

Seasons Greetings!!

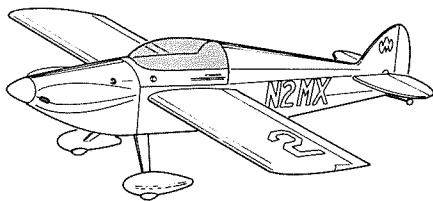
It is hard to believe it is time to wish you a Happy Holiday already! Our thoughts will soon be turning to Christmas ...and speaking of Christmas...have we got a deal for you! A Sale! Why not buy a very special gift this year for your aviation enthusiast? How about something from our MEA Catalog? During one of our staff meetings we were pondering a special Christmas wish list and came up with this conclusion: why not offer a 10% off everything sale, why not the entire catalog, kits, everything!

Sale

So here it is! The Now is your Chance - End of the Year -10% off Everything Sale at MEA from Nov. 1st to Dec. 15th. (The only thing not included is the new TR 720 Radio. At \$650. to our builders that is already a super sale.) You should have a bright green insert sale flyer with this issue. We have sent the flyer to all the EAA Chapters in the USA and Canada hoping to spread the word. 10% off of a complete Sonerai, Monerai, or Moni Kit is quite a savings. So if you have been thinking of buying now is the time to - DO IT!!

This is another jam packed issue of noteworthy items for all of you including a Monink Guest Editorial by John concerning the Sonerai II service bulletin we recently sent out, five Moni and Monerai first flights, information on a new foaming of Monerai and Moni wings, Sonerai pre-welded fuselage prices, etc, etc!

sonerai



MONINK EDITORIAL TO SONERAI II BUILDERS

On October 20, 1983, Monnett Experimental Aircraft, Inc. issued a service bulletin, #002, effecting all Sonerai II aircraft models. Service bulletin #001 was relative to Monerai aircraft and did not apply to Sonerai.

The bulletin was issued to enforce temporary flight envelope restrictions on the aircraft.

WHY?

History: During the past 10 years of flight service

history of the Sonerai II, there have been a total of 4 fatal crashes.

Fact: All four accidents were a result of aerobatic related flight. (By F.A.A. definition.)

Fact: One accident involved a spin or spiral in/after a series of aerobatic maneuvers. It was determined the pilot suffered incapacitation prior to the aircraft striking the ground.

Fact: Another accident occurred when a wing folded during a high "G", low level turn on a high turbulence day.

Fact: Two of the four accidents were a result of high speed and/or sharp, high "G" pull ups which caused a wing to yield and ultimately fail.

Fact: Of the four accidents, only one involved the builder/pilot. Two were at least the third owners. The remaining one was a pilot who "borrowed" the aircraft.

Fact: None of the pilots had purchased or read the Sonerai flight manual. Maneuvering speed and gross aerobatic weight were evidently disregarded.

Fact: Of the three failures due to overload, all involved modifications or deviation from the plans, or excessive weights that were contributory to the wing failures. No two wings failed in the same manor.

The list of contributory facts is much longer, but the point should be clear. An airplane, especially a "clean one" like the Sonerai II or RV-3 (I refer to a very parallel article in *Sport Aviation*, January 1983) can be easily taken to its structural limits if its flight envelope limitations are not respected!

The most recent accident brought this problem into clear focus. As a precaution, the service bulletin was issued while we sorted out the circumstances and probable cause. Here are just a few of our findings relative to that accident.

1. The aircraft was being flown by the third owner.
2. The operation limitations were not amended to permit aerobatic flight.

3. The permanent airworthiness certificate was never issued. Total airframe time was about 90 hours.
4. The aircraft was technically out of license for two years.
5. An entry in the log book indicated a number of aerobatic maneuvers had been performed including "snap rolls" which are strictly against the operation limitations of the Sonerai II as defined in the flight manual.
6. The aircraft weighed 600 pounds empty. A total of 80 pounds overweight compared to the "average" Sonerai II and 94 pounds heavier than the prototype! With a 150 pound pilot and no fuel, the plane was at the aerobatic gross weight of 750 pounds.
7. The airplane appeared externally to be well made and "clean" yet with a 1834 cc engine at 3800 R.P.M., the reported top speed was only 135 M.P.H. The airspeed indicator was previously checked by a shop for accuracy, but flight test comparisons were not performed to determine static error. It appears a seriously low airspeed reading could have had the pilot working at speeds much higher than the published maneuvering and entry speeds.

Further Testing: Monnett Experimental Aircraft, Inc. has taken a conservative approach to help prevent these kinds of accidents in the future. The service bulletin was the first step towards that end. It does not appreciably restrict flying Sonerai II's except in the area of aerobatics or with those examples that have been built, modified or equipped to the extent where they are greatly overweight (above 520 pounds empty). Continued confidence in the Sonerai's design and performance is our utmost goal.

A relative simple modification to the main spar and root ribs has been tested and proven to give a full one "G" margin in yield above the published yield limit loads on the wing. It must be installed to amend the operations limitation back to the original published figures. The F.A.A. has been informed about this requirement.

A survey card was enclosed with each service bulletin issued. Please return your card immediately if you have not already done so! The returns have shown that there are a considerable number of Sonerai builders who do not have the flight manual. They should be familiar with it prior to any further flight. We are presently making some update changes relative to the operation speeds in the manual and will forward those to the builders.

Although the service bulletin does not affect the Sonerai I, this mod would significantly strengthen the Sonerai I wing and should be considered.

THE MESSAGE IS THIS:

Know the airplane. Keep it light. Respect its limitations as you should respect yours. We'll all be safer for it!

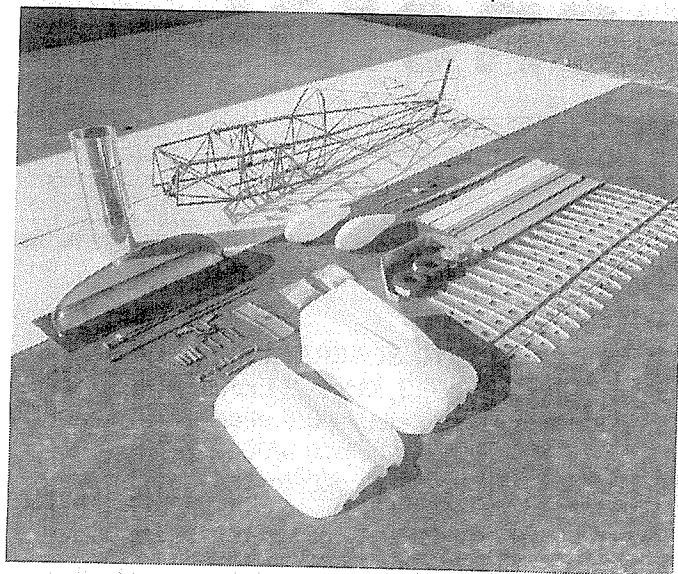
John T. Monnett, Jr.
PRESIDENT



This Sonerai II wing Static Testing is demonstrating the 6 G aerobatic loading (4.4G utility category loading). At this point the wing was deflected 4" and skin rippling was evident but the wind did not have any permanent deformation. Further tests with 25# increments showed yield to be 7 G's with the modification.

Pre-welded Fuselages

As I mentioned in the last Monink, pre-welded fuselages are now available! The pre-welded fuselage includes all of the necessary welded parts for the Sonerai II such as fuselage, tail surfaces, gear and engine mount, control mechanism and canopy frame. Only drilling or reaming of holes and finish filing or sanding is necessary to prepare these parts for covering. The pre-welded kit represents a significant reduction in building time yet maintains the Sonerai within the 51% rule. All welds are done by the heli-arc process, are fully inspected, and it is oiled to resist corrosion. We are beginning production of fuselages immediately and expect to be able to deliver the first ones in December. Prices are now worked out. See New Items For Sale column this month. (Remember the 10% Sale) This photo shows the basic Sonerai airframe kit with the pre-welded fuselage. Looks simple now!



First Flights

Bruce Stephens II #599

R.R. #1

Hudson, IL 61748



First flight was Feb. 20, 1983

In September Bruce sent us this letter about his experiences building his homebuilt.

"Dear Monnett Experimental Aircraft,

Please forgive the delay in reporting the first flight of Sonerai II-N3137Z. The first flight took place on February 20, 1983 from Bloomington Normal Airport, Bloomington, IL. The first flight was uneventful (safe takeoff and return to BMI) and undescribably satisfying. I will not take the record for the longest building time but I sure won't take the one for the shortest time either. Probably a short history would be in order. I first learned of the Sonerai when I attended a meeting of EAA Chapter 129 in the fall of 1977. John was to have been there for a presentation but was unable to make it and Gregg Erikson filled in and evidently did a good job as he sold at least one person on the Monnett Sonerai. At this point I had been flying about two years and had a couple of hundred hours in Cherokees. I thought that people who built airplanes to fly themselves were nuts! Well evidently I was too because by early spring of 1978 I had been to Elgin to visit your shop and the purchase of plans and materials were soon to follow. I got married during the summer of 1978 also. So two major projects were started that year and in the right order I might add. I then spent the next four and one half years on the Sonerai with the final sign off coming in September of 1982. My first born one beat that by two months. The timing was good again as I was able to get the whole plane painted while my wife and daughter were still in the hospital. The first flight was delayed till February due to the fact that I farm and Sep., Oct., and Nov. are pretty busy months. Then of course December and January were cold but February brought some beautiful temperatures late in the month. In the time between Sep. and Feb. the taxi tests did take place with no problems other than a radio that did not want to transmit. The tower personnel at Bloomington were super helpful the entire testing time. All I had to do was taxi out and transmit my garbled message and they would some how know what I wanted to do. I usually would have about 5000 feet of a 6500 ft. runway that was 150 ft. wide all to myself depending on traffic at the time. I have hardly any tail wheel experience but I find this plane to be very controllable on the ground in either the 3 point or 2 point attitude. Most of the taxi tests were performed by starting out with full forward stick and bringing in the power slowly until the tail was up and I would be running down the runway 60 mph. I then would bring the power back slowly with the stick still forward until the tail was down and soon got the feel of the planes ground handling. I felt when the first flight came that the only thing I did not know, was which way was it going to roll at lift off. Much to my surprise, the plane flew wings level with the stick

centered.

The plane was build strictly to plans except for one thing. I replaced the elevator push pull tube guide with a rocker and two rod end bearings. I do wish that I had raised the turtle deck a little as I am about 5'10" and that is just about the limit the way it is. The fuselage is covered with Dacron and finished with Ditzlers fabric covering process and painted with Ditzler Durethane. I would recommend this process to anyone interested in finishing fabric after taping in two to three days maximum. I missed Oshkosh '83 and that's the first time since 79 but hopefully I will make it next year with both of my two year olds."

Julio Moro II #1201

Urbanizacion Zulema

C/O Guardalajara Parcela 168

Villal billa (Madrid) SPAIN



First flight was sometime this fall of 1983.

Maurice Jackson I #117

c/o Harvest Air LTD

Aviation Way

Southewn Airport

Southewn-on Sea

Essex, England



First flight was Feb. 16th 1983.

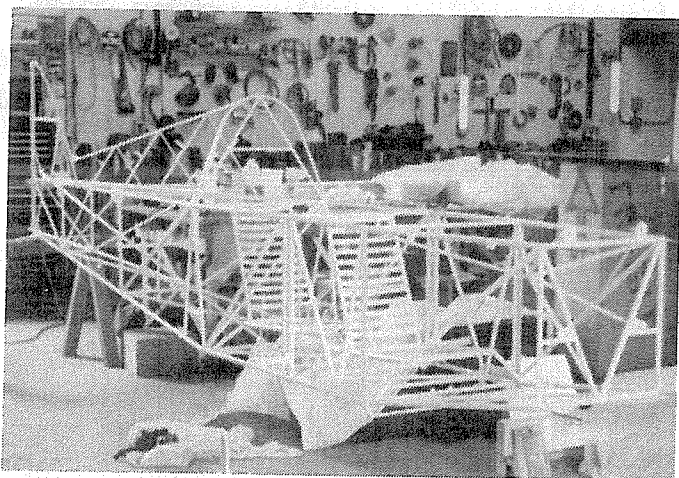
News from Builders

Keith Bailey II L #792
188 Langsett Rd. South
Sheffield S30 3HB
England



Keith sends us a photo of his "back yard progress"!

Bruce Schamber II L #1457
3223 Lakeview Dr.
Naples, FL 33962



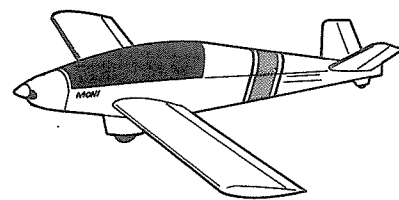
Bruce is building like crazy and sent us lots of photos of his project's progress. Wish I could publish them all for you! Nice work, Bruce and helper!

For Sale

Bill Reeves II L #983
5203 Nebraska Ave. N.W.
Washington, D.C. 20015
202/966-9172

Stalled Sonera II project and in need of cash. Complete EV Conversion Kit (w/o Alternator). Parts are all new and have never been used \$725.00

moni



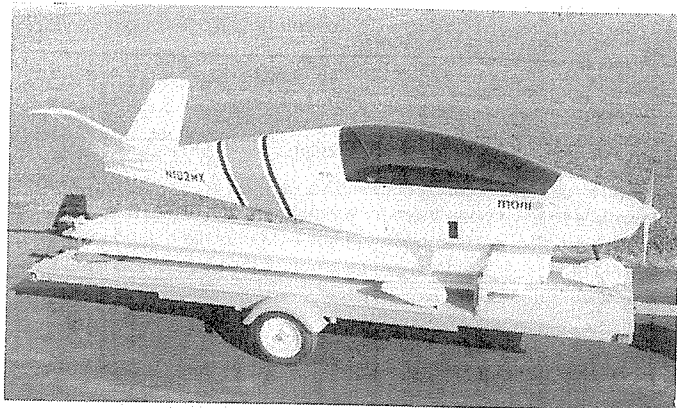
Carb Exchange

KFM is making available on an exchange basis, an improved carb for the 107. Moni builders will be notified directly from KFM as to exchange procedures and policies.

Seatbelts

The retro kit for the new 5 point seat belt system is now available for \$13.95. This kit includes all the additional material needed to modify your existing seat belts to take a crotch strap or anti-submarine belt.

Tri-Gear Moni



The new Tri-Gear Moni is seen here on the open bed trailer we just finished. Drawings for the trailer are included with the Tri-Gear plans. The price for a complete Tri-Gear Moni is now \$6400 with delivery in December. We are only awaiting a few items to complete the Tri-Gear kits.

Pay particular attention to Randy's column this month on foam block installation in the wing! This neat addition greatly reduces the amount of skin oil canning at higher G's.

First Flights

Werner Friemelt #164
10480 Greenford Drive
San Diego, CA 92126

First Flight was Oct. 10, 1983

Gary & Linda Gillmore #157
555 Whispering Pines
Lindenhurst, IL 60046

Linda flew their Moni first on Sept. 20, 1983. They received their Kit on Dec. 30, 1982 - exactly nine months to build!!

Harry Herb #92
Box 326
Gibson, FL 33534

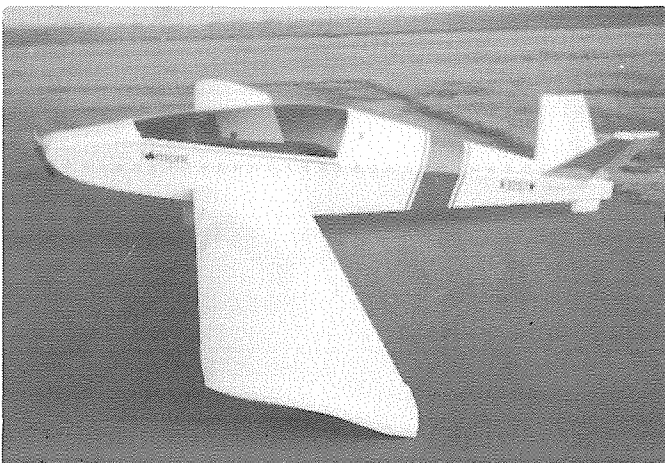
You have seen Harry under Monerai First Flights too. Now he has a Monerai and a Moni!! First flew on Sept. 29, 1983. Received kit Oct. 29, 1982. Exactly 11 months to build!

Garrett McClary #8
611 Starlight Drive
Grand Junction, CO 81501



First flight was this fall.

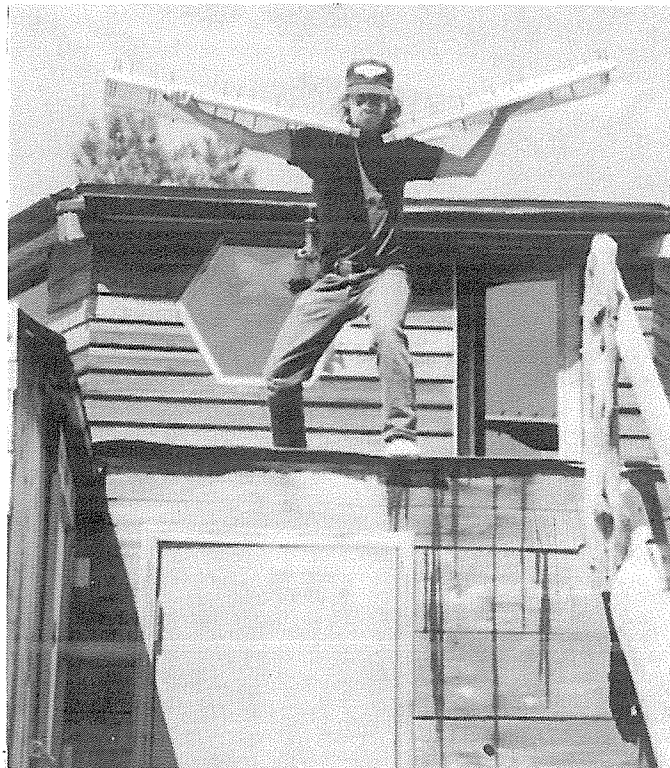
G.L. Smith #5
400 Center St.
Bennettville, S.C. 29512



First flight was on Sept. 5, 1983

News from Builders

Kim Buehre #124
Box 4
Arroyo Seco, NM 87514



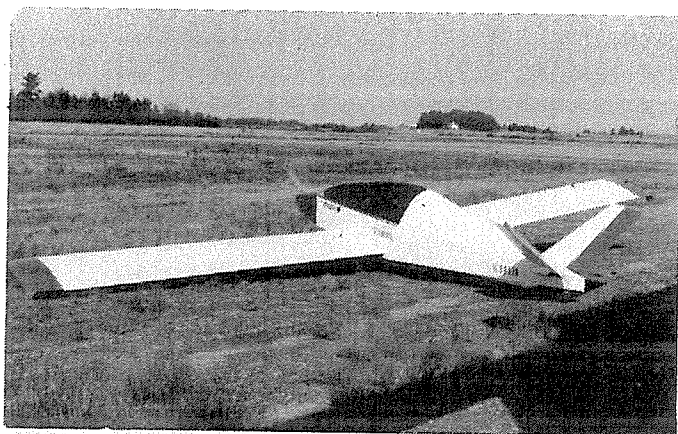
They do strange things in NM!

Blaine D. Barnard #19
2355 S 900 W
Perry, Utah 84302

Blaine sent us a feature article that his local paper did about his Moni building. It was great! Entitled "Lofty Ambitions Come True for Perry Man." In it we learned that his wife, Virginia, and his son, Steve also have their pilots' license and log a lot of air time. Steve is helping build the Moni.

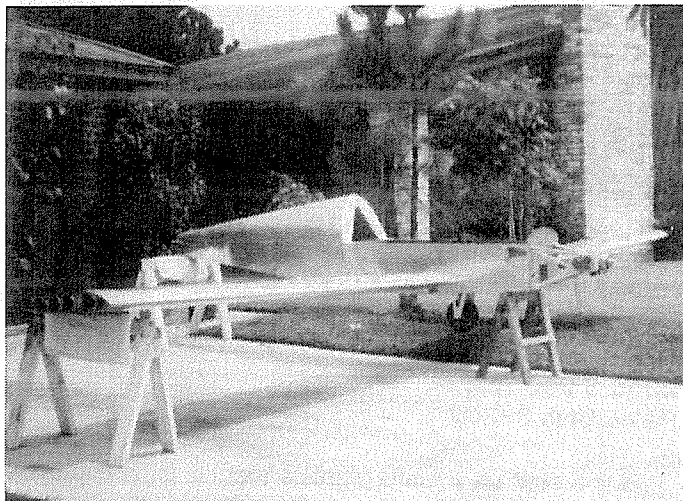
Blaine also writes to Randy: "....The only advice I could give to anyone contemplating the construction of the Moni, is to follow the plans, step by step as called for, and with time and patience anyone could build one. It was a pleasure to find the instructions so good. The main personal problem was to fight the urge to do it my way, because it seemed better. Don't believe it! Execute as directed, and one day, as I have, you will find Moni before your eyes as a complete aircraft, and you will find yourself wondering - did I really build that? It is really a wonderful feeling!..."

Wesley Kamke #131
107 Stuyvesant St.
Merrill, WI 54452



Waiting for inspection in Sept. 1983. Has bright orange tips, tail, cowl, ala European Sailplane markings!

David Surbrook #139
17214 Mellow Ridge
Spring, TX 77379
713/251-1956



Dave's progress as of Sept. 1983

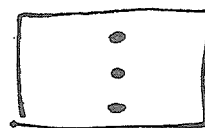
Dave would like any Moni builder in the area to contact him if they are interested in getting together to give each other some moral support during building and flying your Monis!

Builders Tips

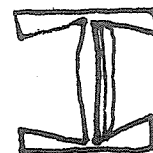
E.A.A. Chapter 60
Jim Strawn
1014 Laramie Lane
Janesville, WI 53545

Jim sends us this builders tip:

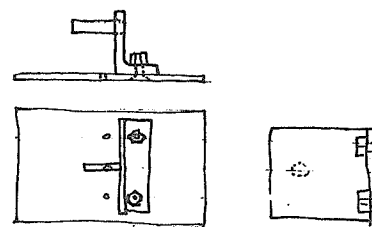
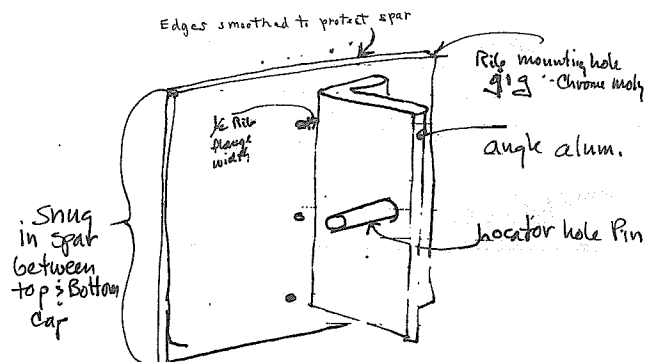
We thought you might be interested in a jig Archie Henkelman came up with for our Moni. We were concerned about the rib mounting on the spars - wanting to keep everything tidy so Archie made a little plate out of 1/8" steel with the necessary rivet hole patterns in it.



It is slipped in the spar with a very close fit and slid along from station to station for the drilling.



Our next problem was how to drill the ribs and again Archie came up with something. Using the small locator hole on the spar edges of the ribs he mounted an angle to the drilling tool, put a pin in the angle that matched the locator hole so the rib would be held in the right position. Then we drilled from the other side of the spar, center hole first, Cleco, then the upper and lower. After we had done all the ribs on the back of the spar, we did the nose ribs. The alignment is fantastic - wing looks jig built!



For Sale

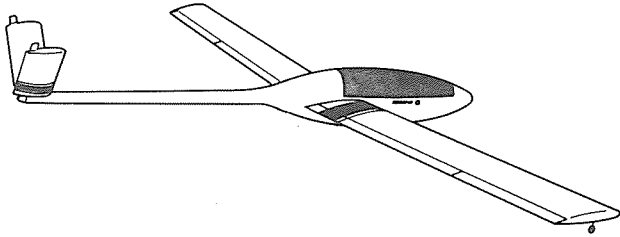
Larry Garret #146
Box 25082
Okahoma City, OK
405/799-8111

Must Sell, Bought Moni already flying. Kit #146
-\$5,895.00

Norman Coote IIL #1161
P.O. Box 3107
Sunriver, OR 97702

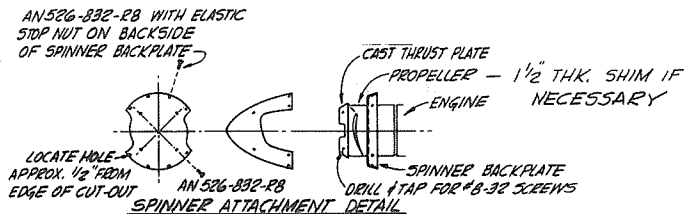
Open bed Moni Trailer built according to MEA plans.
\$250.00

monerai



Zenoah Prop Spinner Modification

Some Zenoah power pod users have experienced cracking spinners. We have adapted the Moni thrust plate-front bulkhead for Monerai installation with excellent results. A drawing is included here to give you an idea of the spinner attachment detail. Some drilling and filing is re-



quired. Remember all sharp edges on spinners have to be eliminated since they are subjected to a tremendous amount of flexing stress. If you do order a thrust plate-bulkhead, please specify that you will be using it on a Monerai so we can include the proper instruction sheet. The cost of the Thrust Plate-Bulkhead is \$6.00 and a new 6" spinner shell if you need one is \$18.75.

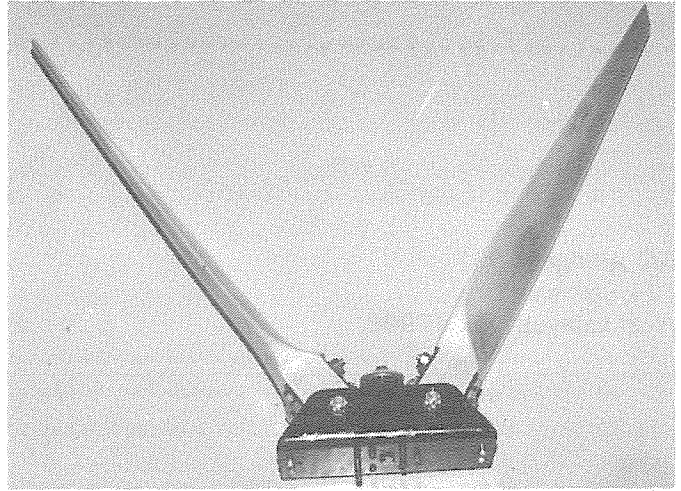
Seat Sling

The new seat slings for Monerai are available now for \$48.00. They are made of reinforcement and aluminum tube edge reinforcements which have eliminated the grommets. This seat is far superior to the original equipment sling which most of you got with your kits. Black is standard but custom colors can be supplied for \$5.00 extra.

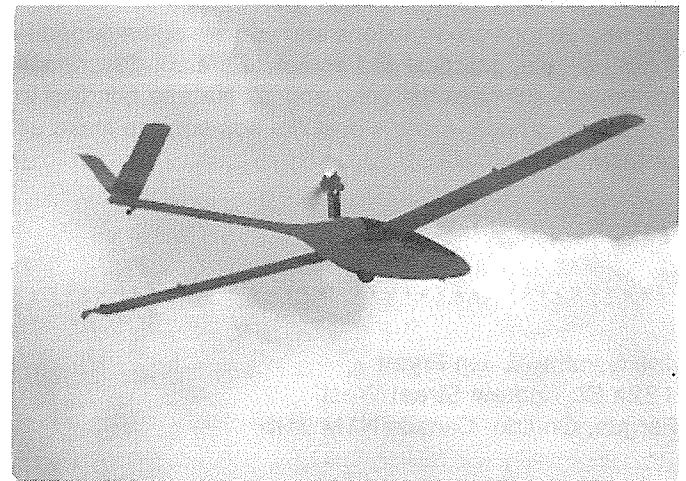
Retro Kits

The retro fit kits for the Steerable Tailwheel and the Modified Aileron Bellcrank Mount are now available also. Tailwheel kit is \$36.00 and Aileron kit is \$18.00. As we mentioned last time, if you would like the drawings for these just send a S.A.S.E. or give us a call. The kits include the materials necessary for you to make the mods.

Folding Prop



John has been testing and flying the new folding prop design which we mentioned in the last newsletter. As you can see from the photo the prop is of relatively simple construction. The prop operation principle is centrifugal force in starting makes the blades (fly) open. When the engine shuts down in the air, the blades trail neatly behind the pod eliminating about 90% of the prop drag. Initial testing has been very encouraging and R & D is continuing the test program. Since folding props are more susceptible to torsional vibration problems than are fixed props, we are looking carefully at the proper engine for use in an upgraded Monerai Pod.



Pay particular attention to Randy's column this month on foam block installation in the wing! This neat addition greatly reduces the amount of skin oil canning at higher G's.

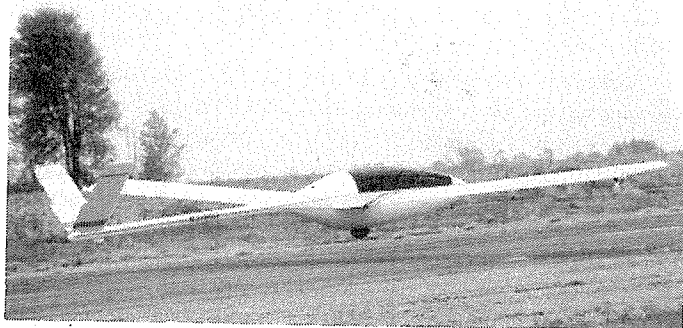
First Flights

Ray Konrath #3
10629 Essex
Westchester, IL 60153

Ray made his maiden flight Oct. 15, 1983. "No major problems other that the ship is like no other I've ever flown. I'm looking forward to future flights - hope we have some

decent weather left this fall..."

B.C. Hudgens #61
124 Seminole Dr.
West Lafayette, IN 47906



First flight Fall 1983. Just received this note:

"This is to notify you that #61 has been airborne several times to date...The Monerai is a good bird and I enjoyed building it - a first aircraft project for me. Your plans and instructions are well done and you are commended for them - simple, practical and complete are apt descriptions for them. I still have the wing and tail surface bonding fixtures in good shape and would like someone to make use of them....."

Joe Somfray & Jim Fryett
122a St. Andrew Street West
Fergus, Ontario, Canada N1M 1N5

First flight Sept. 24, 1983.



Jim Fryett



Joe Somfray

Joe writes: "Jim and I have finally completed the ship after nearly a year of spare time building. Quite an accomplishment given this is our first fullsize building experience. The feelings of accomplishment are strong and fantastic, hard to describe. The bird has most of the modifications sent out including the maxi-tips and has a one piece canopy. The first flights on Sept. 24th, 1983 were a source of wonder, tension and delight at Arthur, Ontario; the home of York Soaring Assoc. With a little elevator adjustment the up-elevator authority was brought in line. Seth Schleifer, one of our young instructors took the saddle for the first two flights and thoroughly tested the ship including a spin that left me breathless on the ground squeezing the sweat out of a pair of binoculars. Jim took the next two flights on the same day. Since then Jim has had three more flights but alas the late fall is not thermalling weather in Ontario. I may not get a flight in this year (frustrating). ...we tried to get C-Gull but alas some official somewhere reserved it so C-Goll had to do....."

Dario Toffenetti, Jr. #314
5943 Mira Hermosa
El Paso, TX 79912

Dario's first flight was almost a year ago now but somehow never got in the newsletter. Now he writes: "have had several flights of over 2 hours. Had to pull full flaps, slip, dive and what have you to get her back on the ground...wanted to stay up in this great Texas atmosphere....flies great...."

John Watkins #152
117 Moreland St.
Worcester, MA 01609

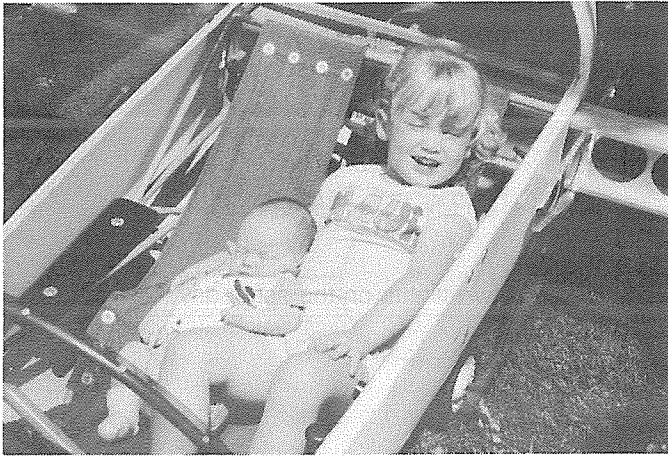
First flight was Sept. 6, 1983. We hear from friends out east that this ship is a beautiful work of art!

News from Builders

John Caldwell #317
P.O. Box 155
Genoa, IL 60135

John writes: "Just a note to let you know that on Sept. 14th I flew my Monerai 65 miles to complete my Silver C Badge requirements. The previous flight, on Aug. 20th, I flew my 5-hour duration and height gain requirements. Landed at 7:05 pm. The last hour of the flight was slowly downhill, but just made it. Not bad - Two flights, one badge in Illinois flat farm land. A word of advice to Monerai pilots: fill out your paper work and take a barograph with you every flight -- you never know!"

Dan Listul #233
17865 E. Carolina Pl.
Aurora, CO 80012

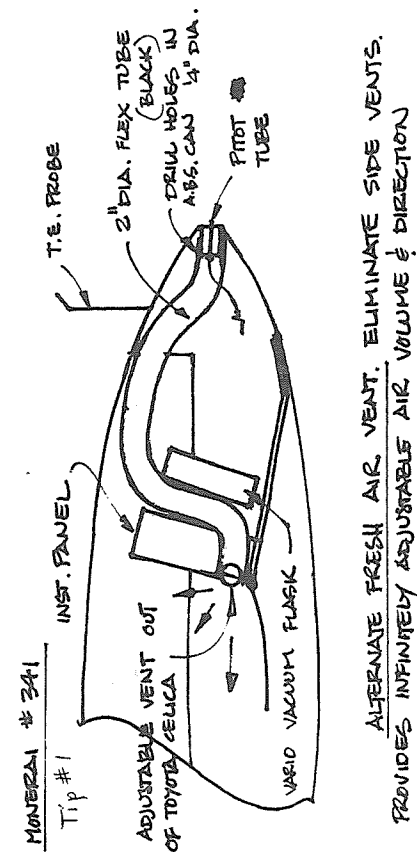


Recently received this photo from Dan. "...I'm sending you two pictures of the progress of my ship. Basically complete except for final assembly of the wings and tail. The old Zenoah is complete also. Haven't had any problems except for the instrument panel. I'm a little bigger than most and can't seem to find room for everything that I want to put in it. I guess it's a minor problem tho. My only other hinderance is from my two helpers you see in the photo. I wouldn't trade them away, though. 'One question: What do you use to cut the .190 x moly for the spar mod? I bought a good steel cutting blade for the band saw but it barely scratched that piece of steel....'" Editors note: We have always used a band saw at very slow speed. Use a fine tooth blade - 24-32 teeth per inch.

Tips from Builders

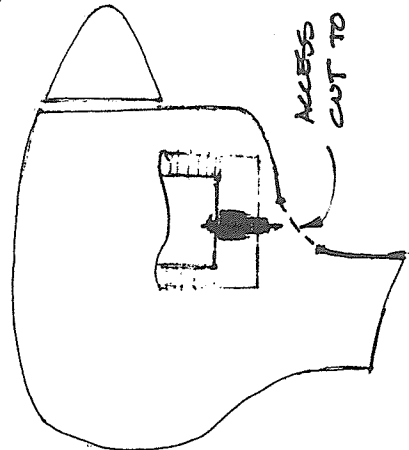
P. Elms #341
11500 Coldstream Creek Rd.
Vernon B.C. Canada V1B 1E3

Peter sends two of many builder's tips he has.



ALTERNATE FRESH AIR VENT. ELIMINATE SIDE VENTS.
PROVIDES INFINITELY ADJUSTABLE AIR VOLUME & DIRECTION

TO PROVIDE ACCESS TO THE SPARK
PLUG WITH COUPLING INSTALLED.



TIP #2.

For Sale

Robert A. Kropp #326
19409 MacArthur
Redford A, MI 48240
313/255-2847 after 6pm

New house forces sale. Monerai Kit. Welding complete
(Thermal Flites). \$3500.00

Novak's Noel Notes

SONERAI, ENGINE MOUNTS - If you are currently building the fuselage you should make several notes concerning the engine mount attach points at the firewall station.

On a structure currently being built, make and install the attach points as shown in fig. 2 & 3. Notice in figure 3 that the short diagonal has been lowered so that it can also be welded to the cross tube, and that in figure 2 the bushing is welded to the short cross tube. If the structure is already complete, then the welding should be accomplished (if not already done) as shown in figure 2 (B), and a reinforcing gusset of .065 4130 steel sheet should be made and welded in place as indicated in figure 1. If the aircraft has been flying then an inspection should be made of the areas, especially those areas as indicated in figures 1 and 2 denoted as "A".

If cracks are apparent then repairs should be made and reinforced as shown, immediately. If not cracks are visible the points should still be reinforced as soon as practical. If these areas are not reinforced, the engine vibration and movement could cause cracks to occur in those areas.

MONI OR MONERAI WINGS - Those of you that are flying your Moni or Monerai have probably noticed some "oil canning" of the top wing skin while in flight and especially in turbulent air. This is caused by the normal flexing of the wing, and is more noticeable because of the fairly large distances between wing ribs on the Moni. While this does not have a detrimental effect on the strength of the wing, it may still give you an unusual feeling when you see it! A short time ago we came up with an unusual sort of modification to our wings. It amounts to gluing in foam blocks (stringers?) onto the inside of the top and bottom wing skin. The blocks stiffen the skin considerably and flight tests have shown that the skin "canning" has been eliminated.

The blocks are cut from one inch thick blue styrofoam, and are cut into twelve inch by two inch rectangles. The particular foam that we used was labeled as DOW styrofoam purchased from a local building supply center (lumber yard). The product that we used for glue was a one part liquid foam with polymeric isocyanate and polyol resin as the active ingredients. This product is sold under many name brands. The particular one that we used was called *Great Stuff*, again available in most stores as it is a popular caulk and sealant for weather proofing. The impor-

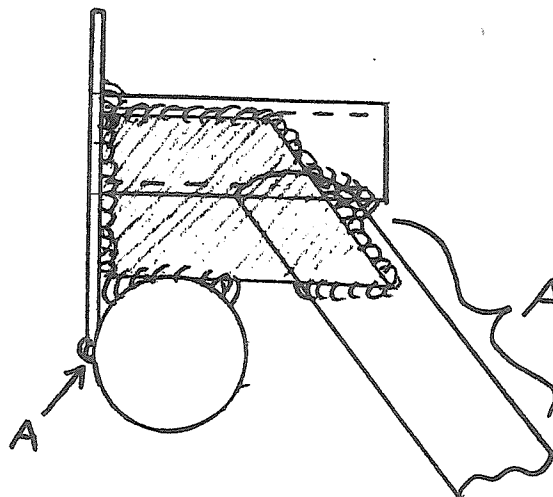


FIG. 1
TOP MOUNT

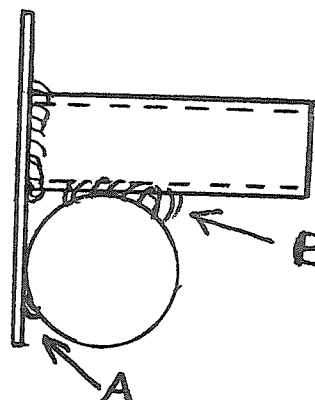


FIG. 2
BOTTOM MOUNT

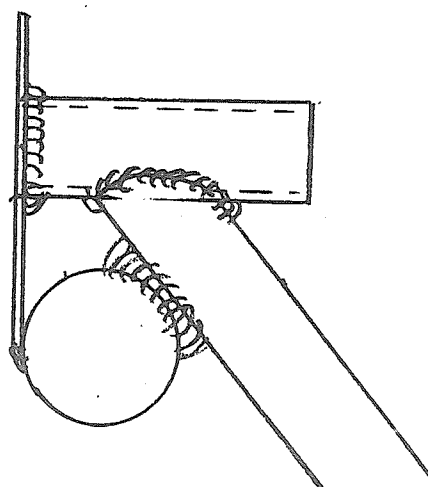


FIG. 3

tant thing to be aware of is to purchase a foam that is labeled as being a non-expanding type.

The blocks are installed after the wing has been bonded, with two rows of blocks glued to the underside of the top skin, and one row of blocks glued to the inside of the bottom skin, with the rows running parallel to the spars. The positioning of the blocks relative to the wing chord can be seen in figure 5. Notice how the blocks are not in line with the larger lightening holes in the ribs. A special installation tool must be made that will allow you to get the blocks down inside the wing and in position. The blocks are positioned slightly aft of the holes to make better use of their stiffening abilities by dividing the inter-rib panel more evenly between them. The blocks are installed on the inboard 10 rib bays only, for no other reason than that the outer rib bays are not under enough stress to have any oil canning occur.

The installation tool is basically a three sided box (see figure 6) that holds the foam block in place while you position it down inside the wing. The box portion of it can be made out of any thin metal sheet (we used .025" aluminum), with the three, 3/4 inch sides bent up. The open end of the box is where the handle and spring latch are located. We used a Moni canopy spring latch, but any similar type could be used. The handle should be about 12 feet long and can be made of wood or aluminum tubing (square works best). A wire is attached to the handle of the latch to provide a release control. The handle and the latch can be installed with sheet metal screws, with the only requirement being that the hole locations and dimensions must be identical opposites of each other. This is because their positions will have to be swapped from one wing to the next, to enable the foam block to still be positioned behind the handle/lightening hole.

The installation procedure goes something like this. First, on each rear wing spar, drill a 5/16 inch hole in the center of the rib bays 3 through 10, inclusive, on the spar centerline. These holes make it possible to view the block being positioned. You can also reach through the hole with a 1/4 inch rod to help locate the block. For this example we will be doing the left wing (fig. 5) with the wing resting upside down on sawhorses. The installation tool must be made as shown in fig. 6. Place one of the blocks in the tool setting the spring latch to hold it in place. Apply three beads of the liquid foam adhesive down the length of the block. Now carefully work the tool down through the first row of lightening holes (B). When you are in the #10 bay, rotate the tool upside down and pull the latch release. The block should drop down and you can use your 1/4 inch rod to position it and press it down firmly to the skin. We were able to tape a fluorescent trouble light to a stick and slide it down into the wing ahead of the main spar. This would light up the inside of the wing and make it easy to see what was going on. After your first block is in place just repeat the process for the block behind it (accessible through hole A), and so on down the line till you've completed the two rows on the top skin. The blocks in bays #1 and #2 can be positioned easily by reaching in from the end of the wing.

After the first two rows have dried, the wing can be turned over and the bottom row installed. For this you will have to swap the positions of the handle and latch on your

tool.

The procedure for the right wing is the same.

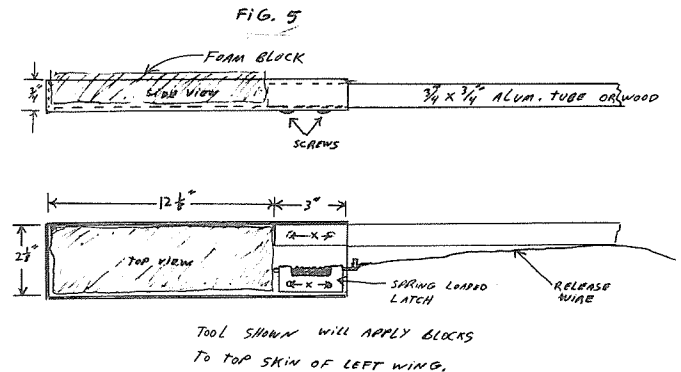
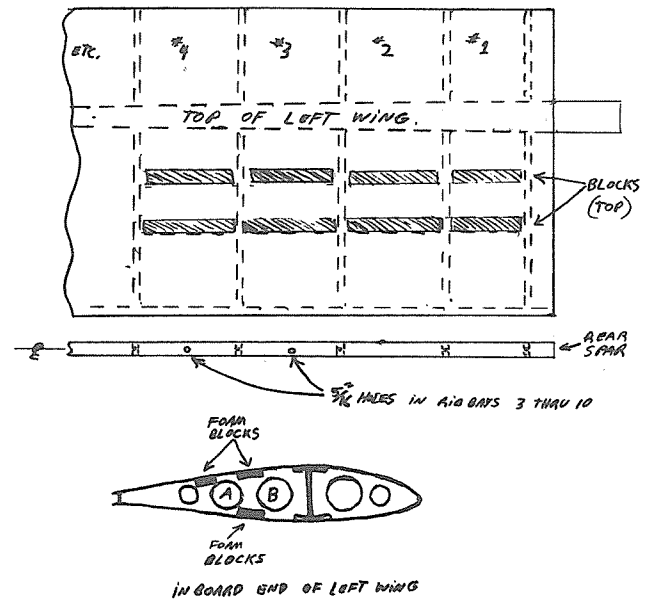


FIG. 6

Randy Novak

new items for sale

Tri-Gear Moni Kit \$6400.00

Moni Crotch Belt Kit \$13.95

Pre-welded Fuselage

Sonera II, IIL - square or round tail, mid wing or low wing \$3,466.00

Sonera IILT - purchase of tricycle landing gear kit necessary at time of order because of extra material supplied \$3,610.00

Crating charge on all fuselages \$200.00

A 50% deposit is required with order. Balance is due upon notification fuselage is ready for shipment. Crating and shipping is extra. Fuselage is shipped motor freight collect. No foreign orders.

Monerai Cordura Nylon Seat - Black \$48.00
Custom colors available - add \$5.00

Monerai Tailwheel Kit \$36.00

Monerai Aileron Bellcrank Modification \$18.00

Moni Thrust Plate - front bulkhead \$6.00

6" Spinner Shell \$18.75

Windssocks

8" diameter x 30" long \$15.00

13" diameter x 55" long \$20.00

18" diameter x 71" long \$25.00

Very small sizes also available for garages and larger sizes available upon request.

Wood Plaques Lazeded with Airplane \$15.00
still have 2 Monerai and 3 Sonerai left

Remember 10% off these items until Dec. 15th!!

With all of these important affairs and the great reports and photos sent in from all of you, there was little room for my usual editorial ramblings. Lucky you! Next issue I hope to have some photos of our staff so you can see who it is you're talking with on the other end of that phone. Meanwhile, from all of us - John, myself, and the Entire MEA Staff - Have a very warm, wonderful Holiday Season.

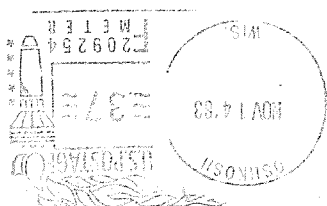
NOTICE:

New winter hours: 10 am - Noon on Sat.

Please call ahead to make sure we will be available.

Betty Monnett

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