

Dear MEA Supporters,

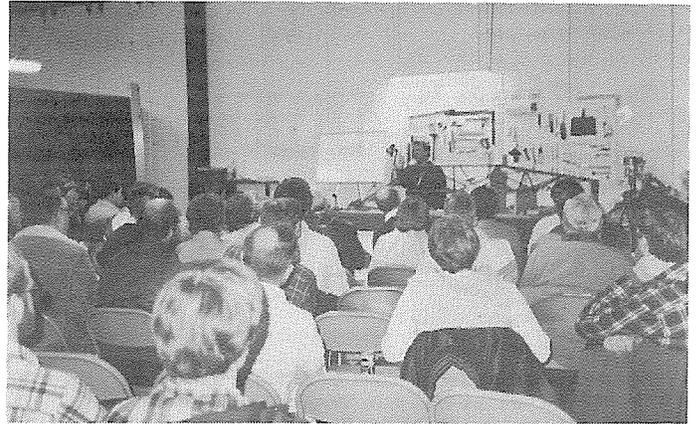
Thank you very much for your support! Hope it continues now in 1985! We do appreciate your patience during our shutdown for inventory last week. Everyone helped here. We in the office didn't have much patience working out in the shop counting nuts and bolts! We went home with broken nails, sore fingers, and muttering words of thanks that we don't have to do that for a living -(2-4-6-8-10)!!!! Now we want to know when is the shop staff going to come up and help us in the office - maybe help file, type, ANYTHING?? Have lots of nice "newsy" letters from builders in this issue, plans for another workshop, news about the "CUB", our newest member of the fleet, a new Question/Answer section, and more.....

Notice: Unauthorized "After Market" Parts and Modifications

It has come to our attention there are a number of "after market" parts and/or modifications produced for MEA Designs by other suppliers. The only approved parts and modifications are those that come from MEA because they have been flight tested on our prototypes. Since we can not accept responsibility for any of the parts we have not personally tested it is not possible for us to comment on their quality or their use. If you are using a modification which can alter the flight characteristics of the airplane, please register it as something other than the name we have given to the airplane; i.e.: Sonerai, Monerai, or Moni. We can not, nor will we, accept liability for these products and you, the builder, must assume those modifications significantly change the designs to warrant this disclaimer!

Workshop News - New one set for April 20

Our Builder's Workshop in December was a huge success! There were 74 homebuilder enthusiasts here for the



day. John received many nice comments about his presentation. These excerpts are from a letter written by Kel DeVries about his impressions: "...Many thanks for the great time at the recent Builder's Seminar. I was very pleased with the turnout, the high level of organization, and the helpful hints, ideas, and procedures...These seminars are a great idea...I have already put to use some of what I learned and it has saved me considerable time and headaches..."

The photos show John in discussion around the airplanes and in the lecture/demonstration area we set up. The day included a slide presentation, demonstrations, and discussion on Metalworking Technique, Plastics, Dope and Fabric, Engines, ending with a question and answer period. This was the first Workshop we had run as a general one and not specifically about only our airplanes. Because of the success of this idea, we will be running another one this Spring. **Saturday, April 20th - General Homebuilt Aircraft Workshop.** Watch for a registration form in the next *Monink* or call for details to reserve a place.

J-3 CUB



If Monink were in 4-color you would notice immediately that the "Large, High-wing, Two-Place, Taildragger" is not a Monnett Design -- it's bright YELLOW! Nestled in our hanger, (sticking out like a sore thumb actually) is our newest addition, a Classic Piper J-3 CUB!! You may have already heard rumors, read Sport Aviation, or seen our flyer about our "Cub". Well, here's the Scoop:

MONNETT EXPERIMENTAL AIRCRAFT PRESENTS:



Learn to fly the Classic Piper J-3!

We now offer Basic "Primary" Flight Training for the beginner and hard to find "Taildragger" training for the advanced pilot. Even Ultralight Pilots can get specialized flight instruction geared to their needs!

Never Slows in a "Cub"? Take an Introductory Flight with us! You can "Joy Ride", air-tour the E.A.A. Museum's "Pioneer Airport" or fly the scenic Lake Winnebago shoreline.

Check our reasonable rates:

- J-3 "Cub" Ride \$15 (approx. 20 min.)
- J-3 Solo time \$25/hr. (wet)
- J-3 Instruction \$37/hr.

Special Savings on "Block" Time:

- 5 hr. "primary" instruction \$175
- 10 hr. instruction \$325
- 10 hr. Solo time * \$220

*Insurance requires licensed taildragger pilots have 1 hr. checkride prior to solo.

SCHEDULE A FLIGHT NOW! 1-414-426-1212

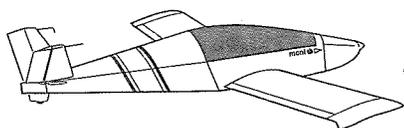
MONNETT EXPERIMENTAL AIRCRAFT, INC.

895 W. 20 th. OSKOSH, WI. 54901



We are in full swing operation now with the plane ready, all the paperwork done, and Kenny ready to go. Ken Ableby will be doing the instructing for us. Although Ken works in the shop, he is also a flight instructor and has been for some years now. Quite a patient Guy!! We also want to mention that we are scheduling even during the winter months as long as the weather holds and the runways are plowed! John got stuck twice Sunday while taxiing after giving the boys a ride. The kids enjoyed the view of the lake frozen with all the cars, trucks, fishing shanties, and fisherman on it. Come and see Lake Winnebago in the winter! I should mention that we are expecting the delivery of our second Cub anyday.

moni



Technical Bulletin

KFM Aircraft Motors division of IAME recently sent out a Technical Bulletin. This information about Hard Starting pertains to the Maxi Engine only:

Hard starting - Could be due to the fact that some early carburetors had been fitted with low tension anti-flooding springs. The choke linkage is not connected directly to the choke butterfly shaft, but is linked by a coil spring. The function of the spring is to allow the choke butterfly to open against its tension during prolonged cranking, thereby preventing flooding. The spring tension can be felt by first closing the choke butterfly with the choke control cable. Pressing against the butterfly with a finger will allow it to open. The spring tension can be increased by removing it and reducing its length. Approximately 1/3 must be cut off. Reform the loop in the last coil and reinstall the spring on the choke link arms.

Spoiler Retrofit Kit

Many of you are anxiously waiting for us to complete this kit. We are close!! The drawing and packing list are finished. Parts are coming in and we should have a price worked out soon. If you want to send a S.A.S.E., we will send you the price information when we have it. Again all kits since August 1st include this modification in the kit and they will automatically be receiving the parts.

First Flights

Neal Stevens #234
820 N. Circle Drive
Vestal, NY 13850

First Flight was October 20, 1984.
Eleven months from the time he began it!

Hy Gordon & Louis Lechenger #138
5659 Beechnut
Houston, TX 77096

First Flight November, 1984. We received the following letter from Hy shortly after their Moni flew:

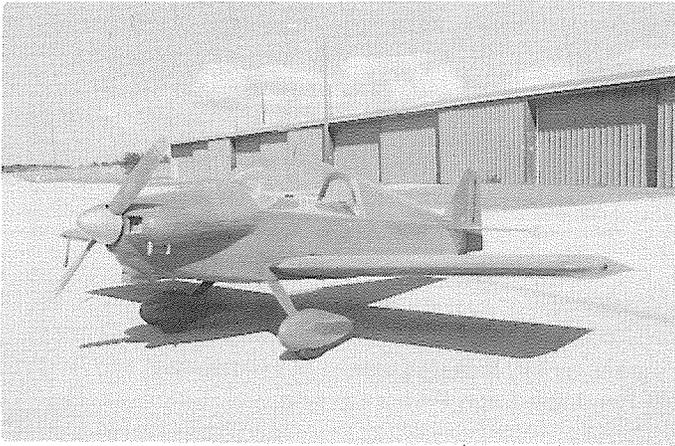
It flies... it flies..." were the joyous words uttered upon shutting down the engine of Moni N3LG. After 1 1/2 years of cutting metal and squeezing rivets, the day finally arrived for final inspection. Two FAA Inspectors arrived, and with several other Moni builders looking on, breezed through its inspection, and received its official "birth" certificate. (Air-worthiness).

Hauling it out to the airport turned an ordinary Sunday into an adventurous one. Lots of good help was available cheap(just feed them). We formed our own caravan to trailer it out.

Breaking in the engine and making minor adjustments on the mixture setting and other small things took up two more Sundays. When the following Sunday dawned bright and clear, it was hard to believe that the big moment was finally on hand. The weather was mild, with 5 knot winds across the runway, of course. After several taxi runs it lifted itself up into the blue, and performed all maneuvers

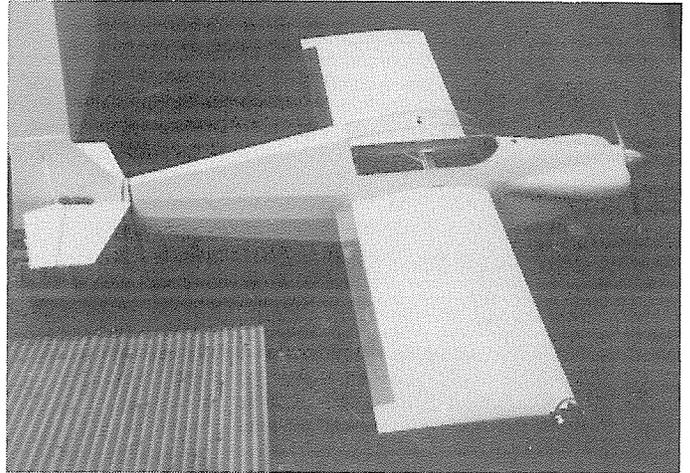
First Flights

Dick Cooper #580 IIL
Cooper Aircraft Service
1909 Exeter Drive
Cocoa, FL 32922



First flight was May 5, 1984. Dick writes: "I modified this bird quite a bit, O-200A Cont. engine, Cleveland wheels and brakes, J-3 type tailwheel. With all this, empty weight came to 550 lbs. I have purchased a Pitts type stabilizer trim which I will install one of these days. I suggest a note in the drawings to alert any builder thinking about a cockpit control for the stabilizer trim, to install before the fabric is applied as it requires a little welding in the aft section area. I really think this is needed to reduce the stick pressures...Anyway, the airplane flies like a little fighter and I couldn't be more pleased. The aircraft is located at Hanger T-29, Ti-Co Airport, Titusville, FL in case anyone wants to see a completed bird..."

David B. Smith #413 II
2710 Bynum Hills Cir.
Bel Air, MD 21014



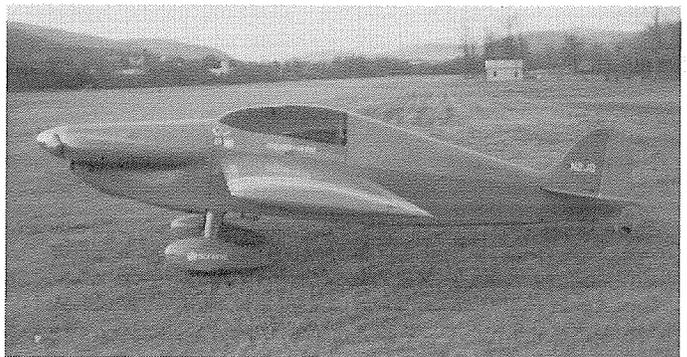
This highly modified Sonerai had its firstflight on June 30, 1984 and had 69 hours on it by August! David's plane is unique with its all wood wings that he designed, stress analyzed, built, and static tested himself. (Ed. Note: This is a case where this should not really be called a Sonerai.)

James Quinn #909 IIL
St. Patrick's Church
9 LeRoy St.
Binghamton, NY 13905

Andy Anderson #763 IIL
6917 Lake Knoll Drive
Indianapolis, IN 46220



Andy writes: "My Sonerai was completed in September 1984 and the first flight was flown by Mel Lamb on the 19th of October. Mel says it performs very well. I've got one heck of alot of people to thank for helping me build this airplane..."



Jim wrote us this wonderful letter:

"October 20, 1984 was the great day; the first flight of N2JQ, my Sonerai II.

It did everything you said it would do. The flight was just great. The only problem I had was too much back pressure on the stick, but that was easily corrected with a few washers before the second flight.

It took a little while to get use to the straight wing which went exactly where you put it and stayed there. As I would drop a wing and try to correct it with a little opposite aileron, you guessed it, the other wing would drop, and then I would try to correct it... After five or six drops I figured out that the wing went exactly where you put it and everything was fine. By the second flight it seemed normal and natural.

The flight characteristics of the Sonerai II are a pleasant change from my VP II which I have been flying for the past five years.

Your design is a good, honest, clean design that does exactly what you claim it to do. From my first conversation with Greg Erickson, to many MEA forums at Oshkosh, to MONINK (Spring of '79) to anything you would want to name, the Sonerai II is a very honest airplane.

The Sonerai II was not my first airplane. I previously built a VP II in 26 months and am currently building an ACRO II (18 months and continuing). I must say the 34 months of building time (not working a lot during the flying season of course) was a most pleasant experience. The plans were very clear and had more than enough information to build

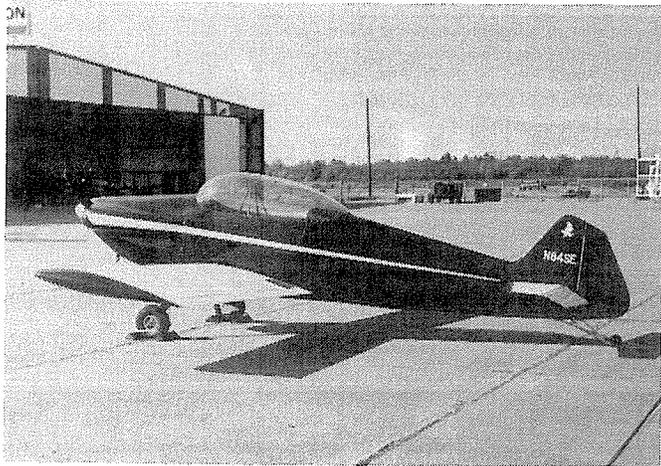
anything I needed. Your service was always swift and pleasant. Your prices were very low, so low I am still buying things for my ACRO from you, but the quality was always very high.

My only disappointment in the Sonerai II is that everything works so well there is very little "tinkering" to do. I will be experimenting with a few different props, but it just seems to want to fly.

Since this is not my first home built, flying the Sonerai II is more than just the thrill of flying something you have made, that is always a thrill, beyond that pleasure, I am just excited about the great qualities of your design. What can I say? It simply flies great!

I've enclosed a few pictures for MONINK. I fly from 2500' of "rolling" sod. ..."

Neil Sidders #1326 IIL
Rt. 5, Box 357-A
Monroe, LA 71203



Neil wrote us a long letter about his Sonerai and first flights. As he states in his letter his plane was modified also.

"The flight of #01326L - N845E is a reality. On Nov. 11, 1984 my Sonerai Experimental made its first flight. Eric Mingledorff was the test pilot. Their were a number of reasons for this. First, I'm a low time pilot and the only tailwheel time I had was in a J-3 over a year and a half earlier (3 hours). Second, Eric bought me my first flying lesson. Third was the number of hours he and I built wing spars for the Sonerai. The fact that he has owned a S-2 and 2S-15 Pitts Specials in which he flew competition aerobatics and presently owns, maintains, and flies airshows in a Curtis P-40E didn't hurt in letting him (real trust) fly my little VW powered homebuilt.

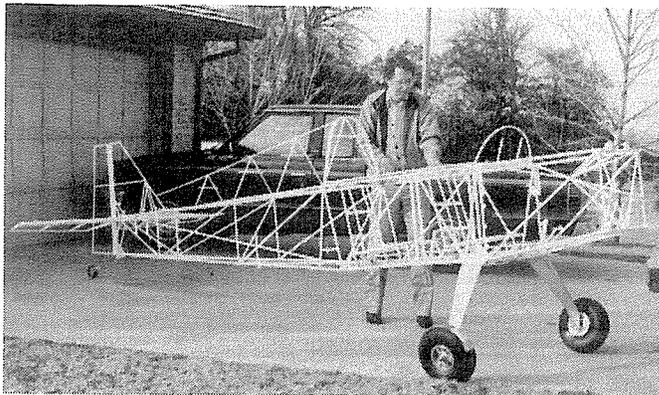
The first flight went real well till the engine seized - problem was found to be foundary sand in the NEW case. First landing "Dead Stick". After rebuilding the engine, I flew it myself the day after Thanksgiving. The left wing flew a little heavy so I shimmed the trailing edge down 1/16 of an inch. Now it flies straight and true hands off. I've flown the little plane about 10 hours now and really enjoy the way it flies. Step-turns, wing-overs or lazy eights are very relaxing in this plane. The control inputs are truly an extension of one's thoughts. I found power on stalls to occur at 45 mph and power off at 55 mph each with a clean break and prompt recovery.

Eric flew the aircraft again recently to explore its aerobatic capabilities. The following are some of his comments and impressions: 'This is perhaps the most honest little airplane I've ever flown. The controls are light, lighter than a Pitts even, without being sensitive in any way. The airplane has no surprises or bad habits. Spins, either left or right are easy and recovery never takes more than 1/8th of a turn. All you do is release back pressure and apply a little opposite rudder, and it stops right now. I believe you could do a 40 turn spin in this airplane and stop exactly where you wanted. (note, this aircraft has approximately 30% more rudder area than is on the plans.) Rolls are great. Just lay the stick over to the side and let it go around. A little forward pressure on the stick when inverted assures you will hold it on line. Loops are a matter of pulling back and keeping everything centered. I let it stall in the top of a loop to see how it stalled inverted. It fell away straight through with no surprises and total control was maintained.'

You can see Eric's P-40 on the cover of *Air Progress Warbirds International* Fall '83 issue and in *Air Classics* October 1984."

News From Builders

M. J. Adams #1065IIL
Box 863 - 111 S.W. 2nd St.
Anadarko, OK 73005



Progress so far. Includes weeks of sandblasting and finish with Randolph Epon Primar Coating.

Denny Renwick #1127
2309 Marvel
Irving, TX 75060



Denny writes: "As can be seen from this photo, a slick Sonerai II is close to first flight. Since this photo, the dismantling for covering has transpired. The plane was not difficult to build although time consuming due to procedure questions and my passion for perfection. ..."

Doug Hagerman #1066 IIL
Rt. 1
Orville, CA

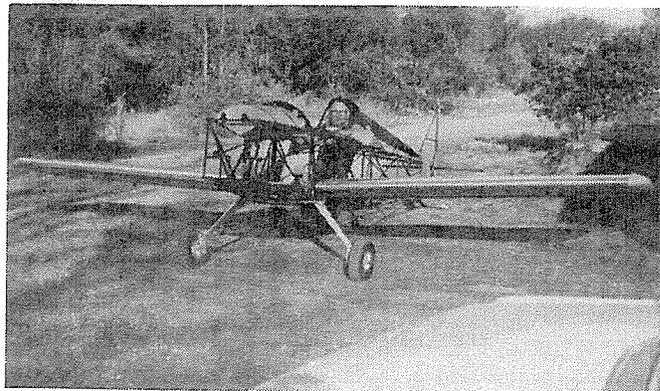


Photo of progress thus far.

beautifully, without any PIO, as I was led to believe from various magazine articles. Stalls were straight ahead with no wing drop off. I was pleasantly surprised by having a Christian Eagle join me in flying formation. After putting it through its paces for about an hour I decided to land, because the ground crew was very anxious. I had been in touch with them on unicom.

Upon landing, the onlookers crowded around to let me know it was a perfect one-wheel landing, however it took me about three more days to come back down to earth..."

Jim Olson #111
14036 North 34P1
Phoenix, AZ 85032

First flight September, 1984. 41 hours to date.

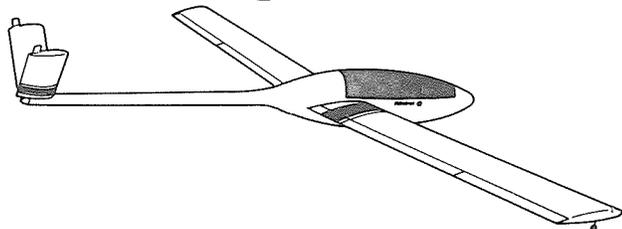
News From Builders

Victor Chapatee Sagol #201
c/o Plus Ultra 7
Madrid, SPAIN 28042



This photo was taken during an open house at the airport in August, 1984. Since that time, there are three Moni's being built in Madrid!

monerai



Northeast Monerai Flyabout

Jim McCulloch has proposed an interesting idea. In both his Monerai Newsletter and the S.H.A.p. Talk, he suggested that the 3rd annual Monerai Flyabout and the Eastern Regional SHA Workshop be held at the same time in the same place!! They could combine forces and have many projects to see, planes flying, discussions held. Sounds like a Great Idea to us. Write to Jim with your thoughts!! Moni builders, too, could be included - anyone who has a homebuilt sailplane. If you know of a good place to hold such a combined event, please contact Jim. For those who may not be familiar with SHA, this is the Sailplane Homebuilder Association which is a division of Soaring Society of America. Their newsletter is called S.H.A.p. Talk.

First Flights

Roger King #66
31 Rhode Island Ave.
Newport, RI 02840

First flight was October, 1984!

News From Builders

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

John sent us this very interesting report after a year of flying his Monerai:

This is the first complete flying season for my Monerai. It has been a mostly, but not entirely, good year. I took the Monerai to many different airports and flying events, and even made the journey to Oshkosh. The trailer must have traveled almost 4000 miles, and I wore out a set of springs in the process. The Monerai has been very well received everywhere it has gone, and attracts a lot of attention and positive comments. The weather has been poor this year however, especially during various get-togethers so there was more talking than flying. Here are some notes that may be of interest.

ENGINE - The surging problems I experienced during the initial test flights was simply cured, on my engine anyway, by adding an inlet to the carburetor. The engine is reliable and trouble-free with the exception of cracks that develop in the exhaust system. My engine has a compression release, and I have made many air restarts. The vibration level in the cockpit is low, but it is a good idea to wear earplugs. Unfortunately, it is a good idea for those outside the cockpit to wear earplugs too. The climb rate is just about 300 fpm at sea level under standard conditions, which is OK, but the ground roll can be long, especially on grass. This performance is marginal for many of the smaller grass fields that gliders use in New England, so sometimes I have been taking a tow with the engine running for an extra margin of safety. The Monerai is a delight to fly under power. I think that take-off and climb is much easier with the engine than behind a tow plane. The handling characteristics with the engine shut down are the same as the sailplane version. The increase in sink rate is noticeable however, and has an adverse effect on the glide performance. The engine adds a new dimension to glider flying though. I have found it is a lot of fun to fly on smooth, no lift days, just relax and wander around looking at the scenery (and all the gliders on the ground), without having to worry about lift, thermalling, etc. I think my most pleasant flying experience this year was when Jim McCulloch and I were flying in formation high above Franconia, NH with our engines buzzing away.

GROUND LOOP - My most unpleasant flying experience of the year was an aborted take-off and subsequent ground loop. It all started when a wing tip wheel ran off the runway and dug into soft dirt at the beginning of the take-off roll. I was not using a wing runner. The plane swerved to the right, then was pulled straight again by the tow rope, and became airborne. At this point I decided I had had enough, so I released as soon as I could get my hand on the release, which was made more difficult by the gyrations of the plane. The plane continued to yaw violently to the left, touched down going sideways, and skidded to a halt in about 15 feet.

After the dust settled, I got out and found that the Monerai and I were pretty much intact, except for a slightly bent tube alongside the wheel, some damage to the wheel area of the wing tips, minor cosmetic damage, bent pride, and sorrow in having damaged my pride and joy. The spectators said it was quite a show, and were impressed with the strength of the Monerai. No one could believe the front of the plane and the tail boom did not go their separate ways. The repairs turned out to be minor, but took a relatively long time because I wanted to fix the plane so there was no sign of damage, and add some improvements that I had been putting off. Following are some things I learned from the experience.

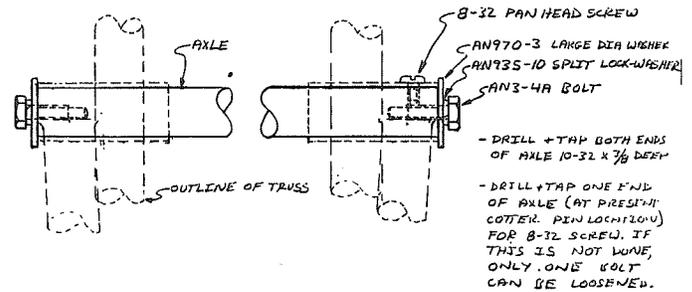
1. If the runway has a poor surface that could possibly snag a wing tip on take-off, use a wing runner. I have never had a problem using a wing runner.
2. Keep your hand on the release during take-off in adverse conditions, such as crosswinds, where a ground loop could occur. It takes valuable time, more than you may have, to find the release and pull it. Had I been able to release as soon as I wanted to, I probably wouldn't have damaged the aircraft. Don't forget to take your hand off as soon as the control surfaces become effective however. Inadvertent releases at a hundred feet are to be avoided - even more than ground loops. Remember that you only have two controls during the start of a take-off; the tow release and the brake, and it is best to be able to use them immediately, if it ever becomes necessary.
3. You may also want to consider keeping the brake on while taking up the slack so the glider is not jerked forward. This can cause the glider to turn slightly. I think this is where my whole problem started. As I recall, this happened and caused the wing tip wheel to run off the side of the runway before I had directional control.
4. I have modified my axle as shown in the sketch. This allows both tubes alongside the wheel to take side-loads. I don't think either of the tubes would have bent had both tubes shared the load. This does present the possibility of bending both tubes though, but I found that while it only took a few hours to repair the damage to the tube, it took many hours to get the truss out of the shell. Repairing both tubes wouldn't take much longer than repairing one, and isn't as likely to happen.
5. Many of the rivets holding the wing tip extensions were worked, so I decided to remove the wing tips and inspect the bonds at the outer ribs as a precaution. The bonds didn't even budge.
6. I did find one 2" long debonded area on the undercamber of a root rib while I was making repairs. I marked the end of the bond, but did not fix it at the time because I wanted to see if the debonded area grew. The crack was inspected before every flight, but it never did get larger, so I know that the debonding occurred during the mishap. I later found two more identical debonded areas on adjacent ribs during the annual inspection. It should be noted that these areas were very hard to see, which is why I missed them initially. I don't think you can see a debonded area from inside the wing unless there is a gap between the rib and skin. I also do not think that tapping to check the bonds will always indicate a debonded area if the skin and rib are in contact. The only way I have found is to look down the wing, to be sure there is a ripple in the skin at every rib location. If there isn't you should check the area for a complete bond. One way is to carefully depress the skin right next to the rib in question. If the skin movement stops at the rib, it is a good indication that the bond is OK.
7. I repaired the debonded areas with 3/32" dia. countersunk rivets. The skin can be countersunk for these small rivets. If I find any small debonded areas in the future, I will probably use this method of repair, rather than re-bonding.

MISCELLANEOUS - Some other items that may be of interest.

1. I towed with a 150' rope once. It wasn't all that bad, but I won't do it again if I can avoid it. It is very easy to get out of position and into the wake, which is strong that close to the towplane. I would not recommend this for a first flight, as things could really get out of hand, so use a long rope.
2. The brake cable started to fail at the clamp at the front of the brake band. I made a new clamp which does not pinch the cable as much as the stock one does. I suspect the clamp supplied with the kit is intended for use with wire. It is simply a bolt with a hole right near the head for the cable. See sketch.
3. Cold weather makes the standard white vinyl tape used for aileron seals quite stiff, which is very tiring, especially on the ridge. There is a definite need for a tape that does not have this shortcoming.

OSHKOSH. I can't end the report of the year's activities without mentioning Oshkosh. Another Monerai builder/pilot, Bob Burchard, and I, with my Monerai in tow, attended this fantastic event, a first for both of us. Everything was just great, as everyone said it would be. A "must" event for anyone interested in airplanes. The only criticism I had is I think there should be a judging class, (and more emphasis in general), for the small ARV aircraft like the Monerai, Moni, and others which are in limbo between Ultralights and conventional homebuilts. Us little guys just cannot

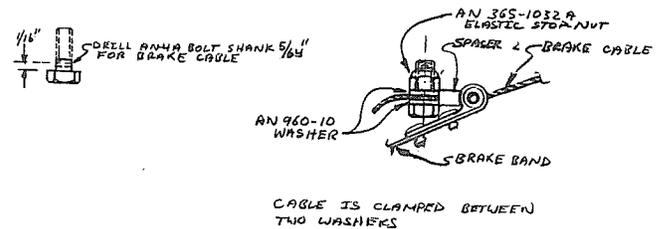
compete in the custom-built category, and still have an airplane that is light enough to fly. Perhaps this will come about in the near future with all the talk about "light aircraft." Last but not least, I would like to thank all you folks at Monnett for being such great hosts, and doing everything you could to make our visit as pleasant as it was. **BEST WISHES FOR THE HOLIDAYS!**



AXLE MODIFICATION

PURPOSE: TO TRANSFER SIDE LOADS ON WHEEL TO BOTH TUBES ALONG SIDE WHEEL.

G. WARD'S SKETCH

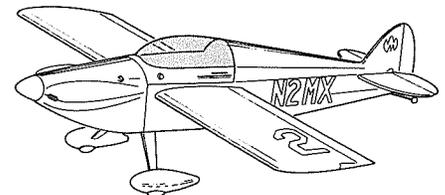


BRAKE CABLE CLAMP

PURPOSE: TO EXTEND BRAKE CABLE LIFE

G. WARD'S SKETCH

sonerai



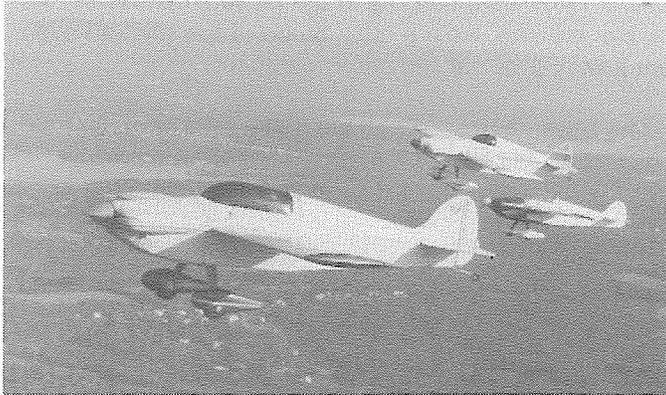
Stretched Sonerai Builders

Some builders have found their gas tank does not fit as they would like. Since the Stretched Sonerai has square tubing longerons the firewall station was made narrower in order to allow the cowling to clear. The standard Sonerai fuel tank will work. However, it is not as nice a fit as in the standard Sonerai. If you were shipped a standard tank and it is unused (or ununused), you may return it in exchange for a tank specifically designed for the Stretched Sonerai. Let us know that you are returning it and we will get a new tank to you as soon as production allows.

G. B. McClintock #504
107 Vansickle Ct.
Point Pleasant, W.Va. 25550

George has gotten some great publicity with his "Bootleg pit". Did you all see the December issue of *Homebuilt Aircraft*? George is on the cover and there is a nice article!!

James Vliet
12 Cooper Blvd.
Red Bank, NH 00701



Jim is the Secretary/Treasurer of the Formula Vee Air Racing Association and sent us this neat photo!! It was taken at the Sept. 22nd, 1984 EAA Chapter 474 Fly-In at Montgomery, NY. The three aircraft are: (foreground) Stan Mankovich's SII, (above tail) Rick Leonard's SI built by David Heal, and Chapter 474's SII.

question & answer

(This is our new column where we are trying to find the most often asked questions of Carol or Livia and the builder's questions which pertain to more than one builder and his particular situation.)

- Q - When will I receive my backordered Piper Fair Leads?
- A - The Piper Company has moved. Meanwhile, they have stopped production and have been unable to give us a definite date for shipment. We are trying to obtain them as soon as we can!
- Q - When will the price increases take effect?
- A - February 14th. New price lists and Catalogs should be available by that date.
- Q - When should a builder call with construction questions?

A - It is best to call between 4 & 5 o'clock as that is when we have set aside time for someone to be available for questions that Carol or Livia can't really answer for you. At other times during the day, our small staff is very busy in the shop and not accessible by phone.

Q - What are the Saturday hours?
A - Our Saturday hours are now by appointment only. There is not always someone here on Saturday, so please call before you come. If you do anticipate being in the area and would like to stop by to pick up an order, just browse around, or perhaps fly the Cub, we will be happy to serve you. Just Call First!!

Q - Do I need an oil cooler on the Sonerai and where do I install it?
A - Most Sonerai II's fitted with an EV Cowling do not require an oil cooler. We do fit an oil pan baffle to the bottom of the engine which brings air from the inlet below the Spinner across the bottom of the Engine and out the air dump. Some Sonerai I's may require an oil cooler. We found in our prototype when one was used the best position is on the bottom of the engine just ahead of the carb built into the oil pan cover mentioned above.

Q - Is the Instrument panel bow required for a Sonerai II as shown on the plans?
A - No. The instrument panel bow is not necessary since the cowlings have a molded-in bulkhead and joggle for the canopy. Therefore, the only formed bows in the cockpit area are front and rear canopy bow and the turtledeck bow. The front canopy bow should be made to match the cowling. Since the cowling will fit slightly differently due to differences in fuselages it is impossible to give exact dimensions for this area. It is simply a build-to-fit item and of course is best done with the cowling fitted in place. We usually leave the canopy frame as one of the last things to finish prior to covering the airplane. The instrument panel is held by two vertical pieces of tubing placed between the instruments at that station. The panel will actually rest against the rear surface of the cowling joggle.

Q - Can I fly the Moni or Monerai with a glider rating and no medical? What about the Advisory Circular dated 7/31/84?
A - Yes, under the rules which govern homebuilt aircraft, the builder decides what his machine is going to be called; i.e. airplane, glider, balloon, whatever, and that is the way it is registered. The pilot needs to conform to FAR Part #61 which governs pilot requirements. Therefore, if your airplane is registered as a glider or motorglider, the pilot requirements are those for a glider pilot as stated in Part #61. The recent Advisory Circular deals with a pilot's transition course to Self-launching or Powered Sailplanes (motorgliders). This does not necessarily apply to flying homebuilt airplanes and should not serve to confuse you. If you meet the requirements of Part #61, you can fly your plane with a glider rating!



Sun N Fun

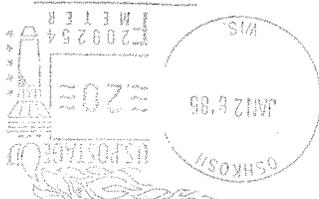
Several of you have asked if we will be there this year. Yes, we hope to attend. Dates are March 17 - March 23. You probably already have them marked on your calendar. We are not certain who will be there with which airplanes but MEA will be represented!

The EAA used the children in some promotional literature about the museum. At the end of the photo session, I asked if the photographer could snap a few photos of the boys under Dad's airplane. So here they are, our handsome sons, John 13, Jason & Jeremy 10, under the Sonerai I (13 also) hanging in the museum entryway. As you can imagine, we are quite proud of this photo! I even sent it with all of our Christmas cards this year.

The boys, John and I all wish you all a very healthy, prosperous 1985!!!!

Betty Monnett

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 A. Yes, under the rules which govern the
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