

Dear Friends,

Today I find myself very "harried and hurried" as I try to write this issue of *Monink*. (I wonder how writers, editors, and publishers get-it-altogether to meet the demanding deadlines they have?) My thoughts are on our working vacation as we are in the midst of planning and packing for SUN N FUN! Yes, the children and I will be going with John this year. In fact, we'll no doubt be on the road or there as you read this. I know it will be fun because we have not had a vacation in awhile, but will there be sun? Let's all hope so! Years ago when the fly-in was in January, we took the children and they were all babies. What a challenging vacation that was! It snowed about 1 inch and I remember our motel maid saying she had never seen snow - no one wanted to go out in the cold and no one knew how to drive in it!! We northerners had a good laugh (and went around in coat and mittens). Another year John got sun poisoning -- Oh, those dreams of Sun N Fun!



### M.E.A. Workshop - April 20th

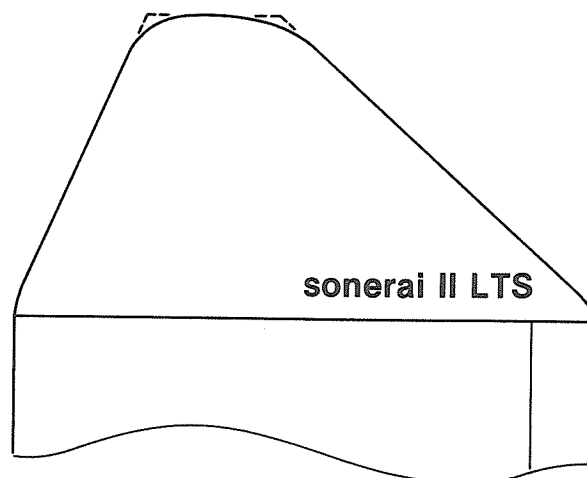
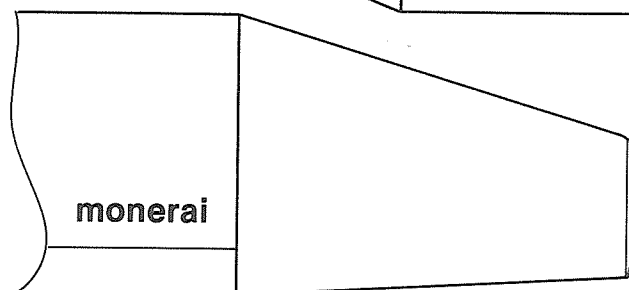
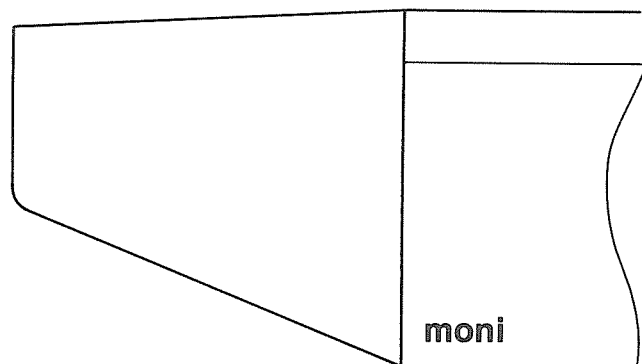
Our next General Homebuilt Aircraft Workshop is set for Saturday, April 20th. Are you building one of our designs? Know of someone who wants to build an airplane someday? Come to the Workshop and bring them along!!! Learn about metalworking techniques, plastics, dope and fabric, engines, etc. See a slide presentation, demonstrations, hear discussions, a question and answer period, see a demo flight of the airplanes. Please notice the registration form herein for details. We also have a list of motels, restaurants, and "sites to see around Oshkosh" available upon request.

### June Fly-In

We will be having a Monnett Design, Brat-Fry Picnic, Shoot the Breeze, Show-off your Airplane, Chat with Fellow Builders, Get Together Fly-In in June. In the past, we have had our Fly-In during the EAA Ultralight Show but as that has been cancelled, we have picked June 8th. There really is alot to do in Oshkosh for a weekend in June so mark your calendars now to come. If you can't fly in, drive in!!

### New Performance Tips Coming

We are developing a whole new family of wing tip extensions for Moni, Monerai, and the Stretched Sonerai.



Directed towards reducing wing tip "loss" as well as increasing the aspect ratio, these new "add-on" tips will improve the L/D, minimum sink, climb, and in the Moni and Monerai, slow speed thermaling capability. The new tips will attach in the same manner as the existing "standard" tips. All that will be necessary to retrofit a set will be to remove the existing fasteners (rivets or hinge) and the tip. Align and fasten the new one. Paint to match!

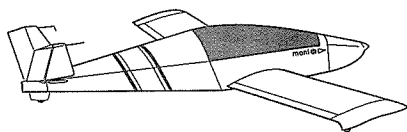
The longer tips can be made removable (as in the Monerai Max Tips) so they won't stick out of the trailer or interfere with folding. False spars and tip wheels will be installed where required. The tip wheel will be all but concealed just inboard of the tip end or at the tip root where it joins the wing. The tips will significantly change the appearance of the once rectangular plan form wings but will give them a definite "bird like" look which should blend nicely with all the lines.

Testing will begin this spring with expected availability in early summer. There have been many past requests for these type of tips for our designs. We hope to continue to enhance performance with simple, retrofitable kits for all of our designs presently flying.

### J-3 Cub

The cub program has really taken off now that the weather is cooperating. Our instructor, Ken, is booking flights on Monday thru Saturday now and will even fly you around on Sundays when summer comes. Incidentally, his name was spelled wrong in the last issue of *Monink*. It is Ken Appleby, not Ableby!! (Sorry)

# moni



### KFM Technical Bulletin - January 1985

from KFM of Zingonia, Italy, a division of I.A.M.E.

#### OPERATING INSTRUCTIONS

Continuous operation at cruise below 4200 rpm should be avoided!

Operation above 4200 rpm in the cruise mode offers these advantages:

1. Fuel consumption is optimized.
2. Sound level is lower in the high hertz spectrum due to exhaust system design.
3. Alternator output is maximized.
4. Motor mount rubbers are tuned for a higher frequency.
5. Exhaust system fatigue is less, prolonging its life.
6. Loss of starter gearlube (ATF) minimized.
7. The useful life of the starter gear components is extended.

Instrument Panels should be placarded to read:

**AVOID CONTINUOUS CRUISE BELOW 4200 RPM**

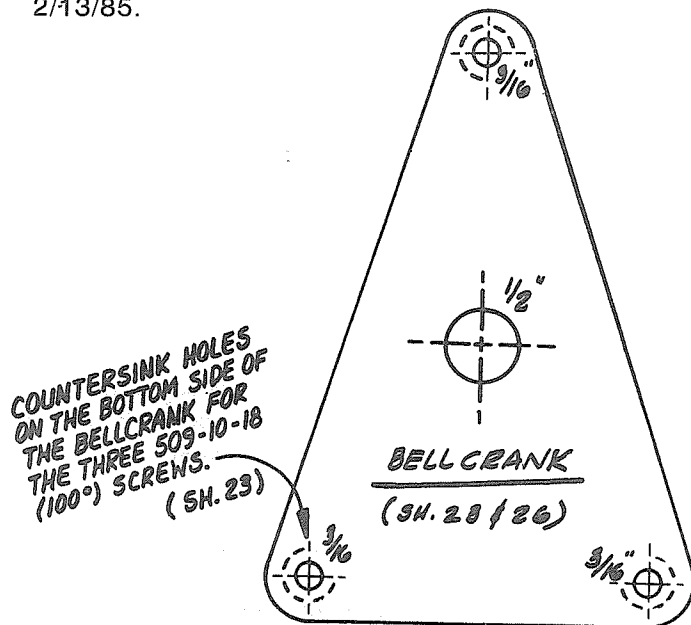
NOTE THIS BULLETIN AS REFERENCE IN YOUR OWNER'S MANUAL.

### Moni Spoiler Kits

The Spoiler Retrofit Kit is ready. Price is \$55.00. Many of you have been waiting and all orders have been shipped out this week. For more about the Spoiler Retro, see November/December *Monink*.

### Moni Template Sheet Clarification

On full size template FT 9 the bellcrank holes are to be countersunk. This was indicated on template sheets after 2/13/85.



### Moni Plans Sheet Corrections

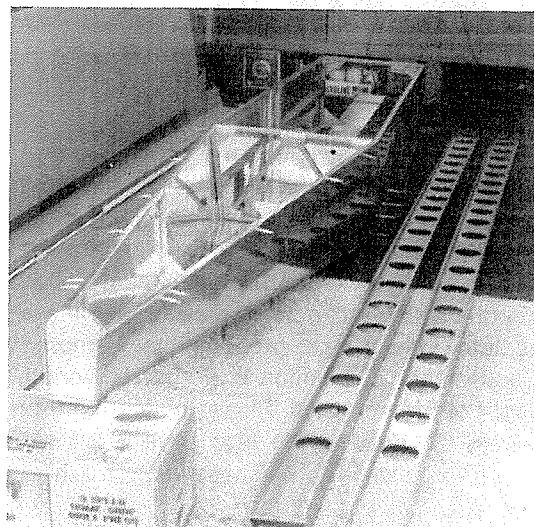
- |          |                                                                                                                                                                                 |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Sheet 36 | The material for the canopy latch handle is listed as .065 x-moly. It should be .025 as printed on fullsize template FT 8.                                                      |
| Sheet 45 | Control surface movement: "Air brake doors - about 75° open from center line of fuselage." should read "Spoiler door-open approximately at 70° angle from top of wing surface." |
| Sheet 16 | Front row of rivets for attaching bottom pan to the fuselage should be CCC-42.                                                                                                  |

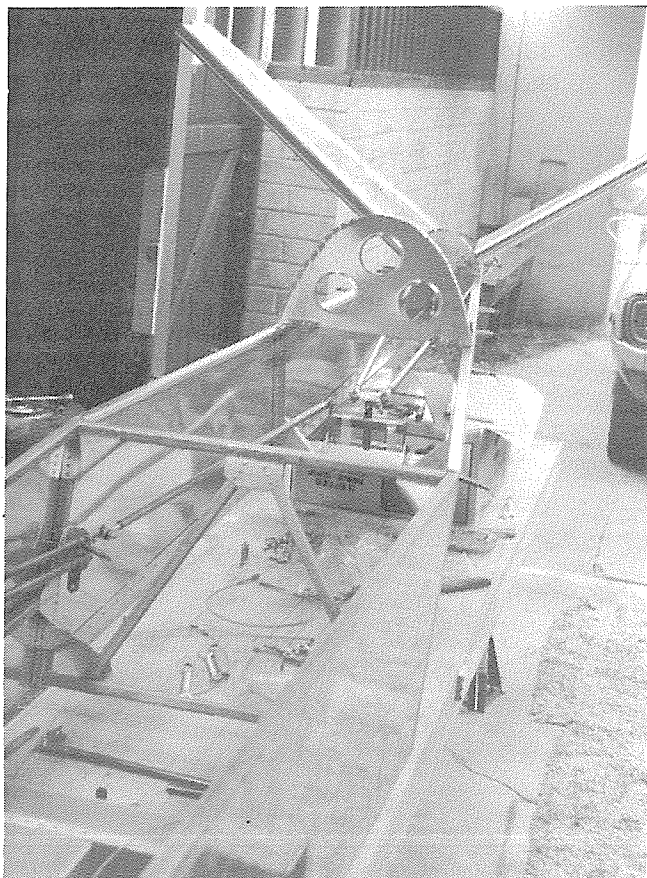
### News from Builders

Bob Nugent #267T

65 Elmwood Park, Apt. 2

Wollaston, MA 02170





Progress thus far!

In times past, Ceasar Creek has been the site of the 1-26 Nationals, last year the SHA Homebuilders Workshop was there, and this year they are hosting the Region 6 South Contest from May 25-31. Very busy, very hospitable folks! I can't express how welcoming Pat DeNaples has been in setting this all up. He will be sending me 30-40 info-packets with maps, local points of interest (including the AF Museum at nearby Dayton) etc.

This looks like the first chance for us all to have a major, Monerai gathering at a spot where all but the most westerly of you could attend with at most a long 1 day drive. I've already received commitments from Oklahoma, Illinois, Canada, Virginia, and New England states. It looks to me like we could have as many as 20-25 flying Monerai at this gathering!!

I'll write more details in the next issue of the newsletter, but in the meantime, mark your calendars and get your ships spiffed up! We'll have trophies for most altitude gained, duration, spot landing, longest cross country leg or triangle and whatever else you all suggest. There will be modest entry fees covering rental on portapotties if needed, club facilities, the Ox-Roast etc., details later. You are all urged to at least have liability insurance on your ships (not mandatory, this is an event not sanctioned by anyone, just an informal gathering) and Ceasar Creek will, I'm told, make us members of their club for the duration of our meet to cover their own insurance requirements. **DON'T MISS CEASAR CREEK MONERAI FLYABOUT - June 29 thru July 7, 1985!!!**

#### Konig Power Pod is Underway!

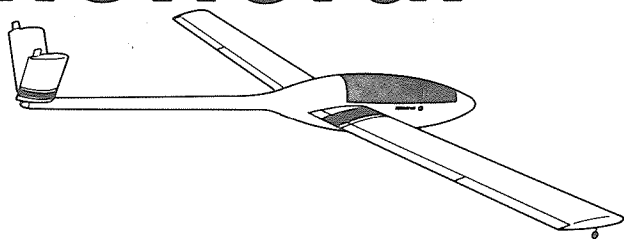
The Konig Power Pod is now on the front burner. John LeBouton, our draftsman, is busy working on the drawings now. The parts and assemblies are under production. Now is the time to place your order and put down your deposit!!

#### News from Builders

Ragnar Fries #303  
Angsvagen 27  
19630 Kungsängen  
Sweden

Ragner writes: "I want to report that on August 20, 1984 I had 8 flights and 12 hours total time..."

## monerai



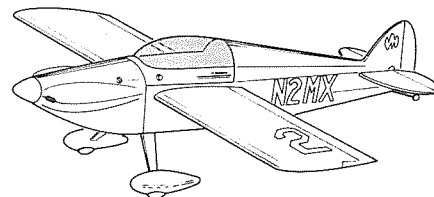
#### Ceasar Creek Fly-In - June 20th to July 7th

The 3rd Annual Eastern Region Monerai Flyabout is on!! Jim McCulloch has organized this and I quote from his Monerai Newsletter, February 1985 issue.....

I contacted Patrick DeNaples, of Ceasar Creek Soaring Club, Ceasar Creek, Ohio and we have been invited to hold our fun meet there from June 29th thru July 7th, 1985. Pat tells me the soaring weather should be good that time of year!

Ceasar Creek Soaring Club owns a 135 acre glider port, complete with a 3000' long, 400' wide rolled hard and smooth sod strip, with additional overruns and plenty of outlanding sites. They have picnic grounds and camp sites for up to 80 people, complete with showers and camp sites. They have three tugs (two Pawnees and one L-5). Pat has agreed to put on one of their famous "OX-ROASTS" for us, and the local EAA chapter wants to come over and see our ships. (There are no homebuilts at Ceasar Creek).

## sonerai



#### New Ignition System

Many people have asked for information on the Distributor Ignition System. Some have confused ideas about what we are doing. To clarify, John tells me the following. We are not using a sophisticated electronic ignition but instead we are using a tried and proven mechanical advance distributor with shock points, condenser, and plugs. The distributor is a Bosch .009 mechanical

advance type with a special cap that has the ignition wires coming out of the side instead of the top. This allows for a lower bump in the cowling. The distributor drive gear is repositioned so that when the engine is properly timed the wires on the cap face directly aft, again for streamlining.

You will still use our AeroVee Conversion System but will **not need** the magneto, magneto coupling, ignition harness, or the aircraft plugs (standard VW plugs are used). Price on the Conversion System without these above items is: AeroVee Conversion System less parts above, **with** alternator - \$636.00. AeroVee Conversion System less parts above, **without** alternator - \$524.00.

In addition, you will have to order the distributor, coil, and cap from Claude's Buggies. Write or call for part numbers and current price: Claude's Buggies, 28813 Farmersville Blvd., Farmersville, CA 93223. 1-800-252-8337.

When using the above distributor ignition we have two 12-volt batteries in our electrical system. One works through the master switch to power the ignition and accessories like radios, lights, etc. The other battery works off the ignition only side of a 3-position master switch and acts as a stand-by emergency situation. We have a heavy duty diode installed between the two batteries so that both are charged by the alternator. Yet the stand-by battery will not be discharged due to an electrical fault in the normal operating system. This might sound complex but is really very simple.

#### New Forged Crankshaft

Another note on VW Engine Developments. We have received a sample of a new forged crankshaft designed by Claude's Buggies solely for aircraft use. The crankshaft appears to have excellent workmanship and is built to accept a special tapered hub, enlarged front radial bearing, and crankshaft seal. It protrudes about 2½" further than our normal EV prop hub which will lead to some cowling problems. We expect to be testing a 2180 cc engine with this shaft this spring. John has not yet decided what cowling changes will be necessary but the improved crankshaft system looks very promising for our "big-bore" engine applications. We do not know at this time when this shaft will be available but we think it will be in the very near future. We are considering making an engine parts kit available as a total package to our builders as a convenience to simplify the process of building an engine for your Sonerai. Look for further info about the time of the Fly-In.

#### Heavy Duty Landing Gear Available

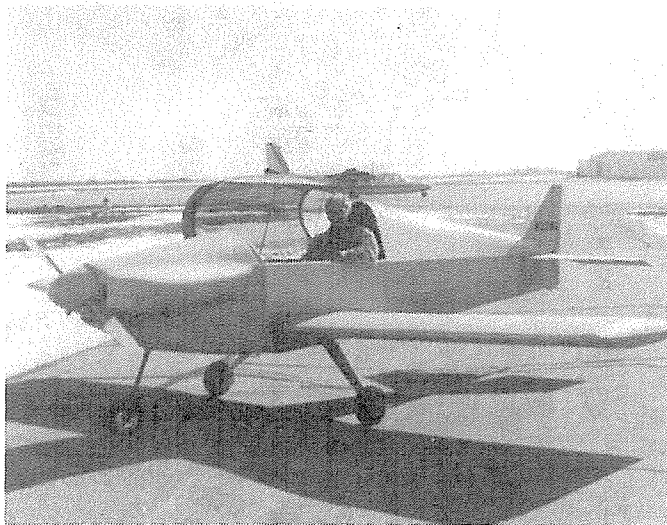
We are now offering a heavy duty version of our Sonerai II gears for airplanes working at maximum gross weights, on rough fields, or with heavier handed pilots. These gears are fabricated using 5/8" thick stock instead of the standard ½" thick aluminum. They are designed to take more abuse and are recommended for those builders requiring extra "margin". The new gears are available as an option for the price of \$225.00. The standard gears for Sonerai II are still available at \$195.00.

#### Stretched Sonerai Plans Correction

On p. 23 of the Stretched Sonerai Plans - Fitting List - Item #9 should read: 90° elbow, 1/4" P.T., 5/16" tube barb.

#### First Flights

Robert Kuhn II #1064 LT  
11251 Bellaire  
Wichita, KS 67207



First flight was Saturday, February 2. Robert writes: "...The airplane is per plans with no exceptions. The engine is 1834 cc VW which I built up myself with MEA conversion parts. With alternator, battery, oil cooler and three quarts of oil, empty weight is 545 pounds. I want to thank all of you at MEA for your help during construction. I made several phone calls with questions and always received courteous attention and helpful answers and suggestions. I was also very pleased with the prompt shipping of parts and materials. I hope to see you at the Big "O" Fly-In this summer..."

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Wayne Tappon II #604  
Rt. 3, Box 105A  
Ladysmith, WI 54848





Wayne's first flight was in October of 1983. However, he never appeared in the newsletter so when he sent us this recent photo I felt it was a good time to announce it - Better Late than Never!

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## News from Builders

George McClintock #504  
107 Vansickle Ct.  
Point Pleasant, W.VA 25550



Daughter, Sarah.



Maxine McClintock - It was Great!

George has received more publicity! Besides *Homebuilt Aircraft*, he was featured in the February issue of *Kitplanes* magazine with his Bootleg Spitfire Sonerai. It is usually seen as a one-place but he had two canopies and it can be made into a two-place with the switch. He recently sent me a letter with photos of his Sonerai as a II. He writes: "I also wanted to let you know that N-299 finally took on its

first passengers. ...All in all I got alot of whee, whoopee, and wow's. I enjoyed it a great deal because they both did so much and of course now they want to go again..."

The following is an article that George sent me which appeared in the *Herald-Dispatch*, his local paper. He has become famous!

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Homebuilt aircraft provides pilot's dream: performance.

Chain smoking Camels and wearing a leather flight jacket, George McClintock, a stocky man of 50, looks like a pilot. And for 30 years he has been flying airplanes. But don't put McClintock in the same category as those hard-living pilots in the movies. McClintock has a gentle passion for flying and for his airplane - a Sonerai II he built with the help of family and friends - and which looks like the World War II fighter the Point Pleasant resident loves - the Supermarine Spitfire Mark V used by the British Royal Air Force in the African campaign. McClintock's love of flying dates to his childhood, recorded for posterity in a black and white photo of a little boy sitting in the cockpit of a light plane. His first airplane ride was at Letart, West Virginia, in fall 1940 when he was 6. "My mom says she can't remember anytime that I was not fooling around building clay model airplanes or doing something when I was just big enough to play. I don't know what led to that fascination."

While in the Navy from 1952 to 1957, his late cousin, a United Airlines captain, persuaded McClintock to take flying instruction at Waukegan, Illinois, airport. His first solo flight was in 1955, his private pilot check ride came on July 8, 1956 and in August 1969 he was checked out for his commercial pilot's rating. But, he became a test pilot October 18, 1982 - the day he first flew his Sonerai II at Mason County Airport, culminating 4 1/2 years of construction. McClintock first saw a prototype at the annual Experimental Aircraft Association Fly-In at Oshkosh, Wisconsin. Several years later he decided to build his own.

The McClintock family bought plans at the 1977 EAA convention from John Monnett of Monnett Experimental Aircraft, Inc. whom their two sons, Sonny and John, had helped during earlier conventions. They also brought home the plane's first part, the handle from a wind gust-destroyed umbrella which now serves as the rear throttle knob on what is known as the "Bootleg Spitfire." Construction began in the basement, moved to a little out building, with the plane finally taking shape in the yard. Before the frame was formed of metal tubing, McClintock perfected his welding with welders at Kaiser Aluminum in Ravenswood where he is a machinist. When it was complete and time to put on the cosmetic finish, the wings were folded and it was towed to McClintock's mother's home to be painted. "We discovered on this short trip with Maxine (his wife) following as a safety car you get some strange looks when towing an airplane," he wrote a chronicle of the plane's construction. The birth of the McClintock Sonerai is the cover story in the December issue of "Homebuilt Aircraft" magazine.

The desert color scheme on the Spitfire in the North African area during 1942 to 1943 - azure blue belly and a shadow camouflage design of desert tan and "midstone" (a medium brown) on top surfaces - was chosen. Getting the scheme right was a challenge, but McClintock found a way. He also built 1/72nd scale model airplanes, some of which are displayed at such places as the Neil A. Armstrong Air and Space Museum in Wapakoneta, Ohio; the Visitor Center and Lewis Research Center NASA in Cleveland; and the Science and Culture Center in Charleston. Slides were shot from different angles of a model of a real Spitfire and drawings made of all the markings. "The plan was to project the proper slide directly onto the aircraft fuselage and wings... Well, two extension cords (long ones) later we end up clear across the street from Mom's driveway before things match up and about this time here comes the police slowly driving by. They look this situation over good but kept on going." The police had a second look a little later, but didn't stop. "I guess they decided that some questions are best left unasked." The plane has standard Spitfire markings and carries the striped emblem of a squadron leader because McClintock, a lieutenant colonel in the Civil Air Patrol, is commander of Mason County-based CAP Squadron 47078. On each side of the fuselage flanking the round target-like British air force symbol are "GM M" for George and Maxine McClintock. Painted on each side of the cowl is a tennis-shod phantom with a wild look. Below the character it says: "If God wanted man to fly, He'd given him more money." The character was painted by McClintock's daughter, Sarah, 17, whom proud Pappa believes will make a good pilot one day. And under a wing is the craft's manufacturer: "George and Maxine's Aircraft Factory and Gun Place." The plane also is unique in that though normally a one-seater, it can become a two-seater with removal of a cover off a seat in front of the pilot's seat and with change of the cockpit cover.

When it came time to fly it for the first time, McClintock admits he was "thirsty", dry mouth apparently an affliction of pilots facing unknown situations. He said he was apprehensive, but knew it would fly even though powered by a converted Volkswagen engine, not "my idea of the greatest thing to come down the pike." The engine's carburetor has been a continuing problem he vows will be solved this winter. The maiden flight wasn't all smooth. About a half mile out from the airport and 300 to 400 feet above ground, McClintock said the plane's nose needed to be lowered a little. To do that, he let go of the throttle which, because it was spring-loaded, slowly returned to idle position. "This sudden lack of (engine) noise caused two immediate reactions," McClintock recalled in his chronicle. "First, everybody on the ground went into cardiac level II and broke for their cars, and I suddenly lost all interest in the trim crank, deciding that if I pushed the throttle forward maybe we could continue." He added recently, "I was the only one - perhaps God and me together - who knew what happened." The engine also showed signs of overheating which he has learned to control. The radio malfunctioned ending efforts to tape his transmitted thoughts about the flight. He has since had real emergencies - partial power losses. You get scared, he said, but not while it's happening because you're too busy doing what you should be doing. "If you ever pick up the paper and it says George bought the farm, you can put it in the bank that up to 30 feet before he hit the big rock, he was fighting."

Cost of building the Sonerai was about \$10,000. Reasons for building such an airplane are many, he said. His was performance. "I've always loved performance in an airplane. This thing will climb like crazy. I like that. If it will go fast, I like that. I've never had an airplane that will climb quick enough or go fast enough, and I never will." But it doubles the performance of a Cessna 150 of which McClintock is a part owner. He considers the Sonerai the "most honest and most responsive aircraft I've ever had the privilege of flying on those rare occasions when I had nothing specific to test and everything on board chose to do its part. "It's been a pure joy."

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James Vliet  
12 Cooper Blvd.  
Red Bank, NJ 07701

I goofed! In Jan./Feb. issue of *Monink* I had Jim Vliet living in New Hampshire with the wrong zip. This address above is the correct one. Jim is Secretary/Treasurer of the Formula Vee Air Racing Association and sends us their newsletter - *the Vee-Gram*. He asked me to mention his Oshkosh Forums and the Formula Vee Racing dates:  
Sat., July 27th 1:15 - 2:30 pm Forum on Formula Vee Air Racing. Plans include showing of slides and video of Formula Vee racing activity and aircraft.

### Eastern Air Racing Series

Planning for this air racing series began in early December 1984 and is being worked on weekly to establish these events for the 1985 air racing season. The following information will give you current status of each event:

May 26-27	Detroit 1985 National Air Races, Willow Run Airport, Ypsilanti, Michigan. Formula I, Biplanes, Formula Vee. Race course laid out. Prize money to be announced.
August ?	Pennsylvania 1985 National Air Races, Pocono Raceway, Stroudsburg, Pennsylvania. Race course laid out. Problem: 3000 x 75' runway not safe for Formula I race planes. Biplanes and Formula Vee's could race. This site may be dropped from the series.

Aug31-Sep.1,2 Cleveland 1985 National Air Races, Burke Lakefront Airport, Cleveland, Ohio. Formula I, Biplanes, Formula Vee. Race course laid out. Prize money to be announced.

Sept. 21-22 Columbus 1985 Rickenbacker Air Races, Rickenbacker ANG Base, Columbus, Ohio. Formula I, Biplanes, possible Formula Vee's. Same race course as last year. Prize money to be announced.

Nov. 1-2-3 Florida 1985 National Air Races, Opa Locka Airport, Opa Locka, Florida. Formula I, Biplanes, Formula Vee's. Race course laid out. Problem: Building and parking lot too close to #3 pylon. This site may be dropped from the series.

### NOTICE - SONERAI I BUILDERS

(Those using the Sonerai I for Racing or Aerobatics)

Altho the Sonerai Wing Modification for the two-place version is not mandatory for Sonerai I, it is strongly recommended the wing's of the Sonerai I be modified in the same manner to give a better margin of safety for these high stress uses.

### New Items for Sale

Moni Spoiler Retrofit Kit . . . . . \$ 55.00

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Sonerai II Heavy Duty Gears . . . . . \$225.00

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AeroVee Conversion with Alternator . . . . . \$636.00  
Less magneto, magneto coupling, ignition harness, plugs.

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AeroVee Conversion without Alternator . . . . . \$524.00  
Less magneto, magneto coupling, ignition harness, plugs.

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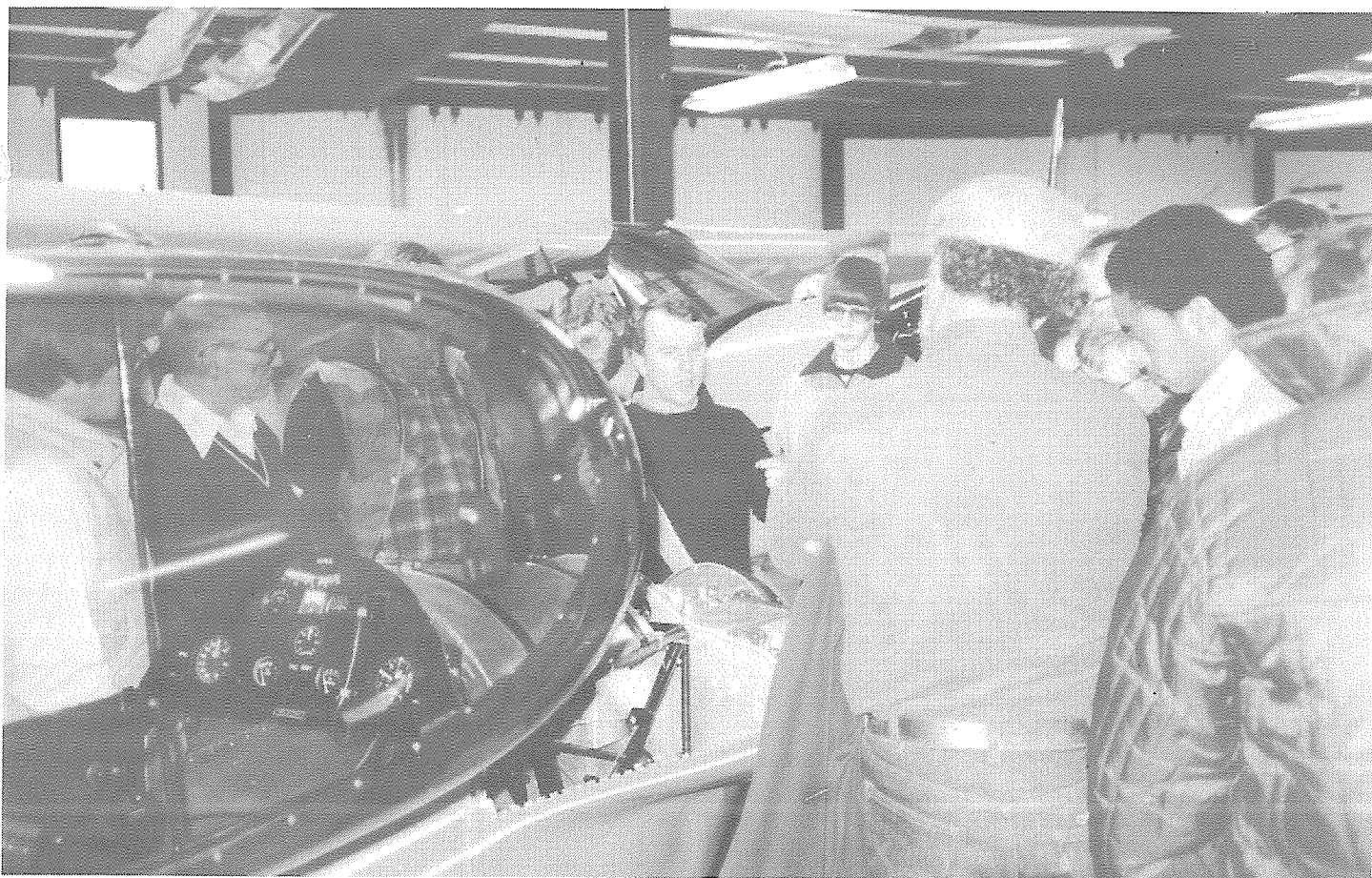
We have an exciting happening among our employees this week - A Wedding! A quiet Justice of the Peace wedding which started out small and has been expanding steadily. Dale Schmidt has been working for us for five years and moved from Illinois as a loyal supporter and employee. He is now the shop manager in charge of shipping of parts/packing/ordering. Altho you never talk with him on the phone and he is rarely visible, he is a very important element at M.E.A. and does one heck of a job!! We are all very happy for Dale and wish he and Chris the best of everything in their new married life.

Dale and Chris will be driving down to Lakeland, FL with a Moni in tow and spend the week honeymooning. Monnett's will be driving down with a Stretched Sonerai in tow

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See you in the Sun,

Betty Monnett



### M.E.A. WORKSHOP

Date: Saturday, April 20, 1985

Location: Monnett Experimental Aircraft, Inc.  
895 W. 20th Avenue  
Oshkosh, WI 54901

Time: 9:00 a.m. - 3:30 p.m. (Registration begins at 8:00 a.m.)

Fee: \$25.00 per person, special family rate \$35.00 (spouse, child)  
Includes coffee and rolls, and lunch.

Please register in advance by phone or mail. Check, Visa or Mastercard accepted.

If you are planning on purchasing parts and supplies, please place your order by Friday, April 19, 1985.

M.E.A. is located on Wittman Field and you are welcome to fly in and taxi up to the building.

PLEASE PRINT

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

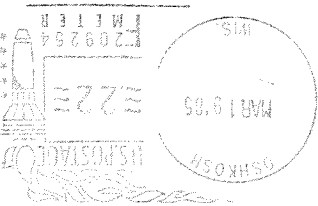
PHONE NUMBER \_\_\_\_\_ AREA CODE \_\_\_\_\_

BUILDING: Sonerai \_\_\_\_\_ Monerai \_\_\_\_\_ Moni \_\_\_\_\_ Other \_\_\_\_\_ Not Building \_\_\_\_\_

\_\_\_\_\_ Check Enclosed MC/VISA # \_\_\_\_\_ Expires \_\_\_\_\_

Please send me info on motels, restaurants, etc. ☐

monnett experimental aircraft, inc.  
 p. o. box 2984  
 oshkosh, wisconsin 54903



OK. Use of the brand accepted.  
 1st, please place your order by Friday, April 19, 1985.  
 returned to it and run up to the building