

monink

The Newsletter of Monnett Experimental Aircraft, Inc.

November, December 1982

Happy Holidays!

A little late with my greeting I know - But I am writing this on December 22nd and have the urge to wish you a Merry Christmas as that is, of course, the foremost thing on my mind!! I do realize that it will be well after New Year's by the time you get this. The time between writing, printing, labeling and mailing leaves a bit of a gap here.

As the number of Monnett Airplanes under construction and flying increases, so does the number of phone calls we receive from builders having specific technical questions. Since our small staff is at times unavailable (because of flight testing, off airport operations, etc.) and cannot get to the phone in a reasonable amount of time, we have decided to set aside the hour of **4 PM to 5 PM CST** each day as the time when the staff will be available. This should better serve you the builder as well as save you many unwanted phone bills. It will also offer the greatest access to our staff for the East and West Coast Builders.

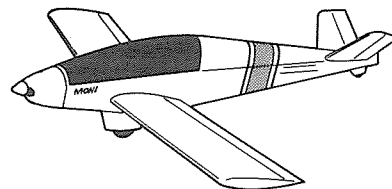
During the winter months, we will have flexible Saturday hours. In otherwords, please call before you come up on a Saturday to make sure we are open!! If no one answers, the weather is bad and we are closed! Last winter presented some real problems for us with the inclement weather we had. Normally we are open from 10 AM to 2 PM every Saturday. But for these months of January, February and March we are going to close if the weather warrants.

The workshops are approaching rapidly. Remember **January 15th - Soneral** and **January 29th - Moni and Moneral**. To register just call or write with your name, address and phone number. It is not necessary to prepay but you may if you wish. We do need to have a reservation a week ahead to prepare adequately. So call Carol or Livia. \$20.00 for the day 8 to 5 - price includes lunch. Have included a list of motels for your convenience. Please make your own reservations.

MOTELS AND HOTELS

The Place 2B Motel (W), 1965 Oshkosh Avenue	231-2378
Budgetel Motor Inn (W), 1950 Omro Road	233-4190
Holiday Inn (W), 500 S Koeller Street	233-1511
Howard Johnson's (W), 1919 Omro Road	233-1200
Josef's Motel (S), 4645 Fond du Lac Road	231-9350
Monroe's Oshkosh Motel (N), 5158 Jackson Drive	235-4700
Motel 6 (W), 1015 S. Washburn Street	235-6720
Pioneer Inn & Marina (D), 1000 Pioneer Drive	233-1980
Royal Motel (S), 2847 Fond du Lac Road	231-9177
Stoney Beach Motel (S), 3 Stoney Beach Road	231-6770
Town Motel (D), 215 Division Street	233-0610
Valley Motel (N), 5181 Jackson Drive	231-8090

moni



As of November 1st our Moni kit price went up to \$6,000. I am sorry that I could not forewarn anyone about this increase as it was between newsletters. All of our prices are subject to change without notice as it says in all of our literature. We are making every effort to keep our prices down as M.E.A. has always prided itself on reasonable prices. I will try to give you advance notice in Monink whenever possible. But it is best to call and verify prices if you are going to order a kit.

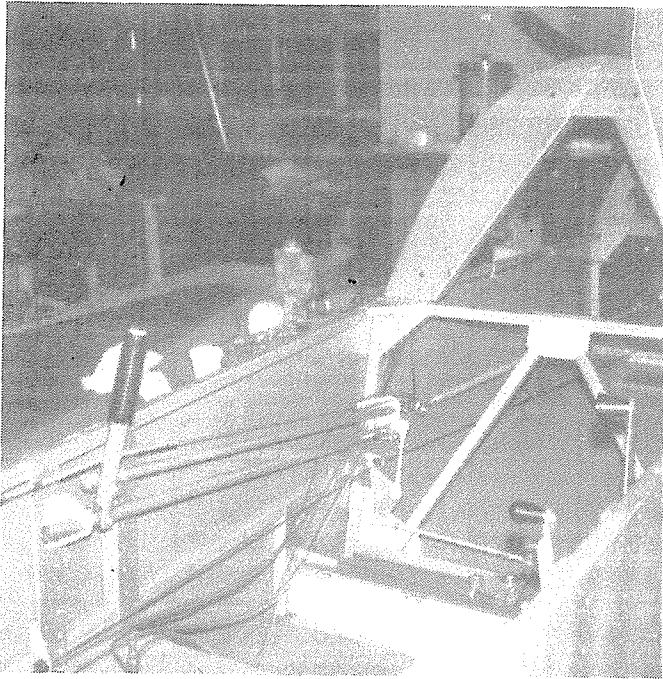
We know we have been promising floats for Moni. However, we still have not received them from the manufacturer! So no work will be done on them until spring now. Altho we have been promised delivery soon there really is not a lot we can do up here as the lakes are partially frozen already!

Our R & D team is working on two new Moni's for Special Projects. Actually by next summer we hope to have four Moni's: One prototype, One standard kit built prototype with no mods, One Tricycle Gear Moni. (Yes, you read that right!), and One 105 KFM Powered Moni. To repeat about the 105 KFM, we are using the standard air-frame to test this new concept engine. It may not be available for a couple of years yet! But, if available in the future it will be retrofitable to existing Moni's. That's all there is to tell right now so please don't ask any more questions about the "105" project.

Homebuilt Aircraft is now featuring a series on Moni Construction by Don Dwiggins. It begins with the February 1983 Issue and looks good!

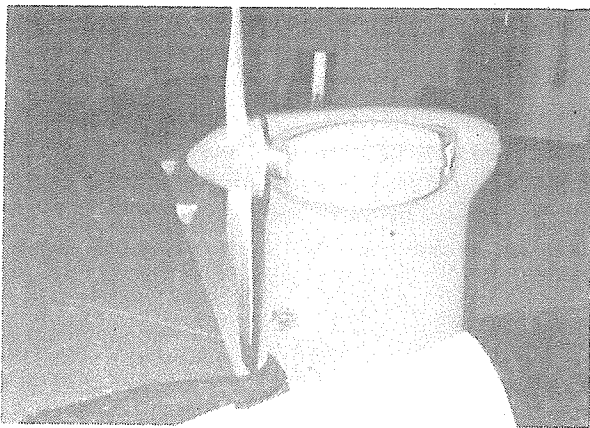
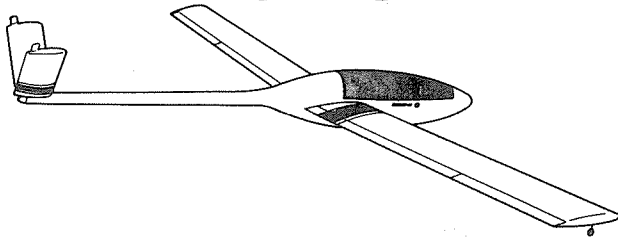
News From Builders

Don Black
7 Old Quaker Hill Rd.
Monroe, N.Y. 10950



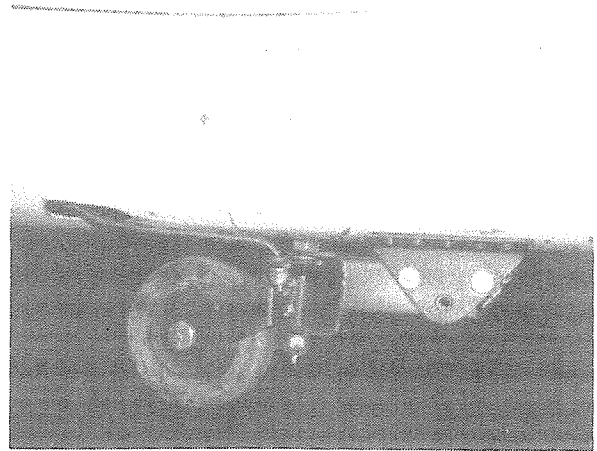
Henry Law is helping Don build this Moni. Don and Margaret Black and Henry are working for KFM US. This Moni will be a demo plane to use throughout the Eastern area. It will be a testbed for KFM Engines. You should be seeing it at Fly-Ins this Spring and Summer!

monerai

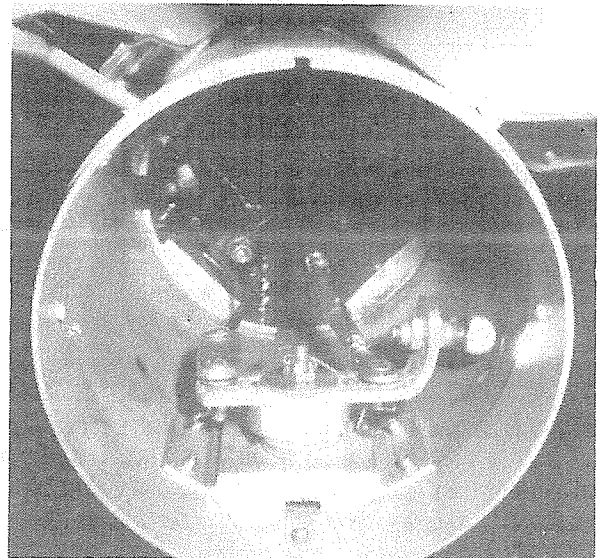


We continue to work on the KFM 107 application to Monerai. Alas another new improved Exhaust System is being tested. See photo. It is very similar to one used in Moni which produces 22 HP. This arrangement has offered a lot of opportunity to gain H.P. with little increase in drag. Also, we just received more new props to test on the

107. (We are looking at testing a similar exhaust system on the Zenoah, to increase the performance and use all of the available HP untapped in that engine.) A duplicate exhaust system has been sent to KFM in Italy for Dyno testing. Power curves will be developed and K.F.M. will be helping make refinements.

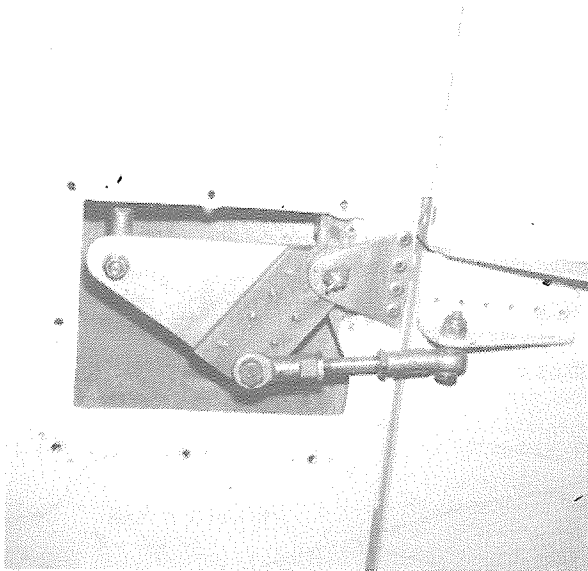


Many of you have asked for the Steerable Tailwheel. This is retrofitable. We are sorry we have had no time to do these drawings yet. However here are a couple of photos to show you the set up. Now here is how it works: In the

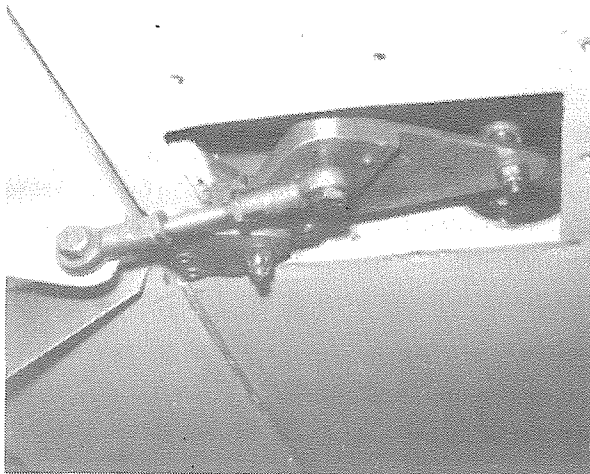


back of the tailcone there is a small tiller. The tiller connects to the tailwheel via the small pushrod shown in picture. The tailwheel is a small caster available from the hardware store. Inside the tailboom there are two cables that go forward to the tail surface horns and attach to the front of the retention bolts using a small wrap around strip. The cables are slack until the elevator control is pulled up, then the rudder control function can operate the tiller. So taxiing the airplane is done with full aft stick to make the tail wheel function. We hope you can take it from there until we get the drawings done for you.

Another thing we have been promising you are drawings on the Modified Bell Crank. This system is not quite worked out yet and the drawings not ready. But here are some photos to give you an idea of what we did. The bell



crank is stiffened with a 1/4" aluminum doubler between the pivot hole and the aileron link. A triangle gusset has been riveted to the rear spar. The pivot bolt does not turn and the bell crank now rotates on it. (We replaced the top pivot with a bushing made from a larger bolt.) This takes much of the slop out of the system and gives better aileron control. John is not happy with the enlarged dimensions of the horn because it adds friction to the aileron system. But



the rigidity and lack of slop is worth the effort on the modified pivots. Also with the enlarged horn the fairing has to be changed and we have not been able to make new tooling for it. To summarize, the stiffer aileron works well but the longer throw adds too much friction to the system for the minimal gain in aileron response!

First Flights

Harry Herb #329-Monerai
Box 326 #92-Moni
Gibson, FL 33534
Summer of 1982 was first flight.

Harry was going to sell his Monerai to buy a Moni but then he wrote us in October: ".....I wanted to tell you that I went to Chilhowee Gliderport in Tenn. this summer and I flew the Monerai with the Engine and on tow. - I'm not going to sell that sailplane! It flies like a dream so when the dust settles I will be the proud owner of two planes. So hurry with that kit....."

Then I received the following article from Walker Gilmer, Monerai Kit builder #300, from Seminole, FL. The article appeared in the Tampa Tribune Nov. 18, 1982. Thanks Walker!



Tribune photo by DAVID MOLNAR

Seventy-five year old Harry Herb climbs into the motorized glider that takes him high into the blue Florida sky and lets him soar among the clouds.

Soaring

Thermals lift his spirits, soothe his soul

By AMES ARNOLD

Tribune Staff Writer

GIBSONTON - For sprightly 75-year-old Harry Herb, soaring through the skies in a sleek sail plane is the only way to travel.

Herb, for the past three years, has built planes purchased in kits through the mail and flown them in Florida and Tennessee skies.

The energetic, longtime Gibsonton resident is animated when aviation is the topic of conversation. Swooping hand gestures demonstrate landing patterns and arms extend toward billowy clouds high above ground.

"I didn't start again until three years ago," Herb said of the flying skills he's used off and on for 40 years.

"For an old pilot...it's really the only way to go."

The trim septuagenarian flyer said he loved to travel but his wife didn't enjoy airplane or shipboard journeys.

To quell the travel bug, he decided to start building sail planes and return to the skies.

Herb learned to fly gliders in World War II and owned a plane after the war. But the challenge of flying a conventional plane disappeared, Herb contended.

Apparently there are only so many dives and snap rolls a pilot needs to execute and, after seven hours of flight instruction in a sail plane, Herb found a new niche in airlift.

"What I like about this thing," Herb said, pointing to the narrow gliding craft, "it's like a sailboat."

"You can do anything in this you can do in an airplanes."

The trick is to stay in the air as long as possible. To do this, Herb said, a pilot has to remain in search of a supporting pillow of rising, hot air, or thermal, which lifts the sail plane into the sky.

Herb pondered the search.

"That's the fun of this thing. Try and find this thermal...or look

for some buzzards. If you can stay with them, boy, you'll be up there all day."

The flyer said he liked the sail plane more than a glider because it is aerodynamically more efficient.

His current 22-foot sail plane is a 265-pound, smooth single-seater. An 18 horsepower engine helps him reach the 42 mph necessary for lift-off, but that's the motor's sole purpose.

"All I use the engine for is to get it up in the air."

"Then you turn the engine off and soar," Herb said with a smile.

He admitted the plane is a "sensitive" machine until the pilot becomes used to its in-flight ways. But despite some bumpy take-offs and threats of high winds in thunderheads, Herb said he has had no mishaps.

The slight pilot, hair wind-blown and casually attired in well-used tennis shoes, said he has no problem hauling the craft from Gibsonton to his summer home in the North Carolina mountains in a long, metal trailer.

A red-and-white sticker slapped on the trailer's rear tells following motorist "I'd rather be soaring."

The challenge of building the craft appears to please Herb as much as the actual flight. He said he put his current plane together from bags of nuts and bolts in about five months.

Always in need of a project, Herb said restless times have prodded him to build 15 houses in Gibsonton and two in North Carolina.

As a result of his projects, "I have no bad habits," Herb said with sly grin.

Last week, Herb received another do-it-yourself plane he dubbed "half plane, half glider."

Slightly smaller than his current craft, the new plane will allow him to fly with more freedom, because he'll need no help slipping the wings and motor in place.

The inconvenience of rounding up helpers prevents him from flying as much as he would like. With a note of chagrin in his voice, Herb said he had not been in the air in a month until a recent flight.

Gazing into sunny, blue heavens on a gently breezy day, the flying enthusiast pointed a finger skyward.

"I'd like to be out there today."

"You'd never get me on the ground."

News From Builders

Lars Waldner #340

Horizon Technology, Inc.

6800 Poplar Place Stc. 101

McLean, VA 22101

Lars sent us the best renewal order we've had for Monink.

He writes..."Please make sure I get Monink! Bill me, sue me, marry me. Anything just as long as I'm on the list." (Ed note: Best proposition we girls in the office have had, Lars.

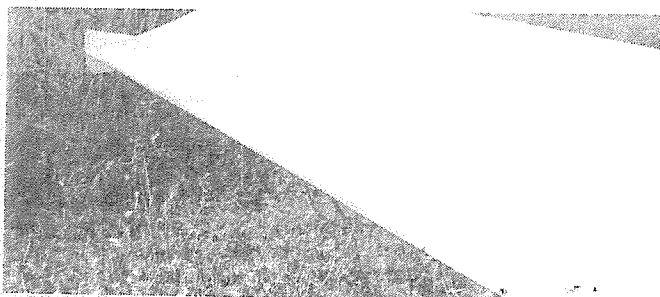
- Nice to know the Monink means so much to somebody!)

Builders Tips

Jim Marcussen #31

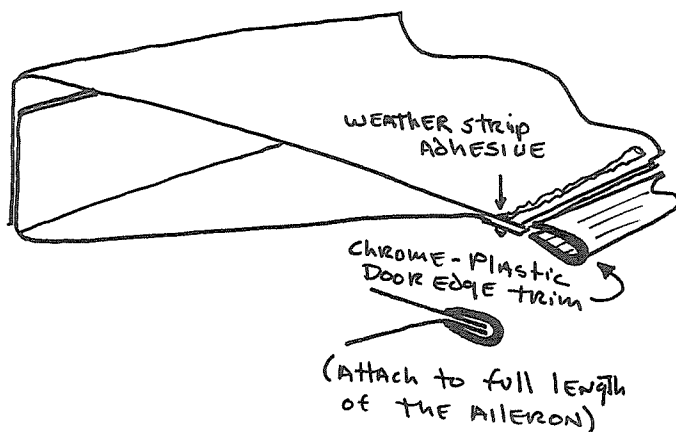
2557 San Carlos Ave

San Carlos, CA 94070



Jim writes: "A note in response to Sam Phillips' letter in the Dec. issue of Soaring. He infers that 0° flaps are the solution to low speed control. My assessment goes a little further. I agree 0° flaps are best but just as important is the judicious use of rubber to pick up a low wing, as I'm sure you know. Also, as per your advice of a few months ago, I installed auto door edge guards on the trailing edge of both ailerons. See enclosed snapshot. They have provided a noticeable increase in low speed control, giving the ailerons more 'bite'....."

Editors Note: John provided this little drawing.



For Sale

James D. Taylor #208

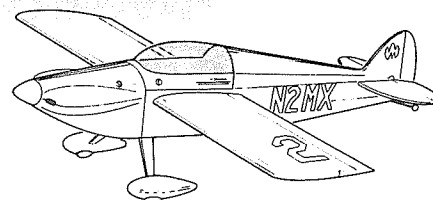
3890 S. Inca

Englewood, CO 80110

303/762-8182

Monerai Sailplane #208 with Engine. Aircraft 90%^s finished, Engine 95% finished. All work by an A & P Mechanic. Best offer over cost (\$3500 a/c, \$1100 Engine) Open trailer available \$300. Selling to buy into a two place ship.

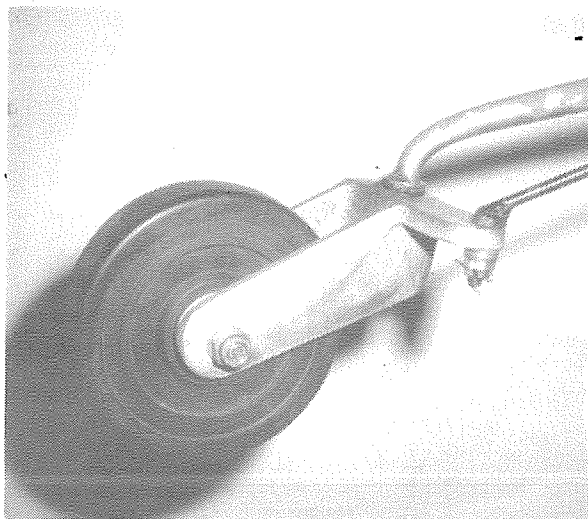
sonerai



We have a new improved tailwheel and tailwheel caster for the Sonerai! See Photo. You may notice that the new casting has more ground clearance. (It does fit on existing springs.) The tailwheel has sealed bearings, and the unit is a little bit lighter and more streamlined. We're very happy with its looks and performance! If you want to convert yours here is the cost breakdown:

\$23.50 for both
Wheel - \$13.50
Casting - \$10.00

These new ones are being shipped in the Sonerai Tailwheel kits. The old tailwheel is no longer available for replacement, and the new tailwheel is slightly wider so it won't fit the old caster. So you will have to order both a new tailwheel and Caster. However, you could use the new caster with an old tailwheel and use spacers on the axle. Got it?

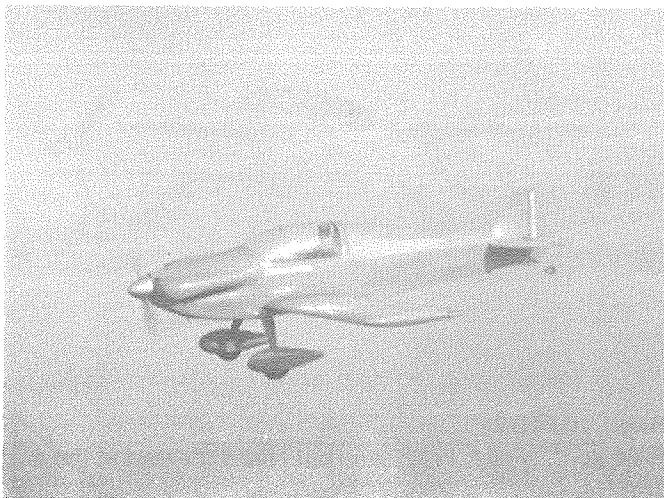


Other news in the "skunk works" - There will soon be a new look to the Sonerai. I'm not going to reveal much this time because I want to premier with some photos for you next time and who knows maybe a flight report! Let's suffice to say it will be good news to all you "training wheel" pilots!! Enough of a clue?? !! (John has gone crazy for sure!)

John is working on a modification to his engine conversion - a less expensive version is in the works. This should also be good news to all the Aircraft VW Engine Fans. I promise more soon!

First Flights

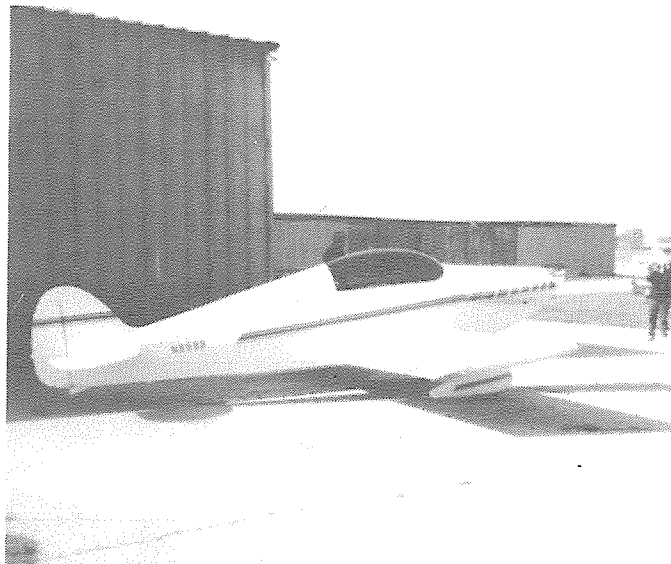
V. Emberson #334 IIL
201 Walker Ave.
Harrison, AR 72601



December, 1982

Mr. Emberson writes: "Monnett, This is my big seven 0 so in my golden years I have six hours on Sonerai IIL"
Congratulations!

Bob Brown #900 IIL
68 Sycamore Lane
Crystal Lake, IL 60014



Oct. 21, 1982

10.5 hours to date, 2020 cc VW

Lyle Roberts #764 IIL
Rt. 2 Box S23A
Waupaca, WI 54981
Sept. 16, 1982

The following article appeared in the Waupaca County Post on September 30, 1982 -

On Thursday, September 16, 1982 at exactly 10:08 p.m. a small yellow aircraft named Shirt Pocket, entered the wonderful world that only birds, airplanes and their pilots know and understand - the world of flight.

Listed with the Federal Aviation Authority as a Sonerai II, Low Wing, Registration No. N 5587L, Shirt Pocket is an amateur built aircraft constructed by Vilas Barnhart and Lyle Roberts, both of Waupaca. Two years, 11 months and 5 days after delivery of the materials, N5587L was airborne.

Roberts, who made the first test flight, was asked why the aircraft carried the name Shirt Pocket. He gave two contributory reasons for the name. During construction, when two pieces fitted together perfectly, Barnhart had the stock statement of, "it fits like the pockets on your shirt."

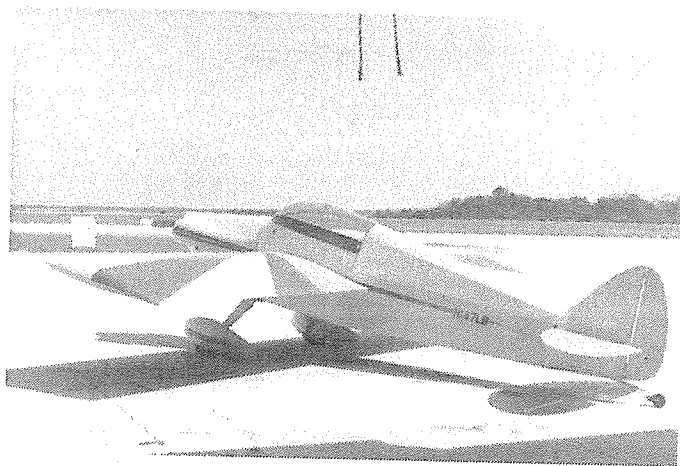
The aircraft being as small as it is, Roberts states that you don't get in it, you put it on and that he fits in like the pocket of a shirt. Hence, the name, Shirt Pocket.

Sonerai N5587L is one of about 200 Sonerai

type aircraft presently flying with a like number under construction throughout the United States. It is a two passenger aircraft powered by a converted Volkswagen engine, capable of cruising at 140 MPH with a range of about 300 miles.

FFA regulations restrict the operation of homebuilt aircraft for the first forty hours of operation to a 25 mile radius of its home base, so the bright lemon yellow aircraft over you will probably be Shirt Pocket, doing what it was created to do - providing its pilot Lyle Roberts with the freedom of flight.

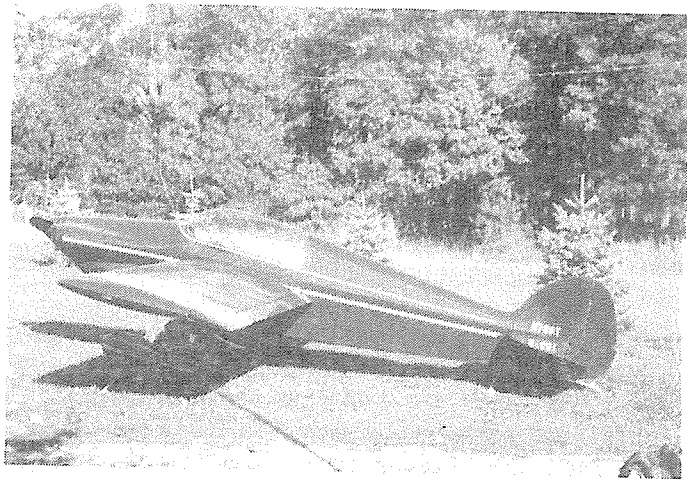
Leon Bayless #147 II
Rt. 3 Box 43 D
St. Augustine, FL 32084



May 1979

We must have missed Leon's first flight because I don't have it in any other newsletter. 145 hrs. TT as of March 1982! Thanks for sending info and photo Leon!

Bruce D. Thompson #788 II
16410 Olivine St. N.W.
Anoka, MN 55303



Oct. 30, 1982

Bruce writes: ".....on Saturday, October 30, 1982, I flew my Sonarai II for the first time. After only a few minutes in

the air, all I could think about was how great a little airplane the Sonarai was. I can only thank you very much for designing such a great little plane.

I'm a low time pilot with very few hours in tail draggers, but had no trouble in take off or landing of the plane. It's quick but after one trip around the pattern, I felt as though I had flown the plane for hours. All I can say is it was fantastic and a read dream com true for me.....

Statistics are...Built over a period of 18 months. Empty weight 504 lbs. Small gell cell battery but no radio yet. 1835 Monnett Conversion Engine, Stalls at 55 IAS, 150 mph at 3400 rpm, 52 x 46 Hegy prop....."

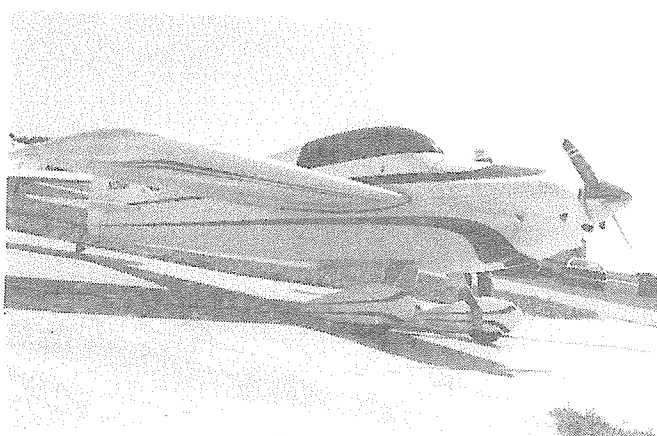
Maurice Gauthier #1082 IIL
1502 Alexandria Ave.
Saskatoon Sask. Canada S7K 3C2



Oct. 23, 1982

Maurice writes: ".....The entire project could only be described as very learning and demanding. I will spend the next little while trying to recover.Thank you for your excellent parts, service and friendly attitude!....."

Fred L. Kugel #857 II
901 Canterbury Drive
Celina, OH 45822



Sept. 10, 1982

Fred sent us all his statistics but I liked the part at the end of his stats:

By: Fred L. Kugel, Chris T. Kugel, Dana F. Kugel, Bill Groeneveld, John D. Groeneveld and Jan, Greta, Darlene, Jerry, Mary Lou, Bud, Jeanie, Mike, Marilyn, All of our friends and neighbors who put up with all of the smell of paint & glue, but the best part of all - ALL OF THE BEER COMPANIES WHO SOLD THE CHEAPIST BEER.....BRAUMEISTER.

News From Builders

Curtis Anderson #1245 IIL
17526 Vierra Ave.
Cerritos, CA 90701

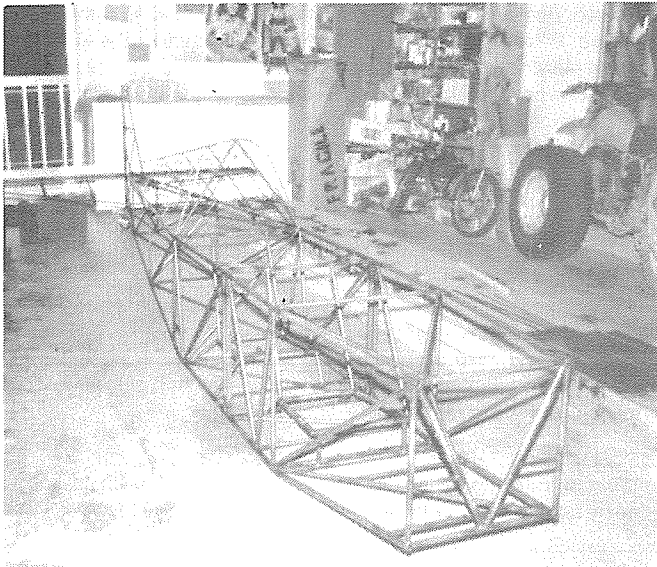


Photo of his progress.

Remember when you were this far??

For Sale

Bob O'Day #399 I #298 II
429 Summit
Schaumburg, IL 60172



For Sale or Trade (?) \$9000. Sonerai I
TT 75 hr. Alpha 200, Strobe and Nav. lights. 2180 cc Full
Electrical. Cruise 160 IAS @ 3300 RPM Top 185 IAS

Wanted

William L. Van Meter
Box R-98
APO - NY 09757

Flying Sonerai IIL or project 99% completed. Must be of exceptional workmanship.

Darleen S. Patterson
2220 N. Champlaign St.
Arlington Hts., IL 60004
312/392-8775 Home
312/359-3100 School

A sponsor to help with Explorer Scout Troup composed of kids with learning disabilities. McGraw Edison Pilots are volunteering to direct and help kids build project. Would be willing to work with a sponsor who has a partially completed kit.

noel notes from novak

MONI BUILDERS

Spar Box Assembly - Reference sheet 14, note 1 of the Moni plans. The tubes that are referred to by the note are the short 3/4 inch square tubes that get sandwiched between the fuselage side skin and the wing attach angles. The location and dimensions for these tubes are indicated on the fuselage layout shown on the previous pages.

When riveting these tubes in place, it is advantageous to rivet them to the spar box sections, outside of the fuselage. Then insert the spar box assembly (with tubes) into the fuselage and finish riveting the assembly in place. If the tubes are riveted to the fuselage side skins first, it only makes it more difficult to rivet the spar box assembly in place due to working in a confined area (inside the spar box).

Bottom Skin - The dimensions in the plans for the bottom skin are accurate, but you should measure your own fuselage before actually cutting the skin out. Stand the assembled fuselage sides upright and join them with stations 1, 2 and 5. Frequently take measurements to insure that the fuselages sides are symmetrical from the fuselage center line and that the sides are angled inward equally (vertically), lay a straight edge along the bottom longeron from station 2 to 5, and then determine the necessary width to stations 3 and 4. Now you can layout the bottom skin as per the plans or modify the dimension, if necessary, to fit your fuselage.

Wing Spar Guides - In the exploded view of the tunnel and spar box, there is a 1/2 inch diameter aluminum tube installed in the spar box. This piece of tube acts as a guide bushing to direct the spar into its proper position. To do this, a "V" notch is cut into the web of the spar at the root end between the main spar fittings. The tube is installed permanently.

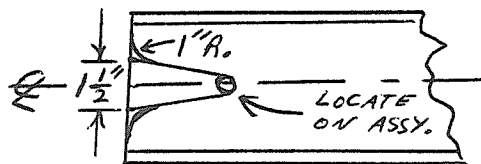


FIGURE 1.

Note Figure 1 showing the layout of the notch. The apex of the notch is located by backdrilling from the spar box through the spar web. This is done when mating the assembly wing halves to the fuselage for drilling of the main spar side quick pins. The remainder of the notch is laid out accordingly.

Aerovators - The flush NASA style air inlets are installed in the fuselage sides just behind the firewall. Use the pattern provided with the aerovators and lay it out on each fuseage side as shown in Figure 2. The

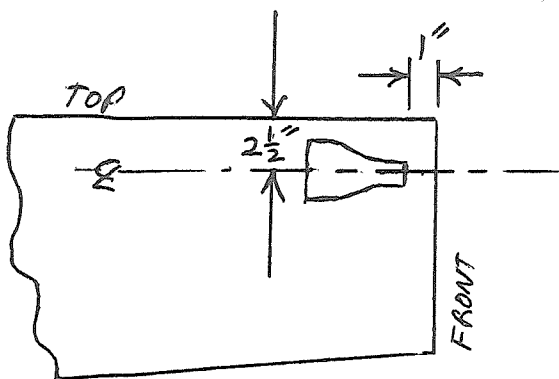


FIGURE 2.

holes may be cut with aviation snips and a file, or if available, a hand nibbler works well for this type of job. Drill an 1/8 inch hole in each corner of the pattern when cutting to avoid a sharp corner where cracks would start. Use 220 sandpaper for smoothing the curved edges. Whenever you're ready to install the aerovator, just glue it into place on the inside of the skin using a silicon tube adhesive.

Wing Pins - The plans show how to mate the wings spars to the fuselage for drilling of the quick pins. As long as a high degree of accuracy is maintained throughout construction of the fuselage and wings, the method shown will work. However, there is an alternative method that would guarantee a good pin fit and the angle of incidence to be correct; and maybe it will put your mind at ease, knowing that it will all fit, even though human error and tolerance may enter into the manufacturer of the parts.

What you need to do is, complete the fuselage construction, including the control system and turtledeck. The fuselage bottom pan, rear spar carry-thru and support brackets should only be clecoed in place and the canopy will have to be removed. The engine may or may not be installed at this time.

The wings must be completed, including attaching the main fitting and bonding, through the ailerons and spar tang should be installed with a minimum number of clecos.

Now, find the time and space to mate the wings to the fuselage for the drilling of the side quick pin. Turn the fuselage upside down, rest the top longerons on a sturdy saw horse in the area of the wing attach angles. The rear of the fuselage should be supported by a saw horse with much padding, located immediately in front of the tail surfaces. If the engine is installed, you may need an additional saw horse under the longerons near the firewall. Make sure the fuselage cannot shift and then remove the bottom pan, but leave the rear spar carry-thru assembly clecoed in place. The vertical slot for the rear spar tang must be cut into the fuselage side skin, using the rear spar carry-thru as reference for its location. Turn the wings upside down, insert them into the fuselage, pinning the halves together with the 1/2 inch main pins. If necessary, enlarge the 1 inch hole in the spar box so that the material does not interfere with the pin. Simply allow the wing assembly to rest on the aluminum spacer blocks in the spar box, and center the wing position relative to the fuselage. The rear spar tangs should fit nicely into the slot and rear spar carry-thru. If the tang is too long on one side or both, preventing the wings from fitting square to the fuselage, simply remove the tang and trim off the end as necessary. Check for squareness by sighting down the main spar and also by measuring from the tailwheel to the wing tip on both sides. If the rear spar carry-thru must be adjusted fore or aft, the new support brackets can be made or the carry-thru can be shifted slightly and the holes drilled for the 1/4 inch bolt. Double check it all. Everything should fit without binding.

The rear spar tangs, rear spar carry-thru should all be riveted/bolted in place. Clamp or block the rear spar and tang in its proper vertical position, relative to the carry-thru, and please check to see that both sides are the same, measuring up from top longeron. Drill the holes for the rear spar pins. A high quality 1/4 inch drill is sufficient since they are approximately .002 inch undersized, or if you have the tools you may drill it undersize and ream to fit. Insert the rear pins. Drill the front pin holes, star-

ting with a drill bit of 5/32 inch or so. Drill as a pilot hole, then finishing with a 5/16 inch drill. The same applies to these holes as was explained for the rear holes. An attempt to step drill the holes may end with an oblong hole in the far end. A result of the drill bit pulling itself off center in the soft material. Myself and one or two other builders can swear to the fact that this really can happen. If it does, ...replace the angle and block that are oversize and drill again. The holes that form the apex of the notch in the spar can be drilled at this time. Insert the main pins. Applying a liberal amount of general purpose grease to the pins will greatly improve their ability to slide in and out, but by now you will have already figured that out. Cleo the ailerons into position and check for side clearance against the fuselage and that the hinge pin is on the approximate center line of the aileron torque tubes. If the aileron position does not have to be altered, you may rivet them in position, after drilling for the aileron pins.

To mark the position for the aileron pins, make a scribe as shown on the drawing. Insert it through the bushing from the inside and press it against the aileron end block while moving the aileron up and down scribing an arc. Remove the aileron and drill through the end rib in the center of the arc. Reinstall the ailerons. Insert the pins and adjust the ailerons to a neutral position with the short push-pull rods. The neutral position of the ailerons can be found by laying a flexible ruler on the top surface of the wing/aileron, adjusting the aileron position so that the curve continues smoothly from wing to aileron. There should be a slight concave shape to the bottom surface in that area. The neutral position of the stick, etc., can be easily checked by visually noting that the roll horn bellcrank is square with the fuselage side (note drawings). Check the fit of the bottom pan occasionally during this process to determine that the fuselage has not shifted.

Finally, remove the wings, rivet the bottom pan in place and, if desired, turn the fuselage right side up.

Now you know the pins will/should almost always fit whenever the plane is assembled. When installing the wings, the main side pins will go in much easier if the rear pins are installed first.

MISCELLANEOUS

Wing Stands - For storing your wings, you can stand them on leading edge by making a pair of these simple wing stands. (See Figure 3.) Line

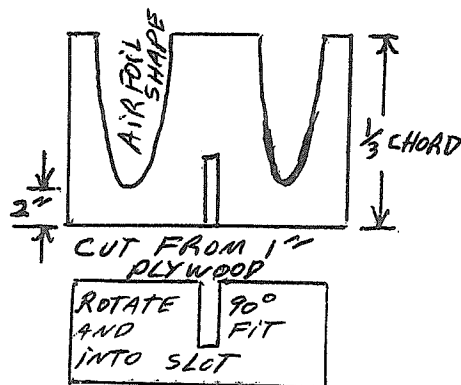


FIGURE 3.

the inside of the stands with foam or carpet to prevent scratching the paint.

SONERAI BUILDERS

Questions - I'm sure that we haven't covered all of the areas that need to be discussed. Drop me a line if you can suggest any areas or topics that need more elaboration.

TO ALL OF OUR BUILDERS, I HOPE YOU'VE HAD AN ENJOYABLE HOLIDAY SEASON AND YES, I'M SURE, EVERYONE UNDERSTOOD WHEN YOU SPENT YOUR ENTIRE HOLIDAY VACATION WORKING ON THE AIRPLANE.

Sincerely,

Randy Giova

Almost forgot to mention that we have a new Heli-arc Welding Outfit. We have hired a new man who does nothing but weld! His name is Greg Klemp. He used to work for Piper Aircraft, flies airplanes, owns an ultralight, likes motorcycles - a pretty interesting guy! Welcome aboard!

Now he is welding components for all of our airplanes.

We are looking toward some new products now - oil separators, aux tanks, items of this nature.

Our trip to Las Vegas and the AOPA Convention was interesting!! No, we didn't hit any jackpots or walk away rich! Yes, we did find people that were interested in our Homebuilt Aircraft. Many also wanted to know where they could buy one completed! Which brings me to mention that Thermal Flites will build parts, assemblies, trailers, etc. for any of our airplanes. Call or write them for price information.

Thermal Flites
Paul Camerson-LaVon(Doc) Kuehne
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Montpelier, Ohio 43543
419/485-5731

Important items:

Phone calls for technical questions
taken between 4 & 5 PM CST.

Saturday Hours for January, February,
March are flexible. Call first. If no
answer we are closed due to inclement
weather.

Workshops Dates: January 15 - Sonerai
January 29 - Monerai and Moni

That's all for this year folks! Hope you all had a nice Christmas and a Happy New Year. I still have much wrapping, baking, running around, and general pre-christmas rush to contend with before Dec. 25th and the magic hour. But alas by the time you read this it will all be over - all the hubbub and hoopla and we can all relax for a little while anyway! All except you builders that is. No rest for the "homebuilder" - isn't that how it goes?

Don't take too many coffee breaks!

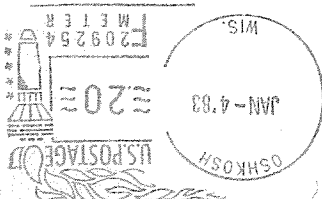
Betty Monnett



Our children aren't too brainwashed! Santa came in an airplane - didn't you know!
(Drawing by one of the twins - Jason - age 8½.)

Monnett Experimental Aircraft
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