

INAV^{LTD.} INK

JULY/AUGUST 1985

Dear Friends,

The big news is out! Most of you know by now but some may not. Monnett Experimental Aircraft is no more It's last official function was to begin Oshkosh 1985 (Friday and Saturday) then at the Builder's Party at 9:00 on Saturday night, we became INAV Ltd. a brand new company. Sunday morning saw us with a new name at the Booth, on the Building, everywhere! This official press release explains it best:

July 27, 1985

Notice: INAV Ltd. has purchased Monnett Experimental Aircraft

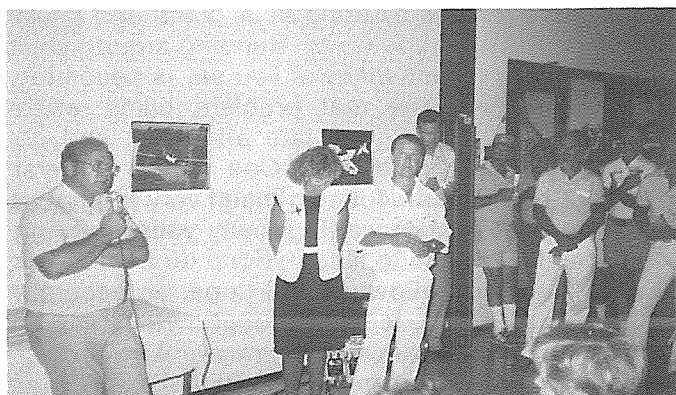
INAV Ltd. (Innovative Aviation) has purchased the assets of Monnett Experimental Aircraft and will continue marketing all of the products and services associated with Monnett Experimental Aircraft.

INAV is a wholly owned subsidiary of Aviation Composites of the United Kingdom. It is a corporation with solid backing and dynamic plans for future growth. The entire staff from Monnett Experimental Aircraft is working for INAV to insure continuity. Those of us who worked with Monnett Experimental Aircraft are pleased with the prospect of a progressive and productive change that will keep us up front with emerging technologies. We are sure you will soon be sharing our enthusiasm and confidence.



Yes, John is still with the company but as General Manager instead of owner. I am still here, as you can see, writing the newsletter only under a new name. Luckily nothing much is going to change as far as you, our customers, are concerned. One big change will be adding to our product line which we are all very excited about. More on that next month.

Thanks to my brother, Bill Shirk, we did get some photos of the memorable night. One shows John and I a bit melancholy at the passing of our company after 15 years



But the other shows the joy at the exciting prospect of working with Malcolm Lawrence, President of INAV Ltd. and managing director of Aviation Composites of London. I am pinning an INAV button on Malcolm depicting the red, white, and blue British and American Flags joined over INAV. We had 500 buttons made to pass out at the party and ran out — So it was a big party!

Last issue I mentioned that John's birthday just happened to fall on the night of the party and the birth of the new company. This called for something special. Thanks to the generosity of our families, we were able to pool our resources and purchase John a short ride on the Concorde. He loved it and is very grateful for that birthday gift! Someone else came up with a unique gift. Harley Ariens, a builder, gave John a rather large, somewhat risqué birthday card!! Thanks Harley.

As you may have guessed, this was an exceptional Fly-In for us in many ways. It was hectic, eventful, emotional and fun! We were all a bit nervous and apprehensive about meeting and being hosts to our new "partners". Malcolm was the only one we had met who is involved with INAV and Aviation Composites. "The British are coming" was our constant thought. But any reservations we had about the Stuffy British were laid to rest — We made some wonderful friends! All who came from the UK were marvelous, interesting, personable, friendly people! Hello to Sandy Gillmore, Tim Williams, Irene Mitchell, Mike and Jo Ginn, and David Lockspeiser. We so enjoyed having you all!!

Other special guests were all of the 19 builders who brought the fruit of their labors to Oshkosh. Of these 19, ten were here last year too. We appreciate your efforts to bring your plane and know how much PR work you do by standing around your airplane all day (which many of you say is becoming a necessity). But the real problem came when the field closed on Friday late afternoon and no more homebuilts could land. One of our Sonerai builders, Bob Scannell, found himself very frustrated and disappointed after waiting many years to bring his homebuilt, he had to land in Fond du Lac! It was BIG FLY-IN!!! The following is, I hope, an accurate list of names of those who brought your planes. You should all have received the momento award — a knife/money clip lasered with Oshkosh 1985. If there are any discrepancies with this list, please let me know.

Moni

Bill Gustafson Bloomington, MN

Monerai

John Caldwell Genoa, IL
Ray Konrath Westchester, IL
John Minors Greeley, CO

Sonerai

| | |
|-------------------|------------------|
| Bob Brown | Crystal Lake, IL |
| Bill Brown | Minnetonka, MN |
| Dennis Brannon | Racine, WI |
| Glenn Eisenbrandt | Ft. Atkinson, WI |
| Marland Malzahn | Antigo, WI |
| Bob Nuckles | Carthage, MO |
| Bryon Poppenhagen | Grafton, N.D. |
| Bob Scannell | St. Charles, MO |
| Bruce Schamber | Naples, FL |
| Paul Sebern | St. Charles, IL |
| Ed Sterba | Mc Henry, IL |
| Bruce Stainbrook | Solina, KS |
| Wayne Tappan | Ladysmith, WI |

Builders Workshop to be held

We have had many requests for a Homebuilders Seminar as John held last year. Unfortunately at press time I do not have exact dates for you, but one will probably be held in late November or early December. So if you are interested in attending one of John's workshops, call Carol or Livia, give them your name and address, and they'll mail you info when we have it all set-up.

New Information Brochures

The first thing we had to do after the Fly-In was update all our info with our new name. The catalogs are now at the printers and should be ready by the end of September. Thanks to all of our patient customers waiting for info! We have been out since the end of the Fly-In. This will not yet contain our first addition to the product line — the Mangnum Engines. These Engines developed by Lotus of England and marketed by Aviation Composites will be distributed in America by INAV. A new color brochure on the engine should be ready in a few weeks. The two engines on view in our booth all week during the airshow created quite a stir. More information on these exciting engines next issue!!

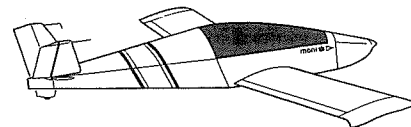
KFM Service Center

INAV Is going to be a KFM Service Center! Our new catalog will list both the 107e and 107er available thru us now. Being a Service Center means we will carry engines, spares, as well as have a KFM factory trained technician on staff for service. We feel this will be more convenient for our Moni Builders and are very excited about this opportunity.

Wing Tips

John did finish the prototype tips for the Sonerai and Moni by Oshkosh and was able to demonstrate them during the fly-bys. They will still require more testing but John is pleased with the performance so far. We hope to have them available as soon as decisions are made on the material and final configuration.

moni



First Flights

John Goodman #199
1094 Pinehurst Trail
Grayson, GA 30221

John's first flight was August 22, 1985.

Nicholas Veloz #269
Urbanizacion La Paz Calle
Qta Adelina, El Paraiso
Caracas 1021
VENEZUELA

Nicholas first flew his Moni on August 10, 1985. Says it flies great!

Norm Rambow
W402 Main St.
Ritzville, WA 99169



Norm writes "Moni #106 flew at 5 am April 5th 1985. Trim was Perfect. Flight was Great. I haven't decided on paint yet . ."

Asbjorn Sorhaug #99
934 Rolling Holly Dr.
Great Falls, VA 22066



#99 is flying — altho I don't have the exact date of the first flight. Asbjorn gave me several photos during the Fly-In. Here he is enjoying his handiwork!

News From Builders

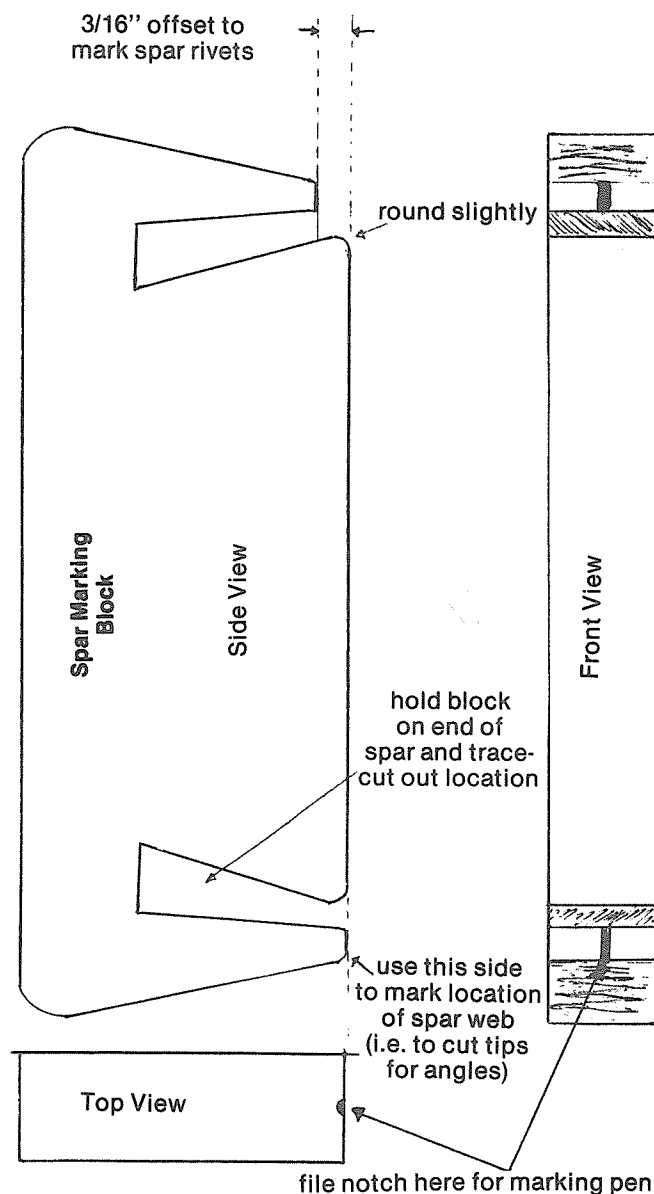
Larry Garrett #112
Rt. 3 Box 242
Tuttle, OK 73089



Larry's Moni was in the news section of Sept./Oct. 1984 newsletter. He had that beautiful rainbow paint job. Here he is again with a first place trophy won recently at a local Fly-In. Note the rainbow T-shirt Larry is sporting to match his airplane!!

Tips From Builders

Mark S. Santangelo #212
RD #2 Box 15 Henry Rd.
Barto, PA 19504

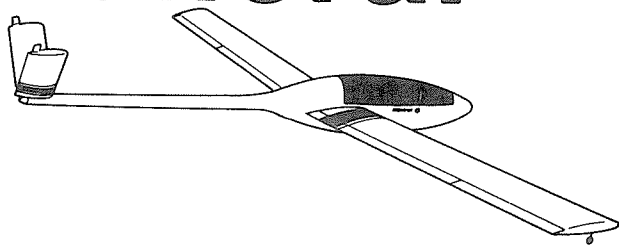


Mark writes: "Enclosed is a rough drawing of a Spar Marking Block I designed for use on the Moni Wing Spars to assist me in removal of the Spar Web for attachment of the supplementary angles near the wing tips and for marking the 3/16" offset for the spar rivet locations. I merely held a block of wood against the end of the wing spar and traced the outline for the location of the cut-outs. This little invention has saved me hours of time and made my markings more accurate and it may be something you may want to pass on to other Moni builders. . ."

Bob Doeblen #277
66 Dapplegray Road
Canoga Park, CA 91307

Bob sends this tip: "Tired of marking aluminum with a lead pencil and not being able to see it? Or the mess of using masking tape and a pencil? Sharpie felt markers come in many colors, fine and extra fine point, and cost under a dollar at stationary stores. Very visible and will not rub off aluminum, yet can easily be removed with M.E.K."

monerai

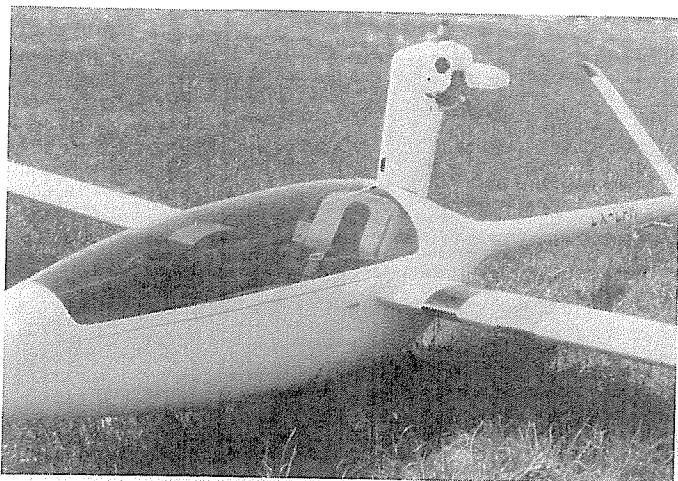


Monerai Fly-In

I just talked with Jim McCulloch and we compared notes for our newsletters! Jim writes a Monerai Newsletter for builders and pilots. He has organized another Fly-In for the last weekend in Sept., 28 & 29, at Franconia, N.H. It will be an informal gathering with camping and low-cost rooms in a farm house available. Jim says there will be thermal, ridge, or wave soaring — maybe all three!! — off of a 3000' smooth grass strip with 2-3 tow planes to accomodate you. Sounds wonderful!! If you are interested in more details, call Jim. Jim McCulloch, Artel Services, 121 Madeline Road, Manchester, N.H. 03104 phone 603/669-3324.

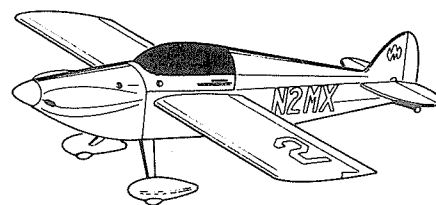
News From Builders

P Coos and M Biever #286
103 rue Scheuer
6700 Arlon
BELGIUM



This latest photo shows the Konig engine, Neukom prop, and epoxy molded 3 gallon Tank. At the present time the plane has 167 flights with Konig engine and fold prop. Total flight time 210 hours. Best flight 5 hr. 35 min.

sonerai



Sonerai Raced at Cleveland

Cleveland air races were held again for the first time in four years. Charlie Terry reports that the Formula Vees did very well. First four places were taken by Sonerai's.

First Place —

Beetle Bomb — Charlie Terry

Second Place —

Blueberry — Richard Reichelt

Third Place —

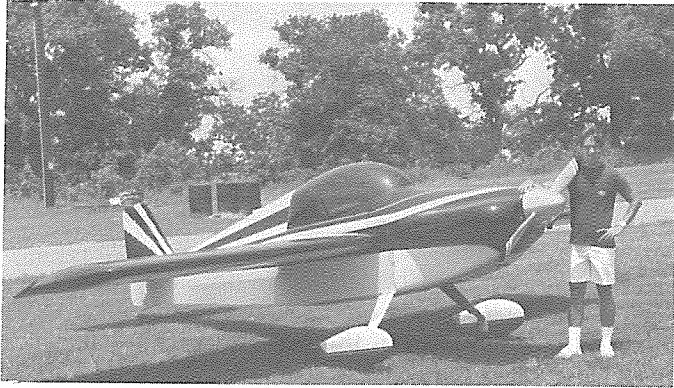
Jersey Devil — Rich Leonard

Fourth Place —

Green Hornet — Flown by Brian Dempsey
Owned by Mankovitch

First Flights

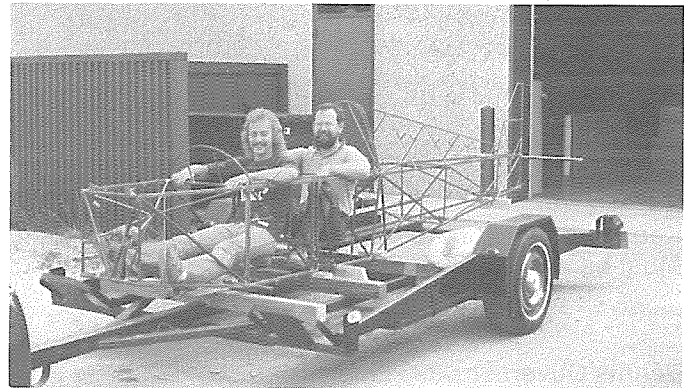
John Uskovich #1407 IIL
Rt. 1 Box 242
Argyle, TX 76226



John's first flight was June 4, 1985. Nice cream, brown, and orange paint job!

News From Builders

Dick Morrow #9IILTS
418-24th Ave. Ct.
East Moline, IL 61244

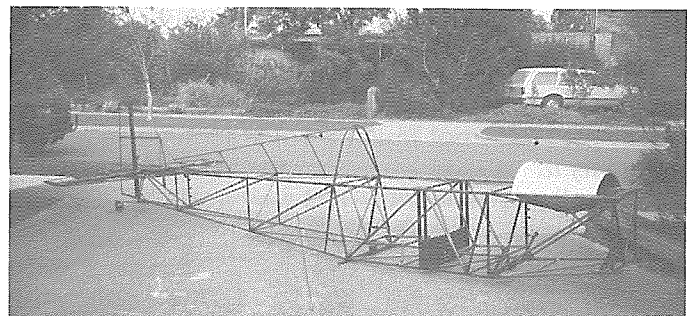


Dick wrote to us as "Dear Inavians" (new word)! He sent some photos he took when he picked up his prewelded fuselage. Think I recognize these two characters — It's Ken and Dale trying a Sonerai stretched on for size!

Bob Ohlson #243 II
18 Center St.
Edison, N.J. 08817



Henry Shallard/Rob Batten #885 IIL
19 Elliott St.
Traralgon 3844
Victoria AUSTRALIA



Diane, Bob's wife, sent me this wonderful letter:
Dear Betty, Re: Birth announcement #243

At last she is finished! Nine years in the making she weighs 492 lbs. with a VW 1700CC Engine and Posa Supercarb with a Warnke almost constant speed prop. Her first flight was on May 4, 1985. A day I am sure that the builder and pilot, Robert Ohlson will not forget.

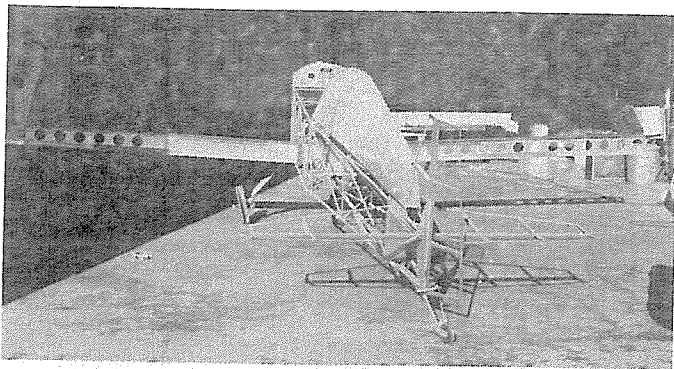
Enclosed is a picture of this new baby. Save a spot for him at Oshkosh, but not until 1986. He should be out of the clouds by then. A very proud wife and helper.

Sincerely, Diane Ohlson

P.S. Like you, I'm waiting for my 1st ride!

Rob sent us this photo of their progress and the following project report: "The project at this time is that the fuselage is being fully welded by a specialist who has welded up five other Sonerai's in the past. The ailerons have been made as well as wing ribs, main spars, tail wheel, wing tips and other fiberglass fittings. We have suffered numerous delays because of a shortage of building materials in the country. From the original plans we had of making the Sonerai mid wing and round tail, it will now be a low wing with a square tail"

Kenneth Lindenmier #1361 IIL
5574 Santa Fe Drive
Rockford, IL 61109



Ken sends this photo of his progress (taken last fall). Must be well along on the wings by now!

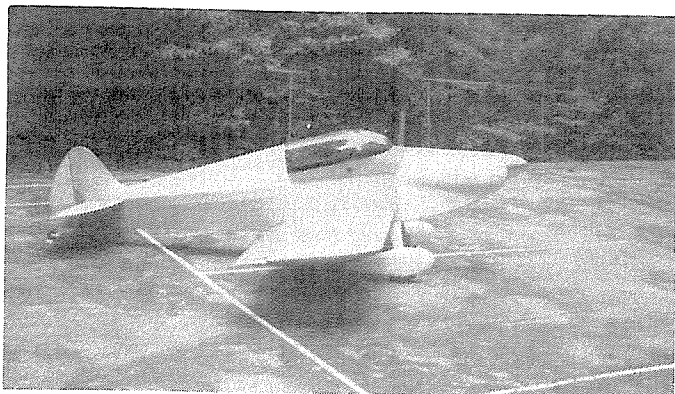
Dennis Ouversen #893 IIL
2108 2nd Ave. So.
Clear Lake, Iowa 50428



Dennis recently sent this photo and note: "Plan #893 is completed. Weighed in at 533 lbs. and has an electrical system. As of 7/27 it has been taxied. I would like to thank MEA for their service and information. As of yet I have not found a color scheme — maybe after I fly it.

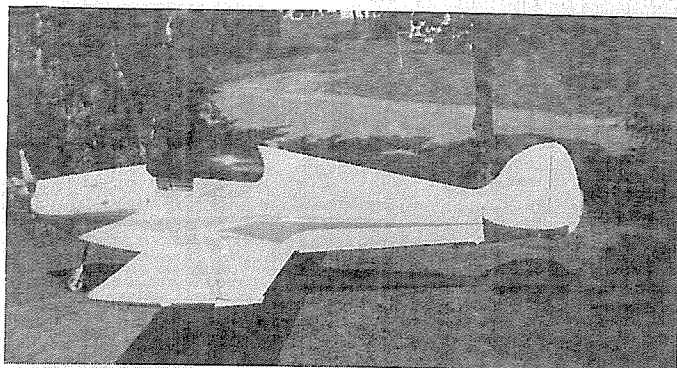
P.S. To all you builders — it is well worth it!!"

Robert Barton #702 IIL
3333 Hidden Acres Drive
Doraville, GA 30340



Bob must be about ready to fly off of this Tennis Court!!

Rudy Monteleone #245 IILT
Box 152 Onteora Rd.
Haines Falls, N.Y. 12436



Rudy writes: "To bring you up to date #245 has been converted to "LT" status. Still some work left to do including a clean up of the electric wiring. Note the new "corsair" style treatment of the canopy — it does not restrict vision and yet offers a smattering of shade for summer flying. It has taken a long time to go from the original low wing tail dragger to the LT version — almost 2 yrs. The reason for this is that the only available work space was either the back yard or the Sonerai's 19½ x 6½ ft. enclosed trailer, and of course short spring and summers up in the mountains here . . . almost no work being done during the winter months (and months). Decision to go to the LT version was made because of the time I have to stay current . . The winters of disuse . . a bit of built in stability and visibility would be more helpful in flying over the mountains with some turbulence. The tricycle gear makes things simple on rather narrow runways . . ."

Bob Inglut #1410 IIL
218 Mary Knoll Dr.
Lackawanna, N.Y. 14218



John Santonocito #1420IIL
28 Wetherstone Drive
W. Seneca, N.Y. 14224

Bruce Schamber #1457 IIL
3223 Lakeview Drive
Naples, FL 33962



Bob and John have meticulously built their Sonerais to be exactly alike in every detail. After hearing about them during Oshkosh, I am anxious to see the finished products!

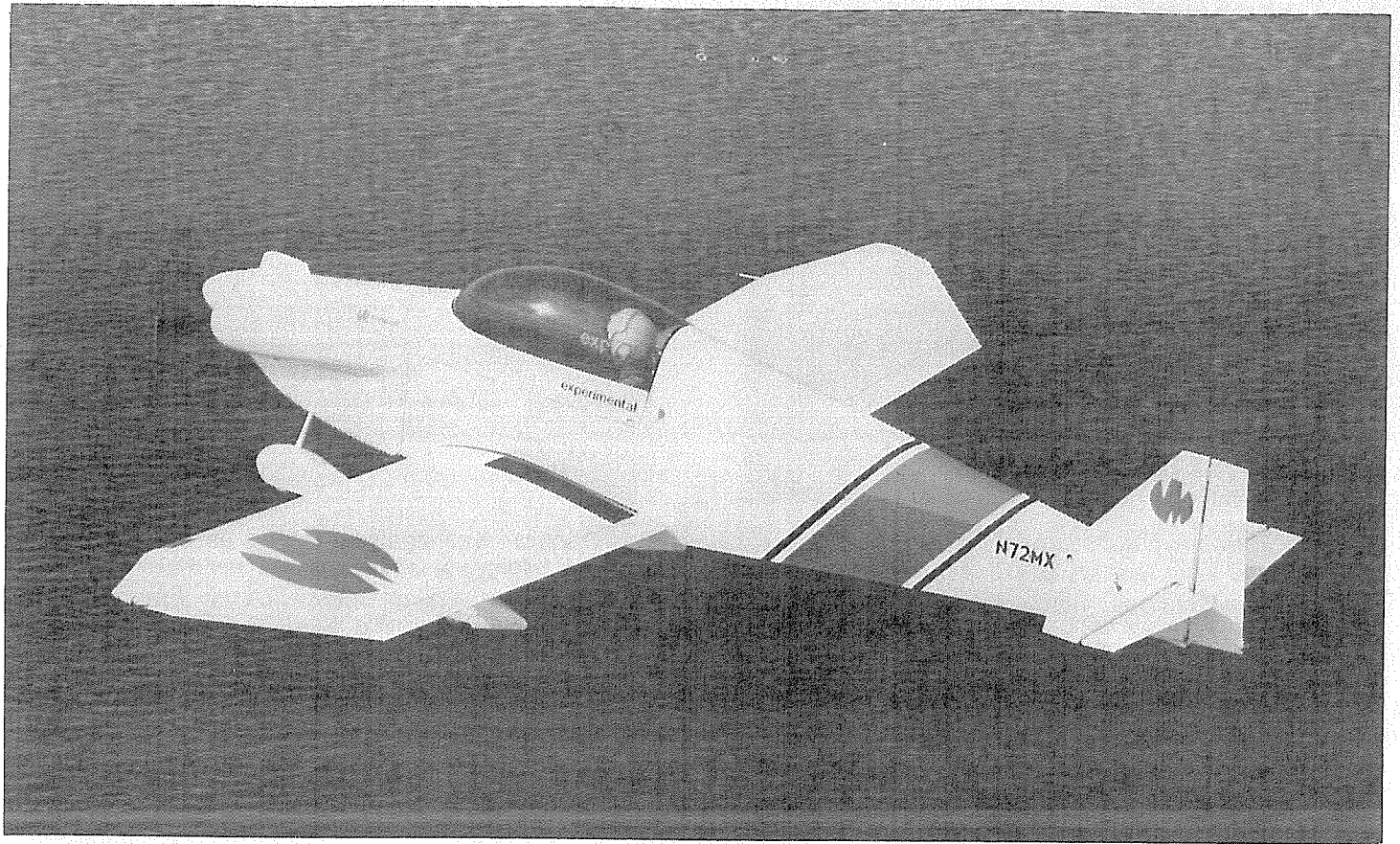
The Sonerai was again selected as one of the 10 designs to appear at the Wright Brothers Memorial Awards Invitational at Dayton, OH in July. We nominated Bruce's beautiful Sonerai this year. As they also came to Oshkosh, he and his wife were on the road with their Sonerais for over a month! I say Sonerais because as you can see by the photo, he has a couple of "babies" (1/4 scale radio control models) It looks like all were in good company in this photo taken at Dayton!

Plane hangs suspended above the bar at the Granary restaurant

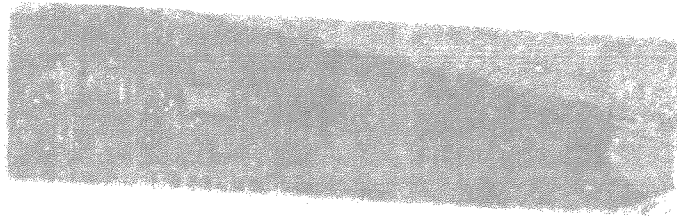
For those who came to Oshkosh this year, a special treat was in store at one of our favorite restaurants — The Granary. It is a long story how we became friends with the owners of the 100 year old building restored as a restaurant. To make the story short, those who have been with us a long time remember Mike Core from LaCrosse, our friend and business partner a red Cassutt. Well, Nancy Rieder, wife of one of the owners, John Rieder, lived next door to Mike and Sue in LaCrosse. Nancy babysat for our John when we went to visit the Cores. Of course, when we discovered this fact we became instant friends! The photo here was used in conjunction with an article in the Appleton Post-Crescent newspaper. It was suspended there for about three weeks. See what you missed by not coming to Oshkosh '85. Planes all over town!



Betty Monnett



Stretched Sonerai with new wing tips



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

