pod.



Rodney Jones #69
7110 Sunset Ave.
Fair Oaks, CA 95628
Flying 7/81

G. James McCulloch #6-P022
121 Madeline Road
Manchester, N.H. 03104
Flying 7/81

Fred Taylor #219
2454 W. Dallas St.
Grand Prairie, TX 75050
Flying 7/11/81

John Manke #15
1432 Kerrick St.
Lancaster, CA 93534
Flying 8/81

Incidentally, John is a NASA test pilot at Edwards Air Force Base and used a U2 to get ready for flying the Monerai!!

Jesse Reznor #45-P049
2203 Lakewood Manor
West Middlesex, PA 16159
Flying 8/14/81

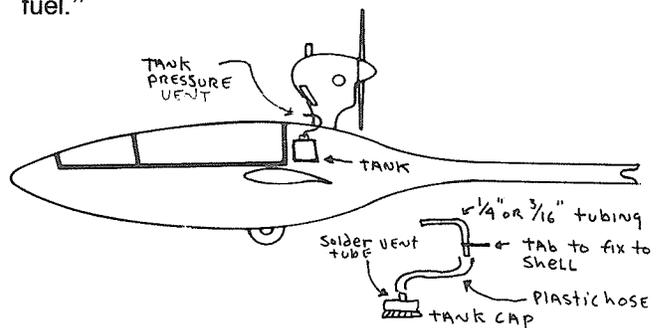
Gene Walker and Joe Christian #274-P023
2408 Cypress (Walker's) 339 Woodcrest Drive
(Christian's)
Norman, OK 73069
Flying 8/22/81

Errol "Bud" Amy #196
4612 Summit
Wichita Falls, TX 76301
Flying 8/81

Tips from Builders

Ray Honey #276
551 Drummond Drive
Bourbonnais, IL

Ray sends us this tip: "Incidentally, I installed a pressure vent in the fuel tank. I believe it helped. It sure was screaming this past weekend. Even a 1/2 lb. pressure would help the pumper carb., it's got a long way to pull fuel."

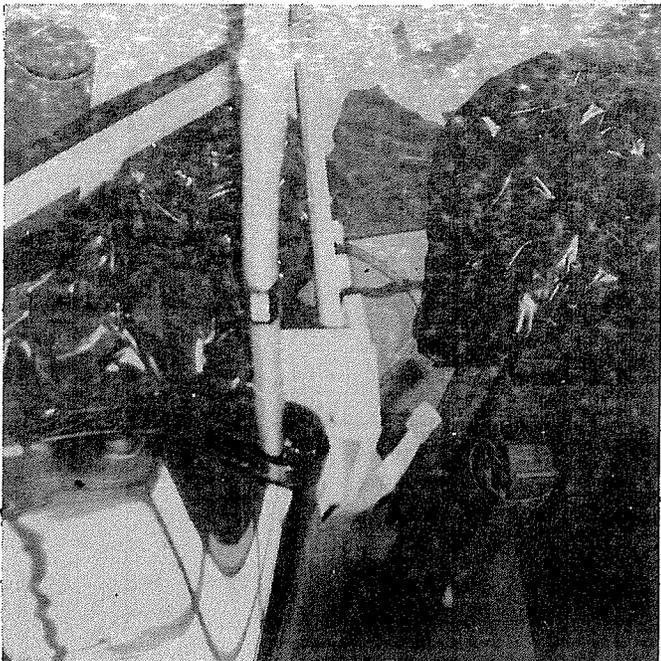


Bob Burchard #249
36 High Street
Medfield, Mass. 02052

Bob gives us this tip on putting the bulkhead in the boom tube. He used the fiber shipping tube the steel tubing came in. It's the right diameter and length to push the bulkhead in square. (So hold on to everything folks - even your packing materials!)

N. A. Sandberg #253
o radiogatan 2v
S-852 42 Sundsvall
Sweden

Nils sends us a unique idea for a method of forming the leading edge radius on Monerai and Sonerai wing skins.

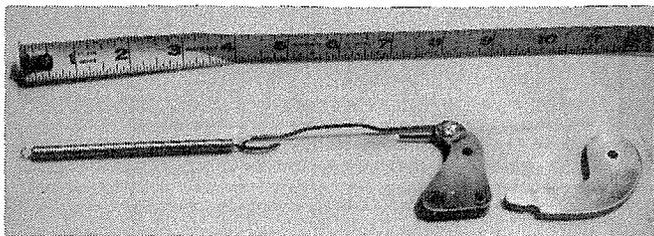


Material needed: one roll of electrical tape, two plastic garbage bags, and your vacuum cleaner. Tape trailing edges together and seal ends of skin with the plastic bags. The picture shows the vacuum tube entering the wingskin and the bending starts at the leading edge. Be sure there are no leaks before you start. As you can see I did it in the wing fixture. As you need no helper you can make the bending whenever you want and it only takes 10-15 minutes for each wingskin.

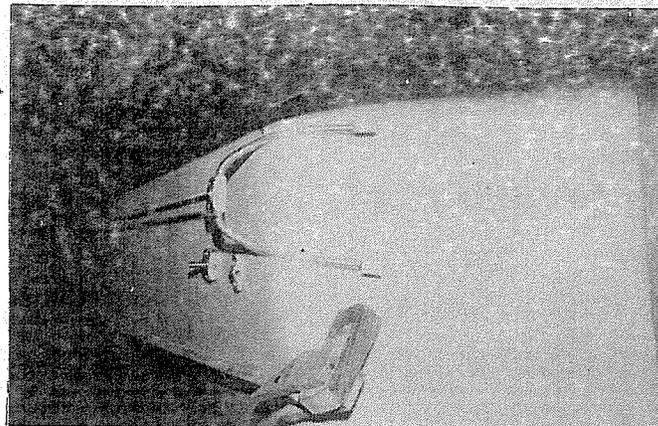
Virgil Paggen #172
128 Loomis Street
North Granby, CT 06060

Virgil sends these modifications and photos:

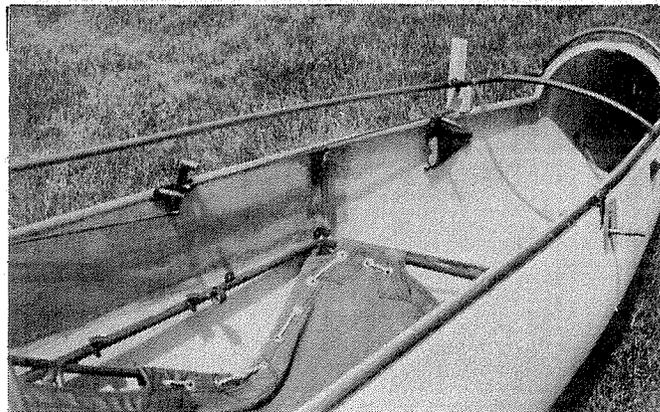
Tow Release - A piece was added to each of the release plates (Actually new plates were made) to allow attachment of a return spring. The release cable was manufactured from 1/16 in. stranded (for better flexibility) aircraft cable. The mechanism release is very smooth - even might be termed "Schweizer like".



Boom-tube Static - Three pick-up ports feed into a 1/4 in. x 10 ft. 0 in. stainless tube to bring the static out the forward end of the boom-tube. Each pick-up port is riveted to the boom tube with the aid of the wooden "horse" to hold the pick-up in place while drilling through the boom. Manufacture and installation took one Saturday. All metal parts were bonded together with Hysol 9410. Tygon tubing is softened in hot water and forced on the pick-ups.



One-Piece Canopy - Hinges are located per drawings. Push-rod latch mounts 14 in. behind station "B", with the latch-ends mounted as far forward and rearward as possible. The latch ends also substitute for the nail penetration through the shell. I made a cross-member at the front of the canopy to prevent tension (from the plexiglass) from pulling the frame away from the shell. In retrospect it seems that it may not be needed - the canopy is quite rigid when cleco'd to the frame. With a one-piece canopy one needs to secure the shell at station "B". I pop-riveted through a x-moly plate which was glued and faired to the shell with A-4 metal set. Also note wedge-shaped reinforcement foam glassed in place on each side of shell. Stiffens the shell considerably. The latch mechanism is secured to the shell with four CCC-42 rivets at each of the three pieces = 12 rivets total. The canopy is locked from the outside with an allen wrench through a 1/4 in. access hole.



News from Builders

Stig Hellquist #251
P1 6430 Skrea
S-31100 Falkenberg
Sweden

Stig sends us seven pages of articles, reprints and photos from Swedish Publications. All in Swedish! Interesting reading! But seriously, Monerai is certainly popular there. In one reprint from the Swedish EAA News seven of the twelve new building licences are for Monerai! Sweden has ten Monerai Kits, six with power pods!! We are happy to have them all as builders and wish them all Good Luck with their Monerai projects.

For Sale

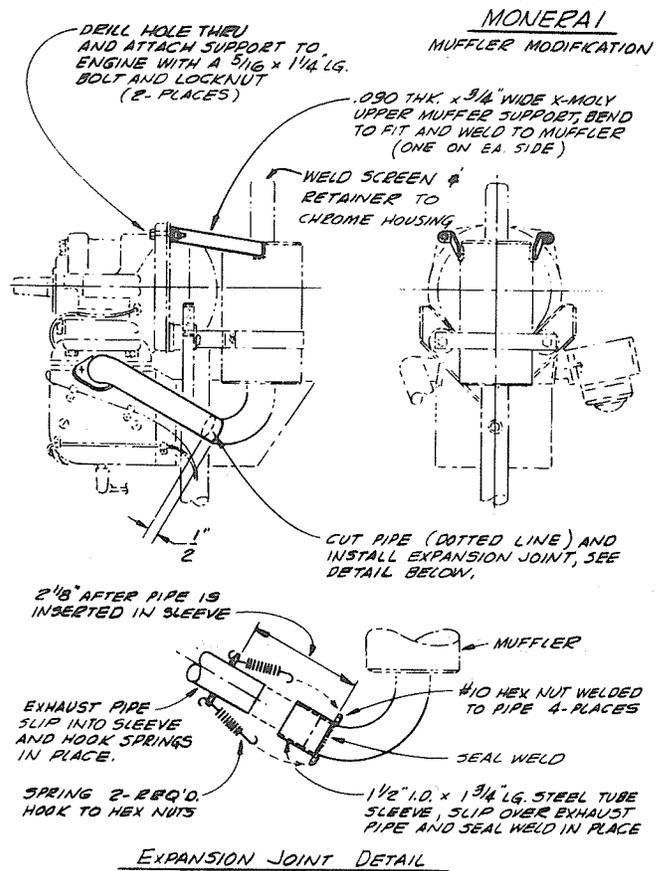
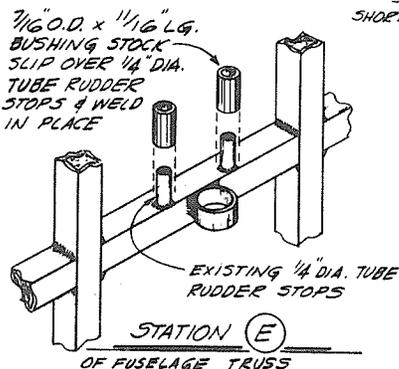
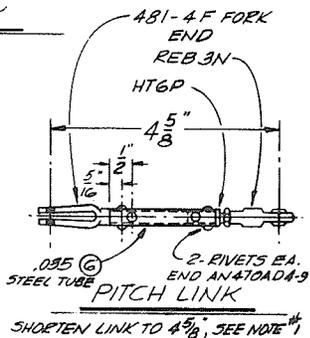
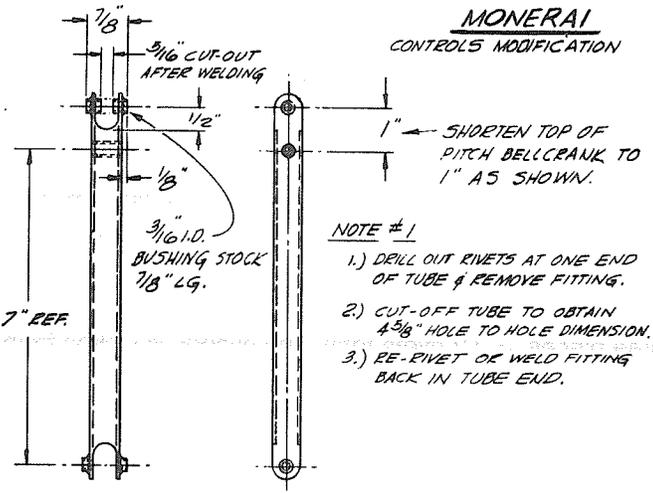
Bud Amy
4612 Summit
Wichita Falls, Tx 76301
918/560-2762

\$5,500 or best offer will buy Monerai #196. Has Ball Vario, Netto and Total Energy. Bud has his Monerai for sale because he wants to build another one!!

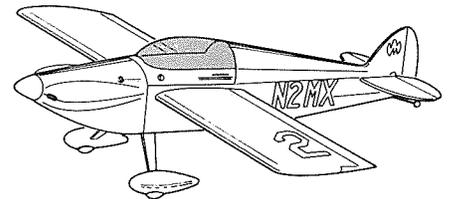
Modifications

These two modifications were sent out to all Monerai Builders. In case you did not receive yours for some reason, here are the drawings reproduced for you.

Monerai Muffler Modification for the Exhaust System



sonerai



First Flights

P. Cozens
Slievia, Barclay Park
Aboyne, Aberdeenshire
Scotland
First Flight 9/81
Sonerai II - #197



Monerai Controls Modification for Pitch-link Control System

Glen T. Bumpus
421 Westwood Tr.
Frankfort, KY 40601
First Flight 8/19/81
Sonera I - #283

Benny Butler
1444 W. 8th St.
West Plains, MO 65773
First Flight 7/6/81
Sonera II - #660



E.A.A. Chapter 474
Airport Road - Box 12
Orange County Airport
Montgomery, NY 12549
First Flight 7/81
Sonera II - #677

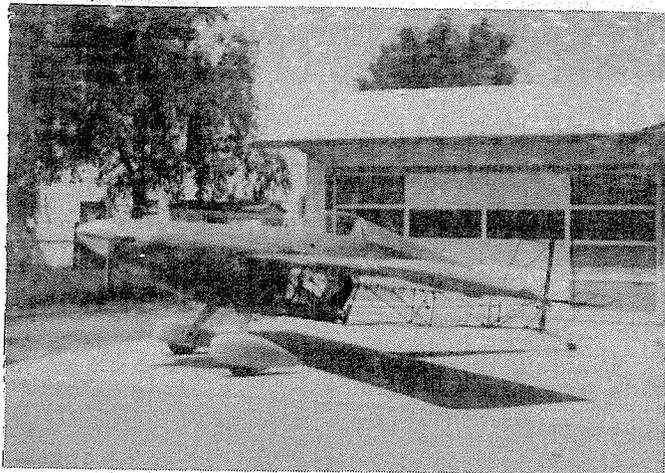
Pat Mangan
Rt. 1 Box 160
Lomira, WI 53048
First Flight 9/81
Sonera II - #219



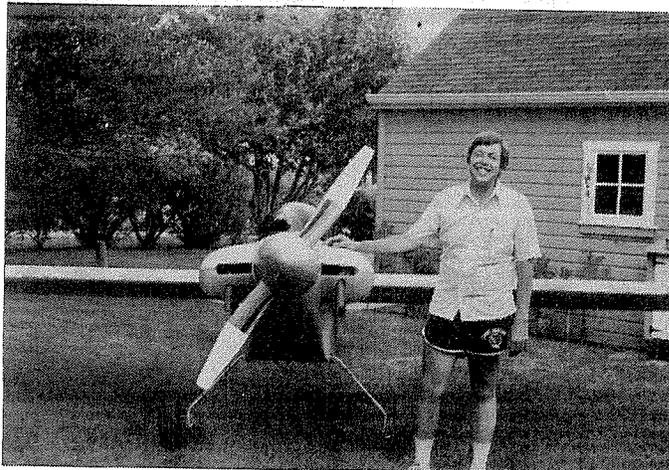
News from Builders

Craig Moore
515 E. Wilshire
Hermiston, OR 97838

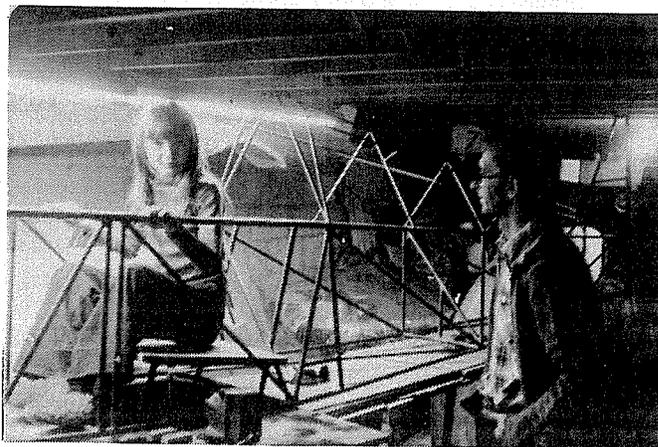
Sonera I - #428
Modified a few things! Targeted to fly Spring of '82.



Chip Shafer
25101 Glenbrook
Euclid, OH 44117
Sonera I - #329
Chip looks pretty happy with his bird which is getting close to flying.



Milt Gordon
24 Horton Road
Orange, MS 01364
Sonera II - #902
Milt's daughter Laurie is getting in a little "hanger flying" and is ready to take that first ride!



John T. Davenport
 426 Concordia
 Katy, TX 77450
 Sonerai II - #875
 Signed off for cover!



For Sale

Dan Eikleberry
 205 Colmar Lane
 Great Milles, MD 20634
 301/863-8190 work
 301/862-1294 home



Sonerai II N56DB plans number 161. Has just over 50 hours total time. Monnett Supervee Engine - Lots of Goodies. Each wing has a 4½ gallon fuel tank - total fuel 19 + gallons. Price \$9500. For an extra \$2000 will include Com/Nav radio and transponder. "If buyer is not in a real hurry and lives in the eastern half of the US, I will deliver the plane for free."

Alan Lewis
 Box 81
 Paddington 2021

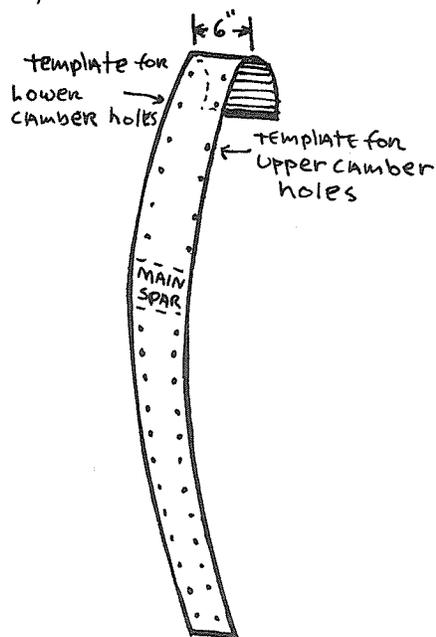
Australia
 Super Vee 1600cc unassembled. \$800 for engine and Super Vee

R and R Aviation
 9214 Dunkelow Rd.
 Franksville, WI 53126
 414/886-0764
 Sonerai I frame, tail feathers, canopy, plans \$500

Builders Tips

Hugh Mitchell - #500
 26 Tennyson Dr.
 Beaumont
 South Australia 5066

1. First I made up a template for drilling the rivet holes in the skin from galvanized sheet about 6 in. wide. One side has a template for lower camber holes. The other a template for upper camber holes.
2. Mark the drill line down all rib flanges.
3. Mark off drill lines along leading and trailing surfaces of skin.
4. Hang template over leading edge. Clamp down snug via trailing edge after centering the line in the hole top and bottom. Move skin to one side slightly so you can drill through skin without hitting the rib. Use #31 drill.
5. Next locate the skin by sighting the line on the rib through the center of the holes in the skin. (Nose ribs can be tapped in line with a long stick if they have moved.) Now you can drill via the skin holes through the rib flanges for perfect location every time. Cleco as you go. (Where skins overlap, only use template for top in-board skin.)



It looks a bit involved but not really. Once the template is made the rest is quick and easy.

Remember if you have any building tips, news about or photos of your projects, send them to me for Monnik! Also we would be happy to list any airplane for sale. There are many customers looking for partially completed kits as well as complete Sonerair and Monerair. So if you have to sell for one reason or another, we will be happy to help.

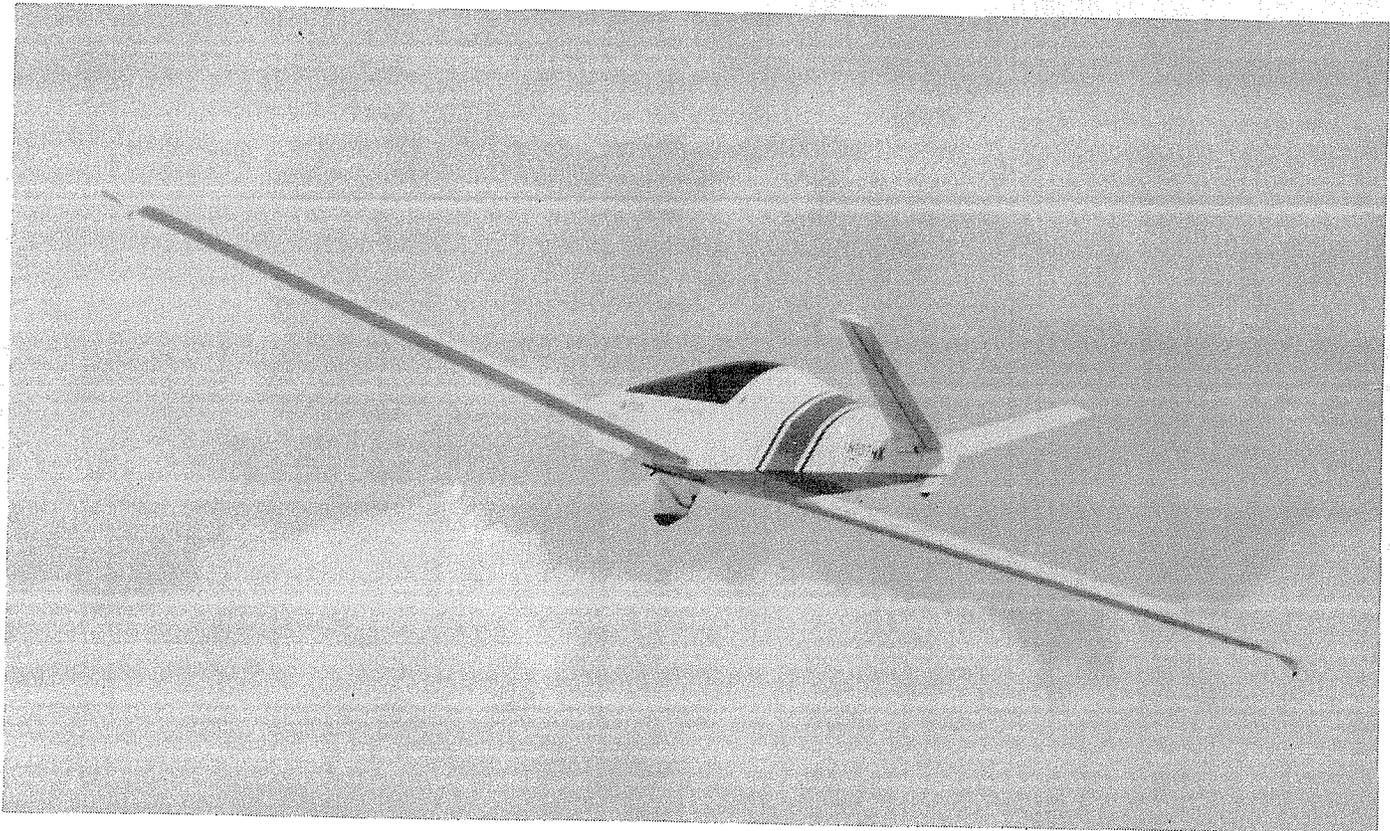
Please, please let us know change of addresses or change of ownership. It really is important to us to keep our records up to date. Thank you!!

Next issue will be coming to you from Oshkosh. Hopefully we will be all moved up there and functioning smoothly!?? Remember October 30th.

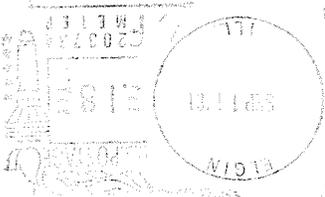
Betty Monnett

New Address
After October 15th
895 West 20th Avenue
Oshkosh, WI 54901

Grand Opening
Dedication, Open House
October 30th, 1981
11:00 AM



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



Monnett Experimental Aircraft, Inc.
955 grace street
Elgin, Illinois 60120

