



The Newsletter of Monnett Experimental Aircraft, Inc.

MAY/JUNE 1985

Dear Friends,

I certainly do owe you an explanation about the lateness of the issue of Monink. Especially since it is June 26th at this writing. There are several reasons why it is so late. But the main reason involves something which I can't tell you about yet. How is that for a vague excuse! Seriously, I can only say that there are some very Dramatic Changes taking place for Monnett Experimental Aircraft. ALL will be revealed in a few weeks at the Oshkosh Fly-In 1985!

Oshkosh Plans

This Fly-In looks to be one of the most exciting yet. With the Concorde coming and the change of dates (Fri. to Fri.), the attendance should be at a record high. It will definitely be very busy for us at 895 W. 20th!!

Our Building will be open daily during the Fly-In from 8:30 to 5:00. The hangar/showroom will be set up for browsing around and looking over our prototype planes, the plans & manuals, kits, etc. The parts department will be open for sales every day. If you plan on picking up a large order, it would be helpful to let us know ahead of time so we can have it ready.

The Shuttle Van will again be running on the inside of the field to take people over to our building. Check at the booth for a time schedule as plans are not definite at this date. We will be encouraging everyone to use the school buses also. They run back and forth continually from North Forty Registration out to the Transient Aircraft Parking area. You get off at the Fire Station & T-Hangars. Then it is just a short walk back to our building.

This year the Booth will be in a new spot! EAA built another exhibit building - now there are three. We will be in the Central Building, first aisle towards the flight line, #J-14. Look carefully as it will appear a bit different, but there will still be friendly people there so do stop by!

John will be giving two forums over in the EAA Forum Tents. These are on: **Saturday, July 27th and Wednesday, July 31st.** Both from 11:45 to 1:00.

We will have some of our prototypes out on the Flight Line as usual and rows of your plans built Monnett Designs!!! There will be many rows if everyone brings their plane that said they would see us at Oshkosh 85! Last year our efforts to save spaces for all of our builders were foiled by someone who moved our flags and markers. Hopefully that won't happen this year. So when you bring your plane, look for our "gathering". For all who do bring their Monerai, Sonerai, or Moni there will be our traditional Award Momento to recognize you for your efforts as an aircraft homebuilder. Because it is hard for me to keep track during the week, please be certain to stop in at the booth, the office, or

the party and "Sign In" that you brought your plane to the Big "O"!! (Need name, N #, Plans #).

Now for the highlight of the week. The **Annual Builder's Hangar Party** will be **Saturday, July 27th, 8:00 PM** at 895 W. 20th. Yes, it is actually on John's birthday this year, but no there will be no live entertainment! I can only say it will be a very special evening with a very special announcement and presentation. Don't miss out on this Main Event!!

New Wing Tips

So many of you have called about the new tips! Progress has been slow due to many happenings and small staff. However, I can report at this writing that the first version of the Sonerai extended tips are being installed. The Moni tips will be next, hopefully before the fly-in, installed on our tri-gear Moni. For now John is using conventional aluminum construction but it is highly possible that they will end up as fiberglass or composite construction. Available as soon as possible is all we can say at this point.

Monex has a New Home

After contemplating what to do with the Monex . . . We are excited to say it is now on display at the EAA Museum!! There are many new and exciting exhibits going up now for the museum and we are very proud that the Monex is among them. John intends to donate the plane in Chuck Andrews' name. We were certainly proud of what he did for us and John really appreciated his efforts and enthusiasm in flying the airplane . . . **THE MONEX.**

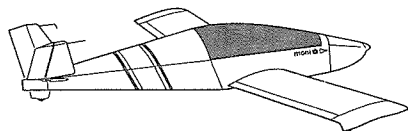
Cub News

The Two Piper Cubs will be on hand to greet you this year . . . you can't miss them because they are Yellow!! The Cub flying program is growing daily, interest is strong, and Ken has many students. We are unsure at this time of the status of flying during the convention. The outlook is dubious that we will be able to. However, we invite you to look them over, examine the rates, and book some time whenever you will be in the area again.

Saturday Hours

Even tho we are not officially open for specific Saturday hours, someone is usually here now on Saturdays from 10-2. It is still a very good idea to call ahead on Friday and let us know you are going to be in the area and would like to visit. Often times we are out flying the Cub or the weather conditions are bad and no one is here. So the answer is still to Call Ahead and someone will be happy to serve you.

moni

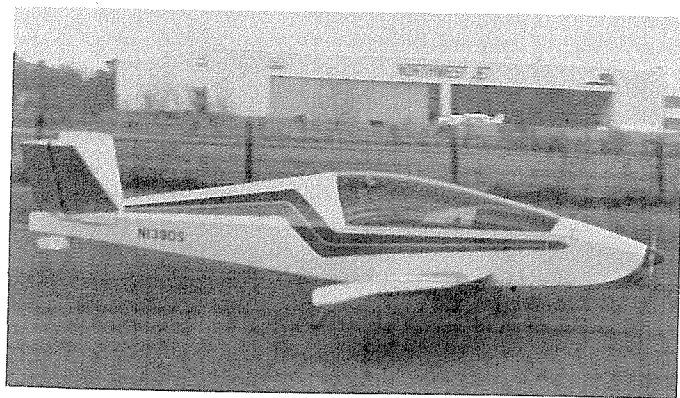


First Flights

James Bass #21
100 Davis Road
Fayetteville, GA 30214

First Flight was April 18, 1985

David Surbrook #139
17214 Mellow Ridge
Spring, TX 77379



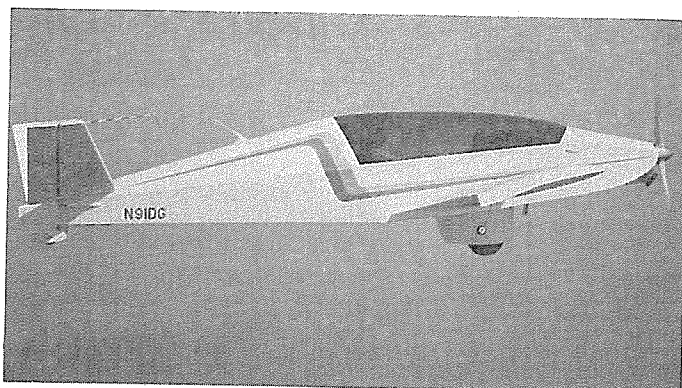
David's first flight was March, 1985 and he wrote: "Just a note & picture to show that with time and care a Moni is a good first time project. Plan to see you at Oshkosh 85 with more pictures and flying tales."

David Turley #301
2038 Salerno Ave.
Mentone, CA 92359

Dave's first flight was March 14, 1985 and he wrote us a letter that very day:

"Greetings from sunny California. Today I made my first flight in Moni 301 with the 30 hp KFM and wing spoilers. As so many others have said before me, "It flew great, with no trim changes needed - very smooth and delightful to fly"!! I saw my first Moni at Oshkosh 84, ordered my kit, received it on Sept. 10th, and finished it in time to fly by March 14, 1985. I am a pilot/mechanic with Mission Aviation Fellowship, a mission organization that provides for the transportation and communication needs of missionaries in 28 countries around the world. The reason for the big rush on the Moni is that I am expecting to be flying in Ethiopia for the famine relief effort by this summer, so if I wanted to fly the Moni it needed to be soon! The simplicity and straightforward character of the kit greatly sped up the process, and I must say that compared to other homebuilts I have worked on (BD-5 and Q2) the Moni has by far been the most enjoyable to construct. Thank you for the most enjoyable building experience and a superior flying machine!"

David C. Green #167
30001 Zenith Point Road
Malibu, CA 90265

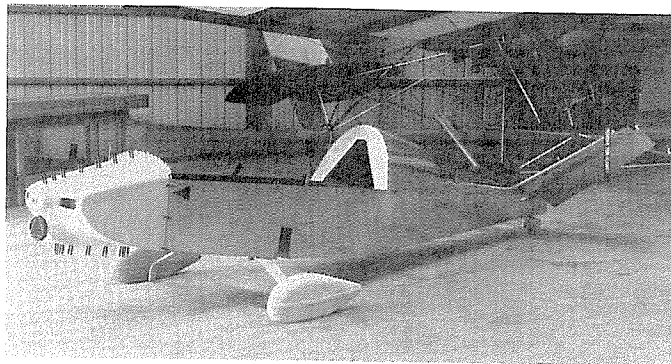


Dave flew for the first time in March 1985. He sent many interesting photos and these comments:

"... The project took me approximately 20 months of which 5 were spent building the enclosed trailer and support dolly. The aircraft was built according to your plans and incorporates all the mods including a fully riveted wing. The whole project came out beautifully and I am very proud of the finish detail work. All the controls are epoxy painted or black anodized as is the entire canopy frame (the steel latches are cadmium plated!) and lots of other custom touches: Electrical panel with Terra 720 radio, circuit breakers and electric system meters; Rear Canopy former and headrest; Soaring instrument system consisting of Cambridge electric variometer, total energy probe, gust filter and audio system; Filled wing rivets top and bottom; Polished fuel tank, spinner and engine baffles; Corrosion proofing - all aluminum parts separately zinc chromated before assembly; Nut plates throughout; Tip wheel extension; Speaker/headphone jack box.

News From Builders

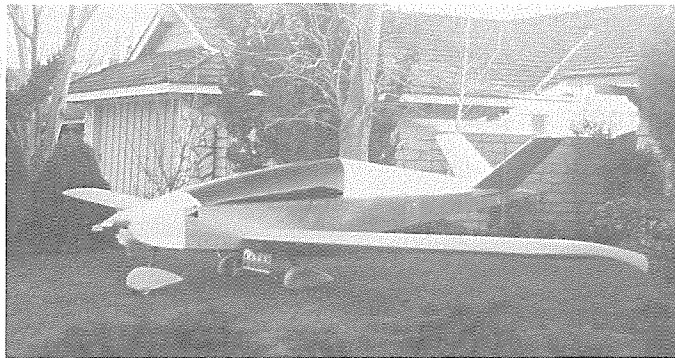
Mel Asberry #322
6524 Alamo Ct.
Plano, TX 75023



Mel sends this latest photo and note:

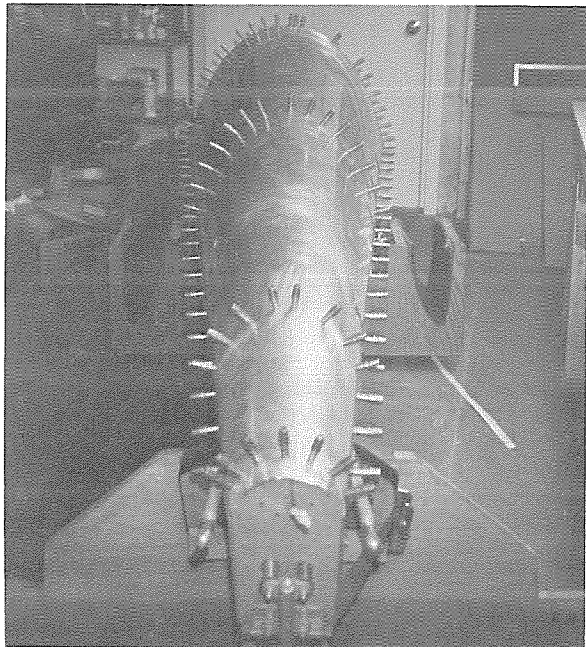
"Started Christmas 1984. No longer a MONI! How about a Monex? A cross between a Moni & Monex. Target completion date mid-July. Plans are to debut at Kerrville 1985... Am anxious to see how much improvement the Maxi makes in rate of climb. We Texas Boys need all available power come summertime. Hope to have first flight picture in next Monink! ..."

Mike Folsom #229
6504 E. Smoketree Ave.
Agoura, CA 91301



Mike notes on the back of his photo - expect to fly June/July 1985 time frame. Maybe he has by now!

George E. Heide, Jr. #100
620 E. Walnut St.
Palmyra, PA 17078



George sends photos of his progress and the following comments:

"I am enclosing some photos to show progress so far on my Moni. I had the trailer dolly completed before I installed the turtle-deck skin on the fuselage, so I decided to use it as a jig to prevent twist in the rear of the fuselage while installing the skin. I locked the fuselage to the dolly with the two pins, then leveled the fuselage in the cockpit area, and also the rear of the fuselage, tying down the tailwheel to the dolly with a strap. This worked out well and the fuselage came out without any twist. Other builders may want to try it . . ."

Steve Golden #148
4304 Lankershem
North Hollywood, CA 91602

Steve's grocery store airplane is cause for much publicity. The following article appeared in his local North Hollywood Daily News-Neighbors Section:

Store Manager's Hobby Puzzling to Customers

"The first question is always, 'What is it?' " said Steve Golden, the manager of Universal Star Market in North Hollywood. "The second question is, 'why is it up there?' " The "it" is a 27½ foot airplane wing span that has been displayed on top of a freezer case for the past eight months in the market his family has owned and operated for 44 years. The wings are parts of a 30 horsepower Moni Motorglider that Golden has been building from a kit for two years. The fuselage of the plane is upstairs in a workshop Golden built to get the light powered plane out of his apartment patio.

But Golden, 29, of North Hollywood, said it does not matter when he completes the plane - which will fly like a swift, light glider when completed - or even whether it ever gets finished. "The reason I built the plane was that it was just something new to work on," said Golden, who does not know how to fly. "I never even really thought about building a plane until I saw this one. I just liked the shape, the design, the style and that it was all aluminum. It's quite a little toy."

"My friends that are pilots can't wait to get me out there and see me in the air. They hate to see a plane sitting in a workshop. I was supposed to start flying school a few months back, but I haven't had a clean chance to devote the time I'd like to it, rather than haphazardly jumping in and taking off. My friend wants me to learn how to fly within the next six months and fly out there (to Oshkosh, WI the site of an annual experimental aircraft fair) with him" Golden said. "I'm not too sure about that."

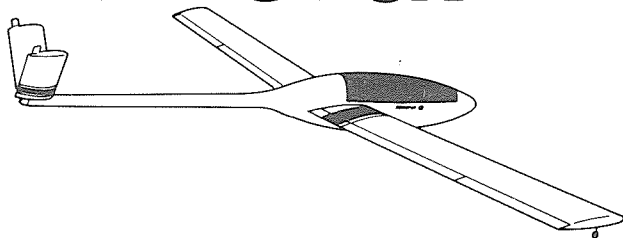
The 270 pound, single seater has been taking shape for two years now, since Golden bought the metal tubing, the sheets of uncut aluminum, some constructed parts including the 30 hp engine and the instructions to assemble it all into an airplane for \$5,500. "Once you start working on something like this you don't think about anything else because the detail - especially for aircraft - is very important" who has spent about 500 hours on the project. "It also relieves a lot of stress from the market." The plane is not near completion, but when it is it will be able to reach speeds of 120 mph at 80 mpg. Golden said that although he is building the plane for the experience, he is constantly chided for having a plane and not flying it."

"I've always got to get a condition report on the plane" said David W. Meyers, a Star Market customer from Touca Lake, I keep asking him when he's going to take me for a ride." Meyers is a public relations agent who was awed at finding a plane in his neighborhood market. "I've been all around the country and I've never seen an airplane being built in a market," Meyers said. "I was very impressed."

Golden is a man of many hobbies who loves to build things. He said he has gone through or is still involved in skiing, boating, bowling, sculpture, jewelry design and fabrication, and electrical fix-it work. His family has long been aware of his passion for building things.

"I consider myself a fanatic in anything I do. They all think I'm a little crazy but they know I'll take flying lessons before I fly," Golden said. "But I don't know what I'll be into next as far as finishing it or flying it - maybe to photograph Halley's Comet!!"

monerai



By the time you receive this, the Monerai Ceasar Creek FlyAbout on June 29 - July 7 will be over. We hope that Jim McCulloch will send us a report of the week's activities. It is unfortunate that again John was unable to attend the FlyAbout. Such a wonderful, enthusiastic Bunch of Monerai People cannot be found elsewhere!! We feel badly to have once again missed this Big Event due to our current business commitments.

First Flights

Damon Smith #362
96 Cardinal Ave.
West Pennant Hills
NSW 2120 AUSTRALIA

Damon flew for the first time on March 12, 1985 at "Monerai Fly-In" in New South Wales. (See Photo under Bob Russ)

G.D. Peters #175
3 Cecil St.
East Brighton 3187
Victoria, AUSTRALIA

#175 has also had a maiden flight in Australia. This plane may be owned now by Malcom Bennett. (See Photo under Bob Russ)

Dr. John Austin #204
2356 Hickory Forest Drive
Memphis, TN 38119

John first flew his Monerai on November 1984.

William Riggan #256
Rt. 1 Box 116
Carterville, IL 62918

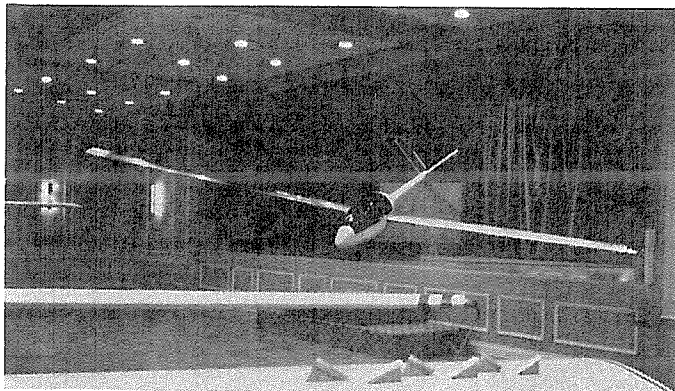
William sends us word that he flew for the first time on Oct. 14, 1984 with the Zenoah engine. He put 10 hours on it in the fall prior to bad weather.

Pete Graven #228
14905 S.E. 46th Place
Bellevue, WA 98006

See Photo On Page 7

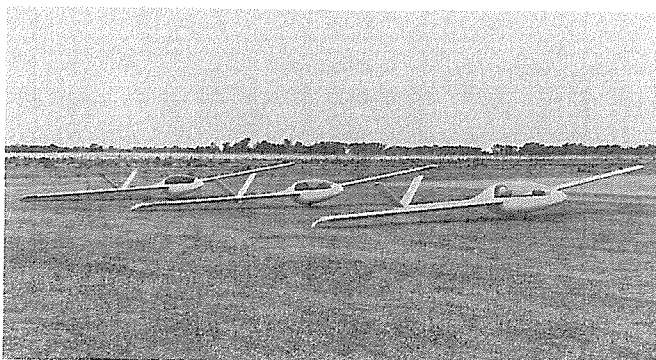
With this photo comes this marvelous note: "Here without question is the long and short of it. If it rains I just duck under 1/2 of the 24.5 meter wing of Dale Bush's Nimbus III. Fun, Huh? . . . taken at Wematchee, WA, Wave Camp on April 14, 1985."

Joe Somfray #167
Jim Fryett
130 Malcolm Rd.
Guelph, Ontario
Canada N1K 1B1



News From Builders

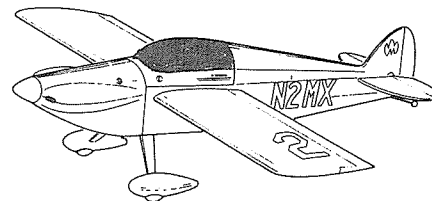
Bob Russ #260
42 Clarks Rd.
East Keilor 3033
Melbourne, Victoria
AUSTRALIA



Joe writes: "The Soaring Association of Canada held its annual meeting and conference on March 22, 23 in Toronto and Jim and I were invited to exhibit our Monerai. Even though we were about to paint the plane we decided to go ahead and stand the scrutiny of Canada's foremost pilots. The show went well and successfully with only a few brochures remaining. . . . photos of the Monerai #167 amongst classy company . . ."

Bob sent me this photo and the following note:
"Enclosed is a photo taken at the first Monerai Fly-In in Australia on the Australian holiday weekend of 9, 10, 11 of March. Bob Russ, Malcom Bennett, and Damon Smith arranged a weekend fly-in at Tocumwal in New South Wales to compare notes and compare our handywork. It was a great weekend and saw Damon's Monerai fly for the first time. The first glider in the photo is Damon's (made larger cockpit - 3" higher) then Bob's and last is Malcom's. . ."

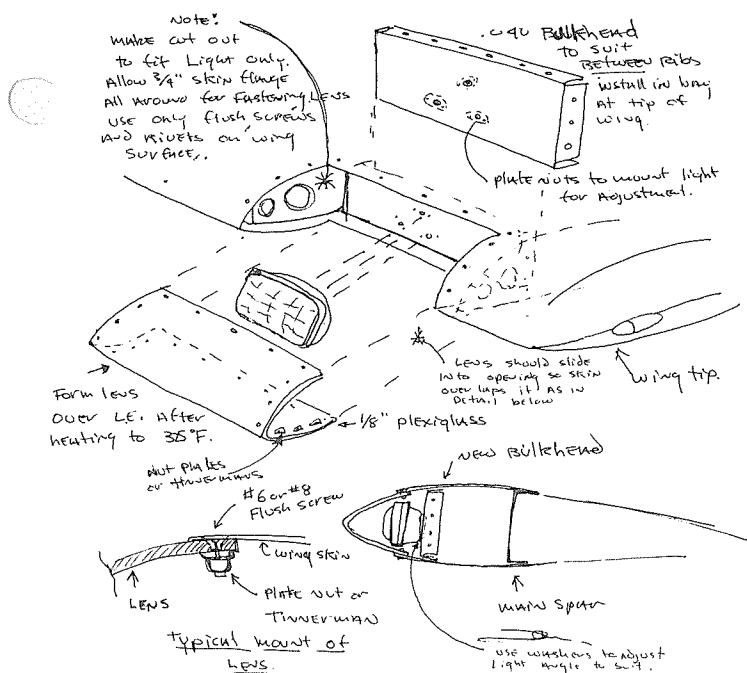
sonerai



Landing Light Installation

We have had many calls about the basics of how the lights are installed in the Stretched Sonerai. Here is a general idea of how to do it. John quickly sketched this up for me. It does vary with the size of light you install. But this is how we did it on the prototype.

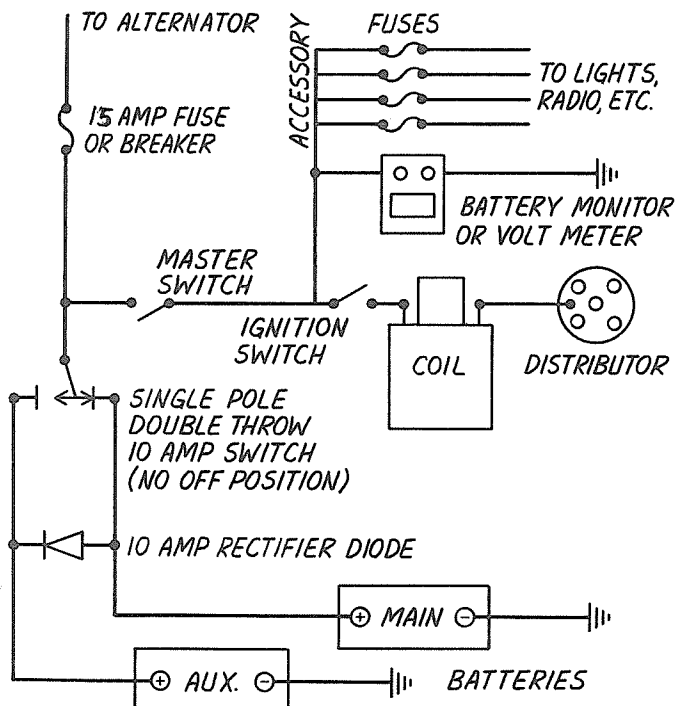
Sonerai Wing tip Landing Light Installation



Sonerai Ignition System

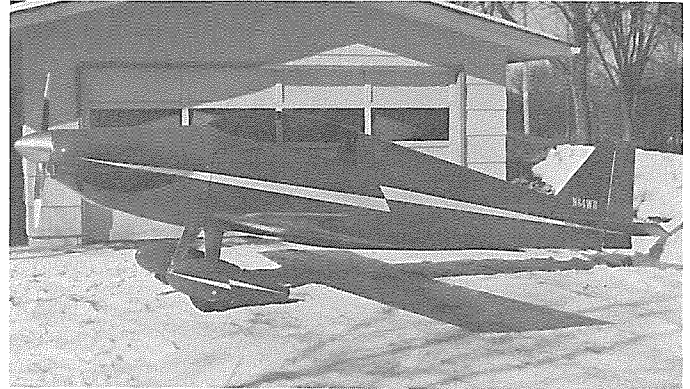
Many of you have also called about the Stretched Sonerai Ignition System. Here is a diagram of our system. It includes our back-up battery system for emergency use.

SONERAI IGNITION with auxilliary battery for back-up



First Flights

Bill Brown SII - #1134L
5320 Mayview Rd.
Minnetowka, MN 55345



First flight was April 14, 1985. Bill writes: "This airplane was built light so I could do a few aerobatics. With the wing Mod, empty weight came in at 493 lbs. Cover is Stits with Dupont Dulux paint. . . . Save me a slot on the line at Oshkosh!"

Bob Keenan SII #1160L
702 N.E. Trilein Dr.
Ankeny, IA 50021



First flight was June 9, 1985. Bob has written an account of his homebuilding experience called the "Flight for the Yankee Klipper".

Flight for The Yankee Klipper

On Sunday, June 9th, 1985 a new bird tried it's wings for the first time. The gestation period was 1,348 days of fun, education and sometimes frustration. Total cost to construct was around \$7,000. and perhaps 2,000 hours of work. This included building the engine from all new parts and fabricating the entire airframe from raw materials. Exceptions were certain plastic and fiberglass parts such as the bubble canope and engine cowling, which were purchased from the designer.

On Thursday, June 6th the FAA maintenance inspector gave the Klipper it's "Airworthiness Certificate" which meant it was time to fly. Friday was a work day (We have to support these hobbies somehow!) so I looked forward to Saturday as "the day". Just my luck Saturday dawned clear and sunny, and I must add windy (Gusts to 39) and temperatures rising to a midafternoon unseasonable high of 101°. Not ideal first flight conditions to say the least. So I waited. I did run some windy take-off runs and concluded the engine was a tad lean. (Wrong move!)

Sunday brought with it milder winds and temperatures but of course from the northwest. Northwest is the only take-off direction at Boone Iowa Airport that is not clear of buildings, houses and people. So I waited.

Finally late afternoon the winds diminished to a gentle breeze so the Klipper and I taxied out to runway 20. After one mock take-off run to check everything out we lined up for the real thing. My good friend Colonel Keith "KR-1" Campbell had taken off earlier and was circling above the field. I boldly announced on "Unicom", "Sonerai One Yankee Kilo taking off on run-

way 20" and applied the power. The small plane accelerated rapidly from the urging of the Volkswagen engine and it seemed like only seconds before the tail came up and the wheels became only a light load on the late spring grass of runway 2-0. As the little ship broke ground for the first time I glanced at the airspeed indicator and it smiled back 60 M.P.H.

Not an unexpected lift off speed so I lowered the nose a little in order to pick up the suggested best climb speed of 85 to 90. At this point I noticed the sensitivity of the rudder control as my size 14 shoes were playing much to loud a tune on the pedals. So I went skidding down the runway from right to left, to right to left, etc., etc. . . Having now traveled some 2,000 feet I felt it was time to climb above the five foot level we had been enjoying (??) and I again checked the airspeed indicator. Shock!! Still 60?!? "What the h---" it took a second to register, --that critter ain't workin'!! Well, we better climb some, anyhow, as the tall trees (only about 10 feet) at the end of 20 are coming up to try and swat me and my bird. A little back pressure on the stick and we start a slow climb to altitude. At about 200 feet enter surprise number three, the engine starts to fade from the scene. RPM's drop from 2,900 to 3,000 and take-off to a blubbering 2,500. I don't really know what is wrong but I only have one control to play with at this point. I grab for the mixture control (Thanks Rex!) and pull for lean, "like it says", Thank God, (Sorry Rex) that does it. The engine smooths out and even picks up another hundred or so revs. I resume the climb and gingerly enter a shallow bank to the left and there's that rudder again, way to much, and we skid badly. At this point I can relax a little and I realize that elevator and aileron controls are smooth, effective, but not overly sensitive at all. We continue our climb to 800 feet pattern altitude and advise Keith, who I had been talking to all the time, that things had settled down to just a normal panic situation.

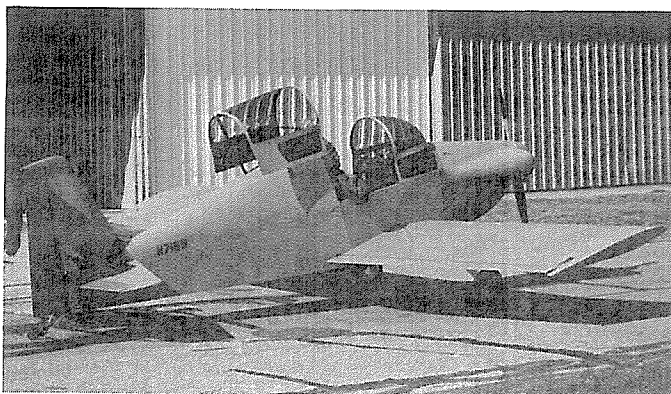
I pull the power back as we come up to the key position across from the approach end of runway 20 and start to glide. The rate of sink is normal and I bring the power up to 2,000 RPM to keep up speed. At this point Keith says I was a *little* fast. He was having some difficulty staying with me with his KR-1 which is a faster airplane than a Sonerai.

We won't mention the turn to base and final as I am embarrassed that I still was skidding badly. Once on final we settled down to a sort of glide (some would say your driving at 120 or so) down the pipe. The landing itself was uneventful unless you are the type that worries about landing on the last 500 feet of a 4,000 foot runway. (Gosh Guys, it's uphill at that point, so no sweat!)

Well we made it. No worst for wear and tear but, "what is this?" The whole airplane is shaking. "Has the engine broken loose? What's wrong?" I soon realize that all the shaking is coming from this body, not the airplane and about this time Keith calls up and says "Be careful when you get out, your legs may not hold you up." I didn't need that piece of advice.

Needless to say we need to make a few adjustments. We have got to find out why that "#1? - airspeed thinks that anything over 60 M.P.H. is unimportant. (It must have been built by an Iowa Highway patrolman). The carburetor needs changing to a number four needle to allow for a proper mixture. I will need to check for oil leaks, if any, and lastly, get my airlegs back for the second flight which should be more enjoyable . . . And I can work on those number 14's doing their thing!!

Steve Wilkes SII #719L
143 N. Battin
Wichita, KS 6a7208



Steve's first flight was April 17, 1985. He writes: . . . I have enclosed a picture showing the modifications. Metal skin .020, raised vertical fin 8", raised canopy 3", revised canopy, revised wing tips 45°."

Ed. Note: In other words - no longer a Sonerai!

News From Builders

Renato Cicotti SII #1435L
V.le S. Allende n. 11
40064 - OZZANO EMILIA (Bologna)
ITALY

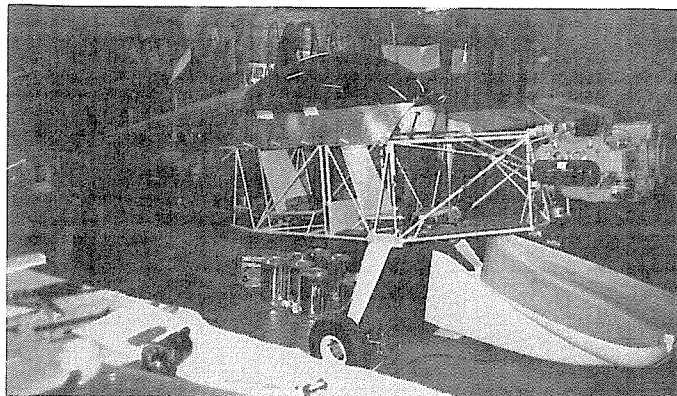
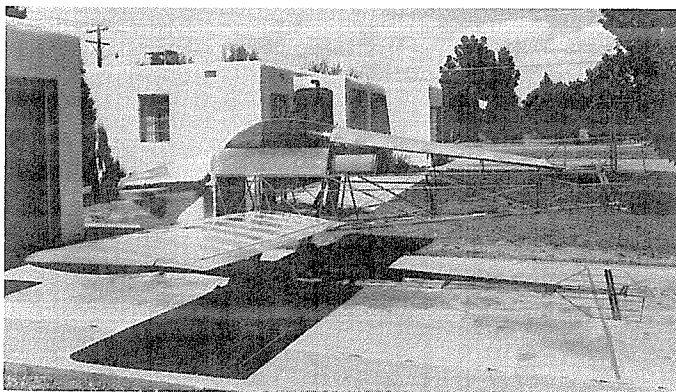


Photo shows progress on the first Italian Sonerai!

Stan Saloff SII #1606 LT
505 California S.E.
Albuquerque, N.M. 87108



Stan's progress on his airplane.

Bob Jaeger SII #999L
205 MacArthur
Northlake, IL 60164



Bob is trying his Sonerai on for size and noting his progress thus far.

Norm Swanson SII #736
3607 W. 153rd Place
Midlothian, IL 60445

The following is a nice quote from Chapter #260's newsletter:

"We are very happy to have the third presentation of Norm Swanson's Sonerai II. Norm, who never was even involved in home-building before, proved that by reading and asking questions you can build an airplane and do it right. Everyone who has seen the workmanship has commented on what an excellent job he has done. In the past two months he has finished all the myriad of details necessary to finish his airplane getting it ready for the final inspection and everything is ready for Norm to show and tell. Norm, incidentally, is a fine machinest and has helped many other builders in the chapter with their problems. Our Chapter has flying Charlie Kopieka's Sonerai II, almost flying Pete Lukaczyk's Sonerai II, and Jerry Netherton's (15 coats of wax) Sonerai I. With Norm's almost ready to fly we can fill the skies with Sonerai's from our Chapter."

Stan Mankovich SII #368
668 Hillisdale Ave.
Hillisdale, N.J. 07642
201-664-6438

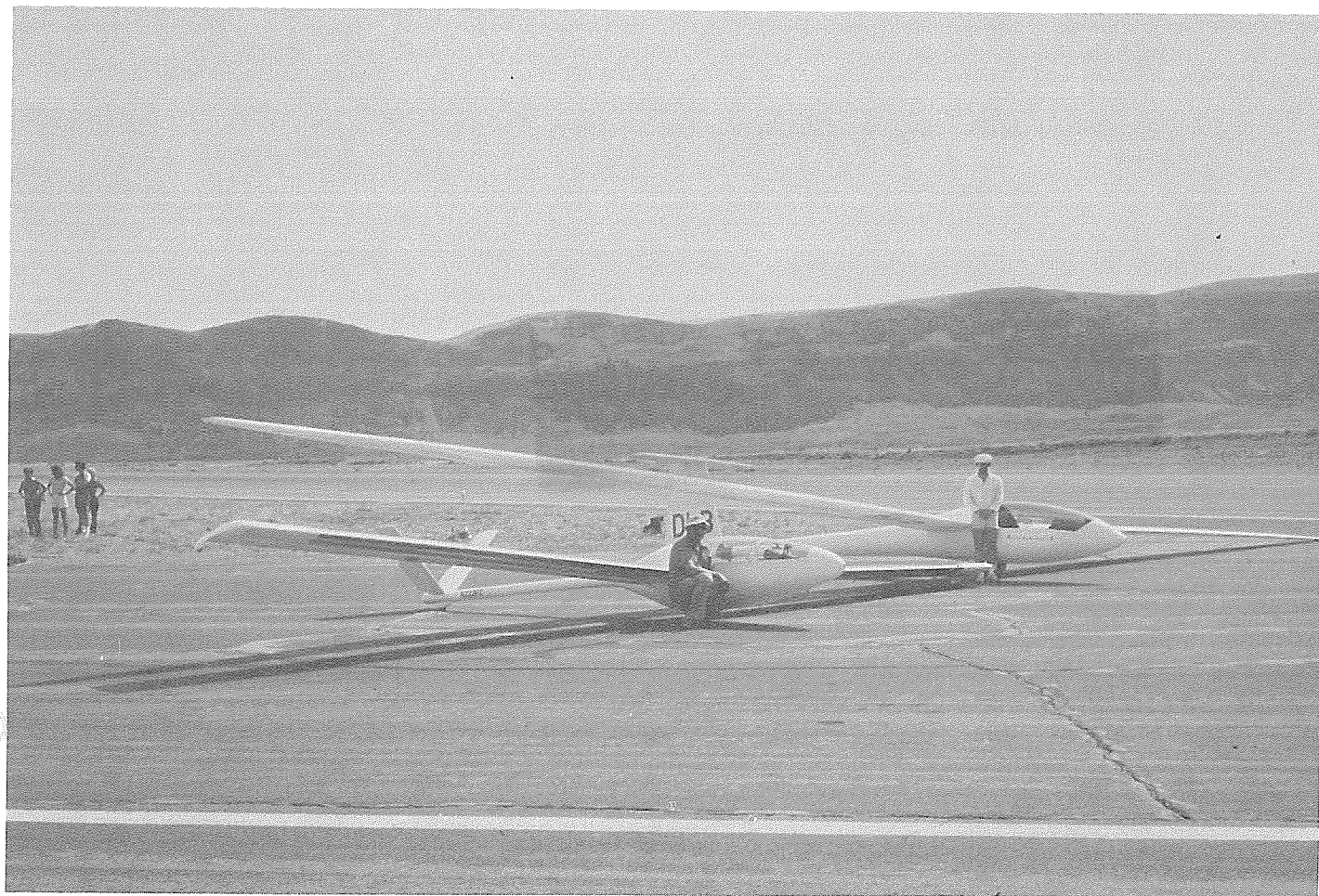
Stan sent us a request for names of builders out East along with this note: "The Hudson Valley Hornets, Chapter 474 will have its annual Fly-In on September 21st and 22nd. Since we are a chapter of Sonerai builders and flyers - three flying and three being built - we would like to invite more Sonerai's to attend the Fly-In." Call or Write to Stan for further info.

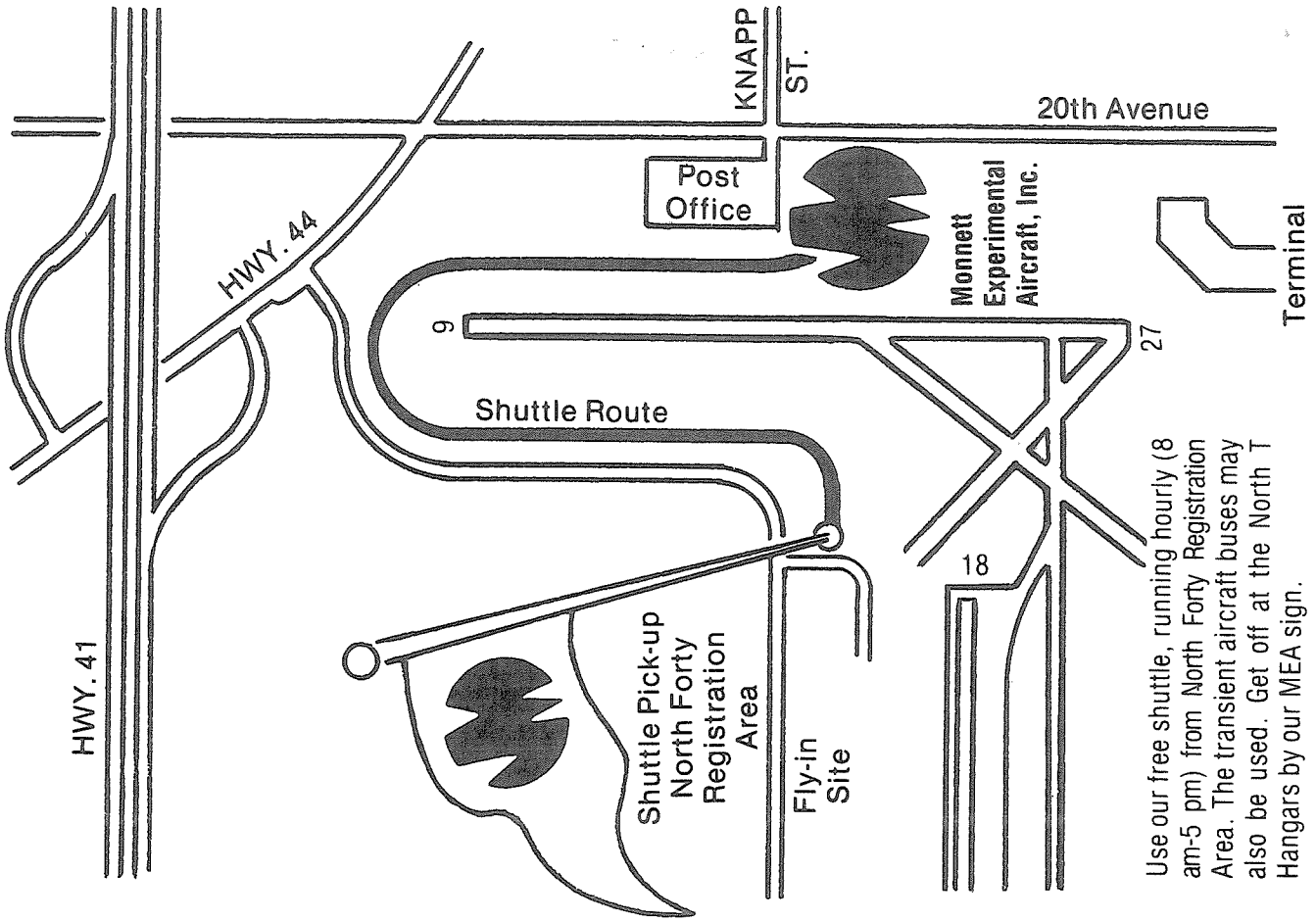
Besides the dramatic changes to plan for in our business the last few months, there were many bustling activities on the home-front too! As anyone with children can attest to, May is the most hectic time of the whole year. The boys had endless commitments — field trips, concerts, plays, an operetta, plus baseball & soccer began with practices and games each week. Of course we are very proud of them in all of these endeavors - but it does make for a harried household. I must tell you about the highlight of the last week of school . . . The arrival of President Reagan in Oshkosh. All the fourth and fifth graders in the school system were invited to the airport to greet him. (As a PTO Parent helper, I got to go along with our fifth graders, Jason & Jeremy.) What a THRILL!!! We watched the Secret Service at work, the White House Press arrive and set up, the Presidential Limo waiting, Air Force One land, and finally the President disembark. President Reagan was only 50 feet away and took some time to speak to the children. When one of the kids threw out their Oshkosh B'Gosh hat, the Secret Service jumped, but the President put it on!! It was truly a wonderful experience to see a President of the United States so closely. Of course this whole town was humming for weeks before and weeks after the visit. He did speak downtown at the courthouse but the children at the airport had the best view of all!

Wonder if the EAA Fly-In 1985 will be as memorable for Oshkosh this year?

Perhaps it will be for John and I,

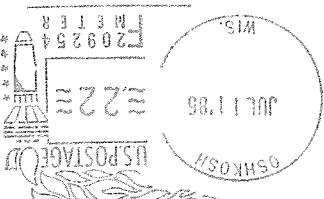
Betty Monnett





Use our free shuttle, running hourly (8 am-5 pm) from North Forty Registration Area. The transient aircraft buses may also be used. Get off at the North T Hangars by our MEA sign.

monnett experimental aircraft, inc.
 P. O. box 2984
 oshkosh, wisconsin 54903



Low Wing Plans Notes

Please note and correct the low wing plans as follows:

Page 1

Torque tube block. Through holes are $1/4''$ diameter. (rudder cable guides) Bellmouth and lubricate.

✓ Section BB is the instrument panel mount uprights and washers.

✓ Section AA is a fabric bow with three stubs for stringers. ($1/2''$ Aluminum tubing). Height is about $1\ 1/2''$.

✓ Torque tube horn is $1\ 11/16''$ high and $3\ 3/16''$ wide. Holes are $3/16''$. Bottom control torque tube is $56\ 1/2''$ long.

✓ On the fuselage side view, the stubs at station $30\ 1/2$ and $154\ 3/8$ are also for stringers.

✓ Stringer support saddles are shown below. These are on the center line of the fuselage bottom.

✓ The wing fold tube at station $115\ 3/8$ should be lowered to allow the wing to fold without binding.

On the bottom view of the fuselage, note the location of the center torque tube block. It's on the forward side of the crossmember and is different than the other two.

Again stringer stubs shown on the bottom at station $73\ 3/8$.

The bushings to mount the main spar carry-through are $5/16$ ID.

Page 3 (not numbered)

✓ Right hand actuator (and left hand) tube should be $3/4''$ X .058. Hole should be $3/16''$.

✓ Main spar carry-through $3/4$ square tubing should have a wedge cut out to allow bending to a 6 degree included angle and welded.

✓ The bolt hole on the rear spar carry-through $1/8''$ straps and spacers should be on a 3 degree line to the rear angle.

✓ The $1/8''$ holes are rear taper pin locating holes later drilled out with the rear spar tangs of the wing and taper reamed.