

INAV^{LTD.} INK

NOVEMBER/DECEMBER 1985

Season's Greetings!!

We are really in the Christmas Spirit here in Wisconsin — snow, snow everywhere! Perhaps you heard about our record snowstorm that hit us yesterday (Dec. 1st). The worst in Wisconsin history they are saying. All schools and many businesses are closed today but a few adventurous souls at INAV made it into the office. As I was not one of them, I am writing this at home while the kids and Aunt Dawn (who is snowed in up here) decorate the Christmas Tree and bake Christmas Cookies. I told you we were in the Holiday Spirit! It seems like Santa should be coming anytime!

Speaking of Santa — do you need a special "Homebuilder's Santa" this year? Maybe you could leave an INAV catalog and price list conveniently out and well marked with what you need? Carol or Livia would be happy to help out your family with a special surprise for you!!

Homebuilt Aircraft Workshop

Perhaps you would like to come and see our Winter Wonderland! Just a reminder that we have planned a Homebuilder's Workshop on Saturday, January 18, 1986. The cost is \$25.00 with a special family rate of \$35.00. Oshkosh does have some nice resort motels for the family to stay, great restaurants, interesting places to visit, and unique shopping. So why not plan a get-away weekend in January and come visit us. Please register ahead of time if possible. For further information and details, give us a call or check the last issue of the newsletter.

INAV Slide Presentation

Our new slide / cassette presentation will be ready by the first of the year. It has been totally revamped with all new slides and accompanying commentary. The presentation consists of over 30 slides and runs about 25 minutes. In general, it gives an overview of INAV -it's facilities, products, and services. It can be used for an EAA Chapter meeting or perhaps for a gathering of interested homebuilders! We supply this on a rental basis for \$25.00. Then your money is refunded (less shipping) upon return.

Magnum Engines

The new Magnum Brochures have been mailed out now to all those who have been waiting since Oshkosh. Thank you for your patience! I did make an error in the brochure and the last newsletter. The Magnum 4-50 is a 4 cylinder not a 2 as stated. I'm hoping this is rather obvious from the drawings on the same page. It was just a typo. Here is the pricing and availability information about the engines that is included now in the brochures:

Magnum engines will be available for delivery in the first quarter of 1986. Price and deposit information is as follows:

A \$500.00 deposit is required to secure a delivery priority. The balance is due upon notification that your engine is ready to be shipped.

2/25 — \$2,200.00

4/50 — \$3,000.00

Deliveries will be scheduled in order of receipt of deposit. Deposit is refundable anytime prior to notification to you that the engine is ready for shipment.

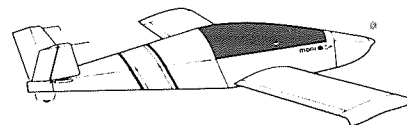
A signed release must accompany your engine order.

OEM prices available upon request.

Another Error

Last issue of INAV Ltd. INK I proudly talked about Steve Wittman's new airplane and showed you photos of John and Steve finishing it up. Well, I made a serious error in calling it a Tailwind which it is **not**. This new airplane is the "Wittman O & O Computer" and it is a completely different airplane. Sorry Dorothy and Steve.

moni



Correction Note — Control System Bolts

Sheet 23 — The rod end bolts illustrated on these assemblies are too long:

Pitch Rod End front

Pitch Rod End back

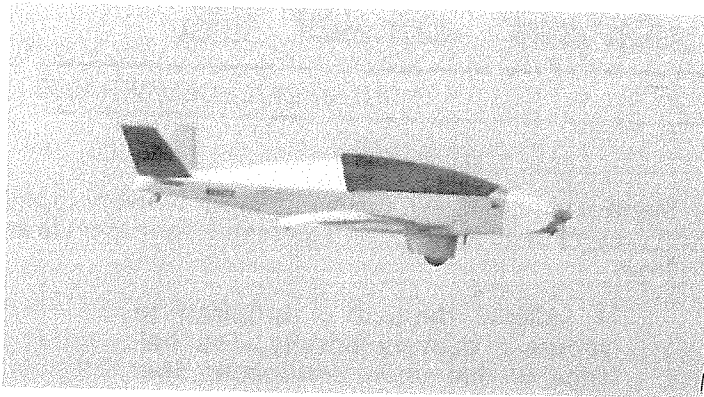
Tailsurface Push Rods

Correct by adding additional washers or shorter bolts.

Check for proper fit during assembly.

First Flights

Tim Connor #279
7721 Eisenhower Dr.
Kirkland, OH 44094



Jim Ferguson #187
2675 Warburton Ave.
Santa Clara, CA 95051

First Flight was October 22, 1985



Nicolas Veloz #269
Urbaniz Acion La Pazcalle
Ota Adelina
El Paraiso Caracas 1021
Venezuela

Nicholas sent many photos and a letter about his first flight on August 10, 1985. It took him one year and four months to build. YV-09X is the ninth experimental aircraft in Venezuela!! One of the photos is autographed: "To John Monnett and his efficient team who made possible this great experience." Thanks, Nicolas!

September 21, 1985

Tim writes the following:

I just wanted to let you know that Moni #279 has flown. I took delivery of my kit in May of 1984 and took it to the airport 941 hours and 13 months later, on June 30th of 1985. I reserved registration number N685TC as an incentive to get it done by 6-85 so that I would be able to fly off the restrictions in time to fly to Oshkosh. However, I spent so much time building that I didn't have time to finish my pilot's license. It was signed off on July 2nd and then it sat in the hanger gathering dust and questions about whether it would ever fly. In the meantime I drove to Oshkosh and flew towards my pilot's license. The best thing that I did was make my long cross-country to Ridge Soaring in Julian PA where Tom Knauf spent enough time with me to get soloed in the Grob 103. The Grob turned out to be an excellent transition aircraft. I finally got my license on Sunday afternoon, Sept. 15. The first thing that I did with my new license was to go fly N685TC. The first flight was done 6 days later on the evening of Sept. 21 at Ashtabula County Airport out in Northeastern Ohio. I took it up to 3,500 feet and practiced straight and level flight and standard rate turns, all of which went very nicely due mostly to my sailplane training. Landing was a different story. I had neglected to practice slow flight so I was unable to get it slowed down to anywhere near the recommended landing speed on final. I made three attempts at getting it down before I shut the engine off on downwind and did a sailplane land which went on very nicely. Needless to say, I practiced slow flight the next time up and I can now make acceptable landings with or without the engine. But I still like engine off better. The enclosed picture was taken by my dad from the front seat of a friends Christen Eagle. This winter I am going to paint it and make some minor improvements. I'm looking forward to seeing you next August!"



Getting ready for the first taxi run.

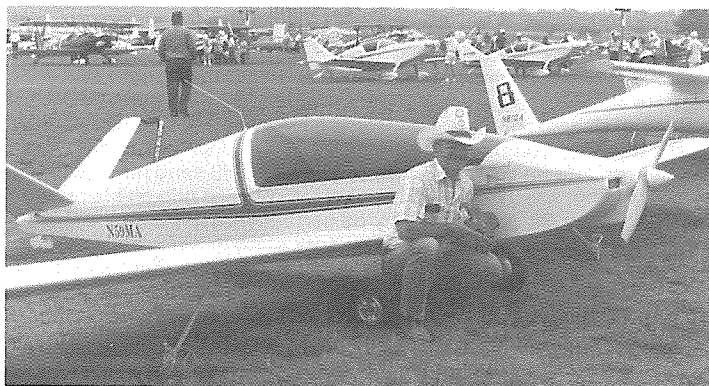


The guy with the blue cap on the right is the FAA like inspector who issued the Airworthiness Certificate Experimental. I'm the one in the typical sailplane hat. The other two guys are my partners in the airplane.

"The airplane is everything you said it would be and we are very happy with the whole thing which includes your services and honesty regarding the whole project. Congratulations to everyone involved in making the pleasure of flying your aircraft possible Ground handling is very straight forward so there were no surprises for taxing. The take off was made after only two taxi runs, it was clear at that time that the nice little aircraft was ready to fly. The only time I found, or better said entered, P.I.O. and only for a fraction of a second was during the second fast taxi run where it hopped into the air, but after that I flew as if I had flown the airplane all my life . . . Regarding power off stalls, I'm getting a buffet at 45 m.p.h. indicated and the break at 39-40 m.p.h. where it covers the right wing, but nothing you can't control so we are on your numbers. Pitch, Yaw, and Roll are in the mentioned order very responsive, being Pitch and Yaw so good that Roll response seems by comparison slower. All cautions about the aircraft being very clean were very true. On my first approach (I had the spoilers disconnected) threshold speed was 90 m.p.h. indicated, runway was very long so no problem to stop, subsequent flights with spoilers and 60 m.p.h. approach speed were just perfect. (power off) Landing attitude is no problem and is also straight forward People are becoming very interested in the little plane and they will be more interested when the aircraft is painted. My regards to everyone in the factory and as soon as I have pictures of the aircraft painted I will send them to you. Also, I will pay you a visit as soon as the fever of flying it subsides a little"

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



October 14, 1985
Mel won the Workmanship Award at Kerrville, TX
21st Annual EAA Fly-In.

We received this data from Mel:

"Monix #322

12/22/84 began construction
5/16/85 began landing gear conversion
9/1/85 completed aircraft
9/10/85 airworthiness certificate issued.
9/14/85 Workmanship Award
10/14/85 First flight

"First flight was delayed because of a combination of bad weather and my hay fever. Landing gear modification was necessary because of our extremely rough runway and taxiway. Everything seems to be working beautifully at this point. Enclosed is an article from front page of Kerrville paper, Sunday, Sept. 15."

Couple's MONI Like A Glider With Motor Featured At EAA Fly-In This Weekend

Last Christmas, Mel and Ann Asberry of Plano decided to give each other a homebuilt airplane kit.

This kit is not one you would purchase in a five and dime.

Cost of the kit, called the MONI, is \$6,300 and it requires eight months and approximately 700 working hours to complete.

The Asberrys are husband and wife members of the Experimental Aircraft Association, Inc., and are in Kerrville this weekend for the 21st annual Kerrville Fly-In.

They are exhibiting their homebuilt aircraft for the first time during the Kerrville show.

Mel, a pilot of 18 years, said this is the first time he and his wife have ever built an airplane from a kit.

"The MONI is like a glider with a motor," said Asberry. "It can serve either purpose".

Asberry said the plane has an all-aluminum body and a 30-horsepower engine.

"It has a fuel capacity of six gallons and gets 300 miles to the tank," he added.

With a wingspan of 27.5 feet and a gross weight of 600 pounds, the MONI has a cruising speed of 115 miles per hour.

The kit was designed by John Monnett, a former high school art teacher and the name comes from a combination of the designer's last name and from the single centered landing wheel that comes with the kit.

Asberry spent a month designing conventional landing gear for the airplane.

He said he and his wife have been coming to the Kerrville airshow for three years.

Ann, up until this year, been the dutiful wife going with her husband to the airshows because of her love of aviation.

"I figured that if you can't lick'em, join'em," said Ann, "so I got my license in May."

She said she and her husband plan to build another airplane from a kit, "but this one will be a two-seater," she added with a chuckle.

The MONI is just one of many shapes and sizes of aircraft at the "Kerrville '85 Fly-In," the third largest experimental aircraft show in the world.

Also featured at the airshow are antique, warbird, ultralite, and classic aircraft.

More than 2,000 pilots and EAA members plus about 6,000 spectators are expected to attend the event which ends Sunday.

On Sunday, registration for the fly-in continues, followed by a pilot briefing, then fly-bys.

At 12:30 p.m. the Country Store will hold an auction and to conclude the three-day event is a 1 p.m. "Parade of Flight."

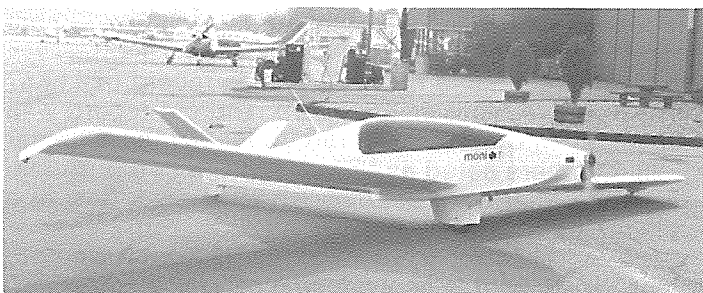
Kerrville Fly-In President Bill Haskell said in its 11 years in Kerrville, the fly-in is the biggest yearly convention the city has.

The local fly-in is sponsored by the Experimental Aircraft Association Southwest Regional Fly-In, Inc.

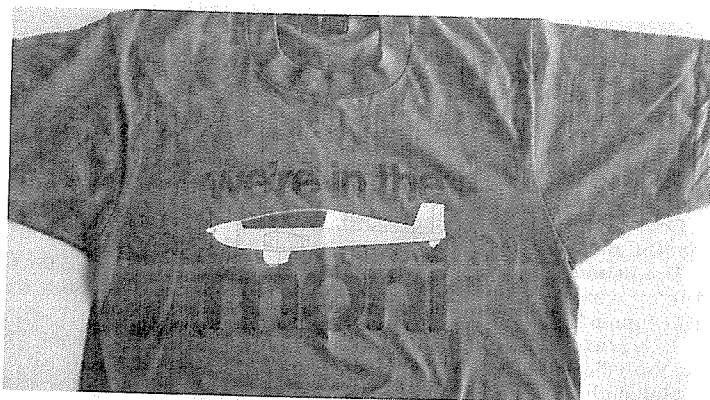
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John D. Goodman #199
1094 Pinehurst Trail
Grayson, GA 30221

First Flight was August 22, 1985.



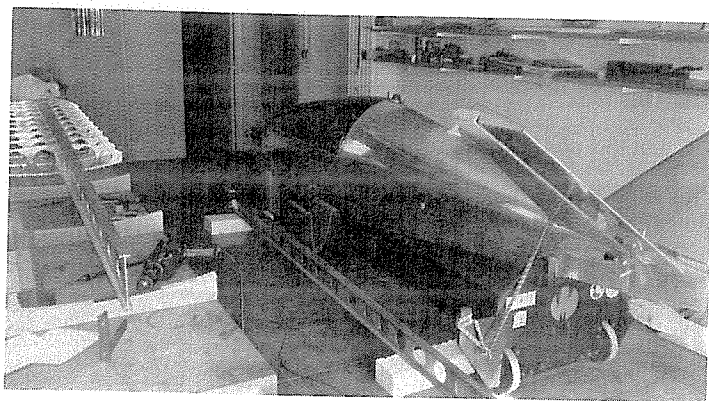
News from builders
Bill Phillips #27
711-61st St.
Kenosha, WI 53140
414/658-8464



Bill designed this great T-shirt that says I'm in the Moni. They are green with dark green lettering and a white airplane. I'm sure he'll sell you one if you are interested! Mrs. Phillips gave John one at the fly-in and I have been all this time trying to get a photo for the newsletter. Thanks Bill!

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Alfonso Garcia #302
Apartat de Curreus
La Seu d Urgell
Lleida SPAIN



Alfonso sent us this photo of his progress. Looks like a very nice workshop!

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

David Green #167
30, 001 Zenith Pt. Rd.
Malibu, CA 90265

EAA recently sent us two articles about Dave's FAI worlds record he set in his Moni. From Jack Cox — sent to him by Tom Henebry, President of Chapter 723 "David Green set a new FAI worlds record of 112.57 m.p.h. in his Moni on Oct. 23rd. The old record was 93 m.p.h. in Class C-1 aircraft under 661 lbs. Chapter 723 members acted as timers and the two Boredom Fighters, that were at Oshkosh in August, flew at a preset altitude to monitor his altitude. Tom Henebry, Pres. of 723 acted in behalf of the NAA for the record runs. The record is now pending official acceptance."

From Paul Poberezny — sent to him by a Chapter Member in CA. An article out of the Los Angeles Times on Nov. 15, 1985.

He Broke the Record for the Speed of Light

On a cloudless day recently, with the wind barely a whisper, David Green strapped himself into a homemade experimental aircraft and taxied down the runway at Camarillo Airport. He was wedged in the cockpit, a four-gallon gas tank resting between his legs. The 25-horsepower Italian engine, much smaller than the motor on the average Harley hog, vibrated noisily as Green pulled back on the joy stick and lifted off toward the wild blue yonder.

In minutes, Green maneuvered the plane into position for the first of seven runs at a world speed record for single-engine aircraft weighing less than 300 kilograms (661 pounds). Above him, three spotter aircraft were watching for incoming traffic and making sure he stayed below the required 1,600 feet. On the ground, six official timekeepers were ready to clock him over the two-mile course.

Green was trying to break the light-aircraft record of 78 m.p.h. that had been set the year before by D.G. Cook of Great Britain. In test runs, Green knew the little plane could really move and believed it could exceed Cook's record.

But nobody expected what happened next.

On Green's first official run, the aluminum plane streaked through the sky, a silver blur 330 feet off the ground and flashed across two miles in a minute. The timers checked their electronic equipment, then did a double take.

Green didn't merely beat Cook. He blew the Englishman out of the record books. His first run was nearly 40 m.p.h. faster than Cook's best time.

But one run does not a record make. To qualify for a world record in the eyes of the Federation Aerotique Internationale, a pilot must average his four fastest consecutive runs. When Green was finished flying the friendly skies, he chose runs four through seven, which included a dash of 120.5 m.p.h., and came out with a pending world-record average of 117.5 m.p.h.

But becoming an official world-record holder is almost as complicated as building your own plane. The federation, sworn to uphold the sanctity of aviation, is a bit stuffy. Since 1905, it has been the last word on anything that flies. It has strict regulations to be followed to the letter, detailed forms to fill out, requirements that must be met. In other words, a lot of red tape.

But even before the federation reviews Green's record in Paris, it has to be certified by the National Aeronautic Assn. in Washington. The federation's U.S. affiliate certifies records and sanctions record attempts in this country.

Green hopes to hear from Washington in about a month and fully expects to become certified as a national-record holder. Alexander J. Rankin, director of operations for the NAA, said that Green's paper work "was very complete and very well done." Assuming that Green doesn't run into unexpected trouble, the NAA will send his dossier to the federation, which will take about six months to rule on his record.

When Green, 39, got into flying, he certainly wasn't in the fast lane. Driving down a country road in New York state in 1972, he looked up and saw a glider soaring gracefully in the sky. Enchanted, he followed it until it landed, then asked for a ride. The first time he caught a thermal and sailed silently for miles over treetops, he knew he was hooked.

In 1978, Green moved to Los Angeles, which is surrounded by some of the world's best areas for gliding, and became involved with the Experimental Aircraft Assn. at Camarillo Airport. The Camarillo chapter, with 220 members and 125 planes, is one of the country's largest. By 1982, Green was looking for his own craft but said he "couldn't find a production plane that fit the bill."

What Green wanted was a small, fast, fuel-efficient, all-aluminum plane with removable wings that could be stored in a trailer. He finally decided on a model designed by John Monnett of Oshkosh, Wis. According to Green, Oshkosh is the "mecca of home-built aircraft." The fuselage of the Monnett Moni is 17 feet long with a wingspan of 27 feet and a V-shape tail. The plane weighs only 360 pounds with fuel another 160 with Green crammed inside.

The Moni arrived at Green's leased 1,500-square-foot hangar in a few dozen crates, the largest of which was 15 feet long and 4 feet high. Green also received 60 pages of drawings and blueprints that looked a lot more involved than a kid's swing set. Working primarily by himself, he began putting the pieces together in February, 1983. The plane was finished last March, with construction of a trailer adding four months to the project.

"The technology of experimental aircraft is so far ahead of production aircraft," said Green, a real estate developer who runs the Lang Ranch construction company in Westlake Village and lives in Malibu. "It's the forefront of the transportation end of aviation. Experimental aircraft uses the latest NASA airfoils and advanced materials like fiberglass components and carbon fiber. The planes are much more efficient. A lot of the new ones can go 200 m.p.h. with a 100-horsepower engine."

Last spring, just when the Moni was finished, Green came across a copy of the U.S. and World Aviation Record Book, which is published annually by the federation. He thumbed through the 300 pages, came across the Moni's class and realized the record was attainable. He first applied to the NAA for a sanction that gave him the exclusive right to try for the record during the next 90 days. Then he had to decide where to fly.

"I could have done it over a river bed somewhere," Green said "but I wanted to try it at the Camarillo Airport. The airport staff was real helpful and got behind it. They got permission from the airport advisory committee, which recommended it to the airport authority, which recommended it to the Ventura County board of supervisors. The whole thing took two months to get approved."

While waiting, Green was preparing the Moni for the record run. To make it aerodynamically cleaner than the original design, he filled in the rivets with plastic filler, smoothed the aluminum skin and sealed everything, including the canopy. In addition, he raised its tiny wing wheels to eliminate drag.

The night before the record attempt, Green checked and rechecked the plane. The next morning, he arrived at Camarillo at 6:30. The weather was cooperating. Green set up the course markers as other members of the Experimental Aircraft Assn. began arriving to help out. Organizing the record attempt, Green said, "was very complicated logistically." By 7:45, the timers and the spotter aircraft were in position. At 8:30, D.G. Cook was old news.

Green realized his record probably wouldn't last very long. Technology marches on. Before he tried to erase Cook from the record book, he learned there was a pending world record of 93 m.p.h. in his class. The would-be record holder was probably still celebrating when he heard the news that Green had sent him back to oblivion.

It's possible Green will suffer the same fate. Regardless, he's going onward and upward. By the time Green's record becomes official, the Monnett Moni probaby will be packed away in its trailer and Green will be riveting sheets of aluminum onto a new toy.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Jim Lewis #175
11962 Salem Drive
Granada Hills, CA 91344

Jim competed in the Cafe 400 this year in his Moni. He wrote us a long letter about his day. Exerpts include:

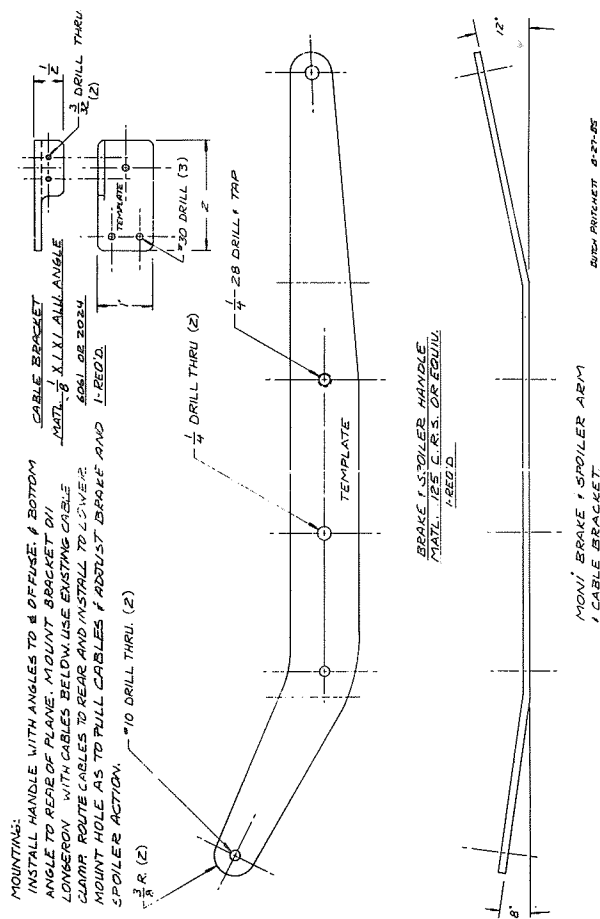
"..... I went up there expecting to do very well but it didn't work out that way this year. Considering the learning curve I had to overcome, I guess I did pretty well. I see what I have to do to win next year assuming the competition is about the same I had made up a nice headrest and the MONI was so comfortable that I became drowsy toward the end. I was very rested by the end of the four hours and 15 minutes that it took me to fly the course. I made up a special fiberglass tank just for this event. It holds 5½ gallons. I like it so much that I have decided to leave it in permanently. I made it without any pigment in the lay-ups and that makes it translucent. I can see directly exactly how much fuel is in the tank at any time."

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Tips from Builders

Sam Bradshaw #224
1217 Lake Road
Dyersburg, TN 38025

Sam sends this tip on a modified brake and spoiler lever for an easier pull.



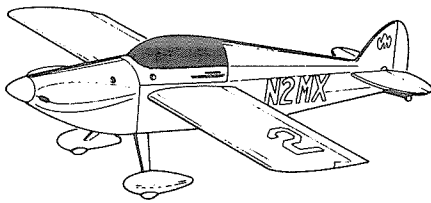
First Flights

Thomas Stoes #177
1 Belmont Crescent
Midhurst, Ontario
Canada

Oct. 17, 1985

Tom wrote the following: "I am pleased to inform you that Monerai #177 has its first flight on Oct. 17. Everything went well, she flew hands off. No problems!"

sonerai



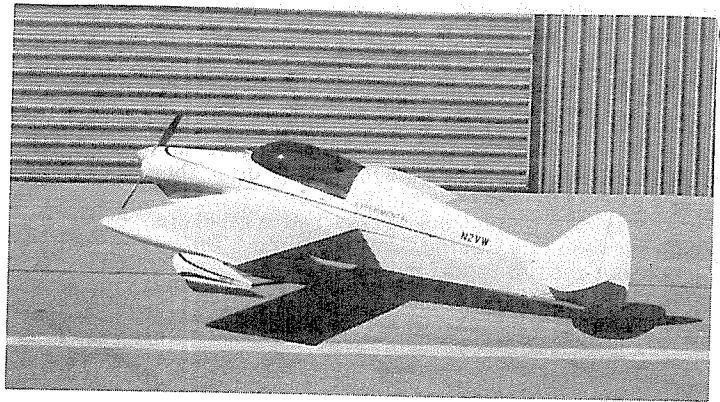
Summary of Sonerai Construction Tips

There have always been many requests for information in the past issues of the newsletters and for updates to the Sonerai plans. When someone buys a kit from another person other than us, they want all updates. When a builder has let his plans sit for a long time and then decides to begin his project, he needs updates. There are many builders who let their subscriptions to the newsletter expire and request back issues. The back issues are normally \$6.00 per year but our supplies are low and we are completely out of some.

For all these reasons, Carol has taken on a project of going back thru past issues of the newsletter and typing a special summary of all important builder's tips. Many of these suggestions were incorporated into the plans in a 1983 printing. But plans printed before that date don't have them. Also none of the plans include 1984 & 85 construction tips. This all sounds confusing but now everything has been compiled into one summary seventeen pages long! We think all builders will find some useful tips or ideas no matter when they purchased their plans. Carol has compiled this in chronological order as things appeared in the newsletter so items are not categorized nor indexed. But I'm sure you will find it easy to read and follow. If you would like a copy of this Summary, just send \$5.00

First Flights

Larry Pritchard SII #773
1560 Pamela Drive
Elgin, IL 60120

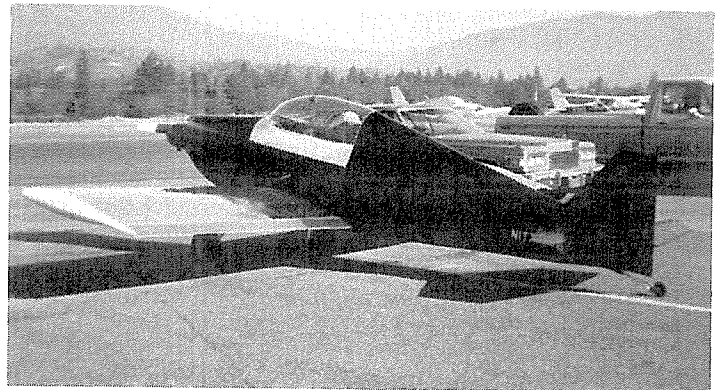


Sept. 14, 1985

Larry writes: "... I flew it for the first time on Sept. 14. I have a total of 22 hours on it as of late Nov. and it flies very well. I am experimenting with tail weights and have lowered the horizontal stabilizer with eight washers. I have found the magneto 5 to 10 degrees late from where I had it set. In closing, it seems to me that the plane does fly very well and I enjoy it and am of course proud of it."

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

William A. Sharp SII #1452L
1655 Gaffney Way
Grants Pass, Oregon 97527



Oct. 29, 1985

We received the following note "Empty Wt. 558, Hapi 1834 engine, 52x45 prop, Electric start, radio, forward turtle deck 3 1/2" higher than plans, Aux 8 gal tank. About 1 1/2 yrs. after acquiring kit with fuselage partly welded. Flies great and trims out almost perfect. Has elevator bungee for trim. Hot head temp. shortened first flight. Low oil pressure shortened second flight. Both due to inaccurate gauges. Has B wing except for extra ribs. I look forward to alot of fun flying whenever the weather cooperates. Thank you for your cooperation and prompt delivery of parts."

News from Builders

Charlie Terry SI #23
131 Bowwood Drive
Kings Park, N.Y. 11754

As he promised, Charlie sent photos of the air races this summer taken by his wife Karen.



L to R: Green Hornet, Jersey Devil, Beetle Bomb, Blueberry at Cleveland.



L to R: Sunbeam, Blueberry, Jersey Devil, Beetle Bomb, Flying Ginny at Columbus.

Budwiser Detroit Formula Vee Championship Races

August 10-11

#22 Rick Leonard "Jersey Devil"
(Rick was the only one to make it to Detroit)

Budwiser Cleveland Eastern National Championships

August 31 — September 2

1st	#14	Charlie Terry	"Beetlebomb"
2nd	#77	Bill Skliar	"Blueberry"
3rd	#22	Rick Leonard	"Jersey Devil"
4th	#44	Brian Dempsey	"Green Hornet"

Rickenbacker Memorial Trophy Race Columbus Ohio September 21-22

1st	#14	Charlie Terry	"Beetlebomb"
2nd	#33	Rick Leonard	"Jersey Devil"
3rd	#11	Dennis Beebe	"Flying Ginny"
4th	#77	Brian Dempsey	"Blueberry"
5th	#20	John Bregar	"Sunbeam"

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EAA Chapter 153

Elgin, IL

Exhaust Newsletter

There are lots of Sonerairs flying in Chapter 153!!
In the last newsletter, I noticed that there were four Sonerairs in their Cafe 200 held on October 19:

4th	78ES	—	Ed Sterba SII
8th	768WS	—	Jim Wendal SII
9th	389SA	—	Art Frank SII LT
10th	2VW	—	Larry Pritchard SII

This is our old chapter and it certainly has grown since the 70's and the days of five to ten people at a meeting in our basement!!

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Vee-Gram Newsletter

12 Cooper Blvd.
Red Bank, New Jersey 07701
Publisher & Editor
James A Vliet
(201) 747-2581

Published on a timely basis.
Mailed free to anyone interested in Formula Vee!

Jim has a super Newsletter and I recommend the Vee-Gram to anyone interested in this air racing class. In the Oct. issue, there is a complete Air Race Report of the 1985 Eastern Series. A mini report on the races is as follows:



Merry Christmas Everyone!

Betty Monnett

A very Happy Holiday Season from all of us at INAV!!!

Carol Wolff

K Kemp

John L. Bate

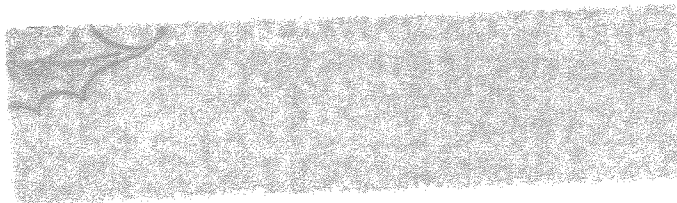
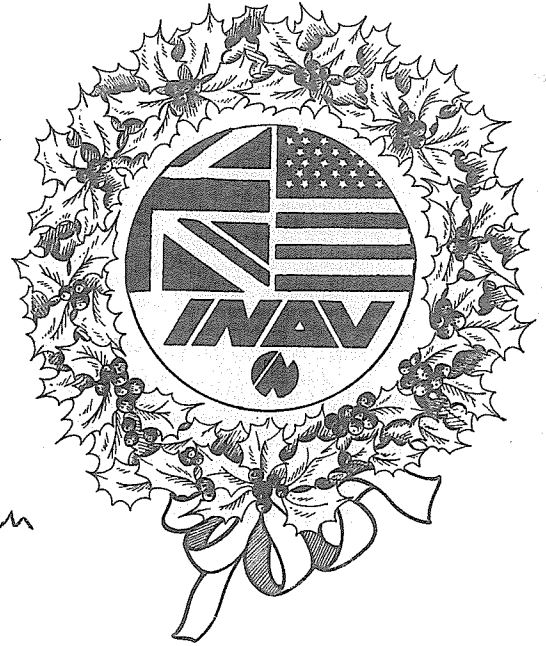
Greg

Ken Appleby Livia M. Haylette

Dave Schmitt Malcolm

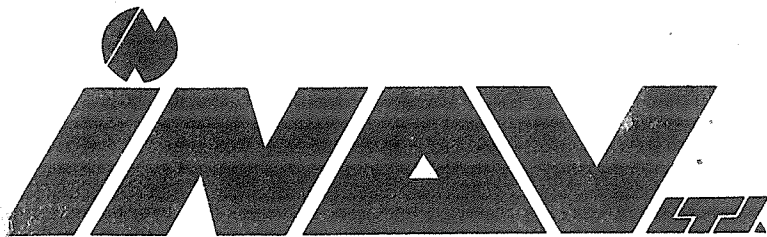
Michael A. Wolff

Betty Monnett



Oshkosh, WI 54903
P.O. Box 2984





895 w. 20th avenue • p.o. box 2984 • oshkosh, wi 54903 • 414/426-1212

Dear INAV-INK Subscriber:

Your subscription to the INAV-INK newsletter expires with this issue. If you would like to continue receiving the newsletter, please send in your \$10.00 renewal fee along with the bottom portion of this form.

Thanking you in advance,

Carol

Carol Wolff
Secretary

Name: _____

Address: _____

City _____ State _____ Zip _____

Check Enclosed _____

Visa/MC _____ Ex _____

Sonerai Serial # _____ (Include if L or LT)

Monerai Serial # _____

Moni Serial # _____ (Include if Tri-gear)

Stretched Sonerai Serial # _____

Present Construction Status: _____