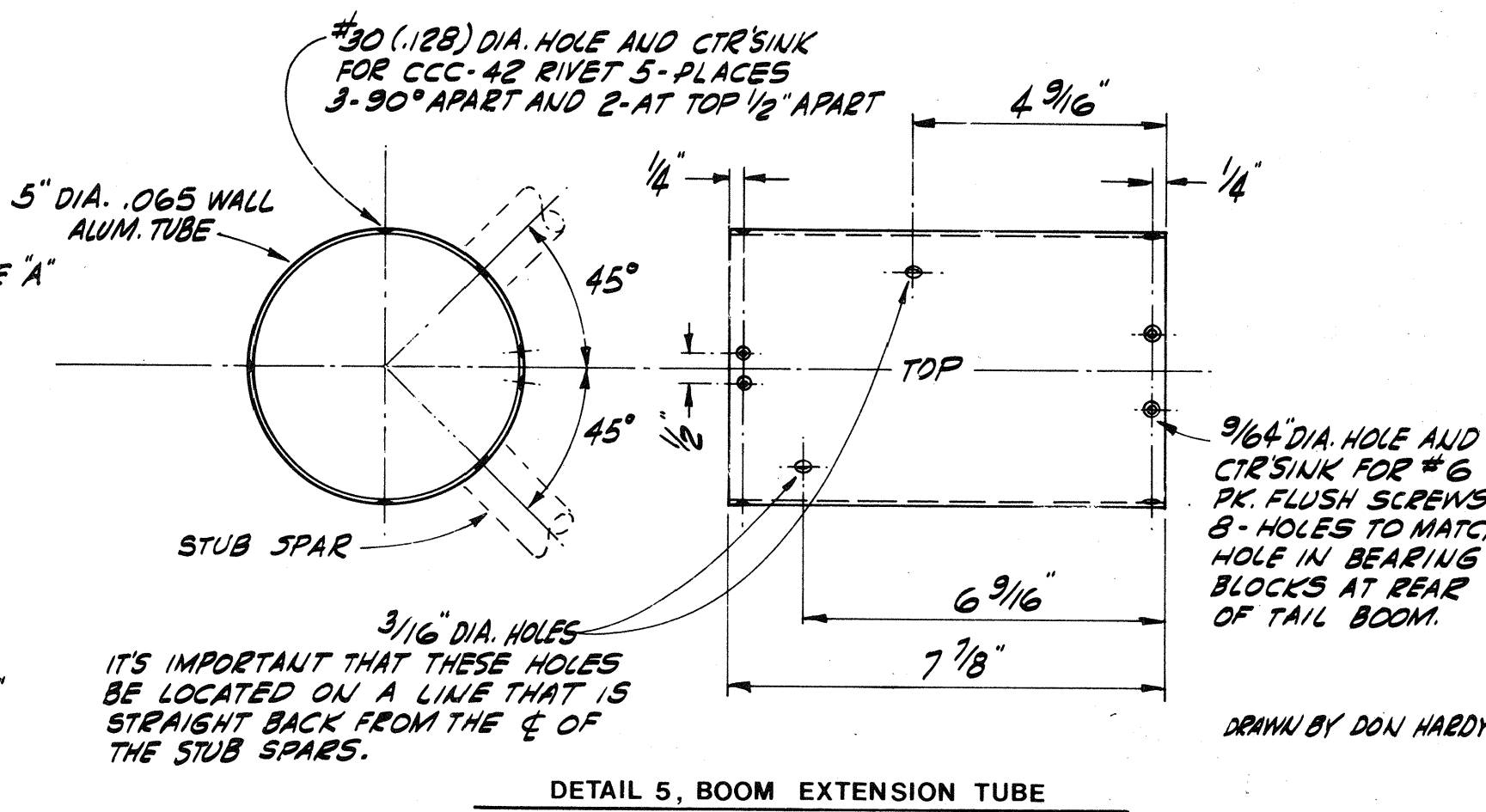
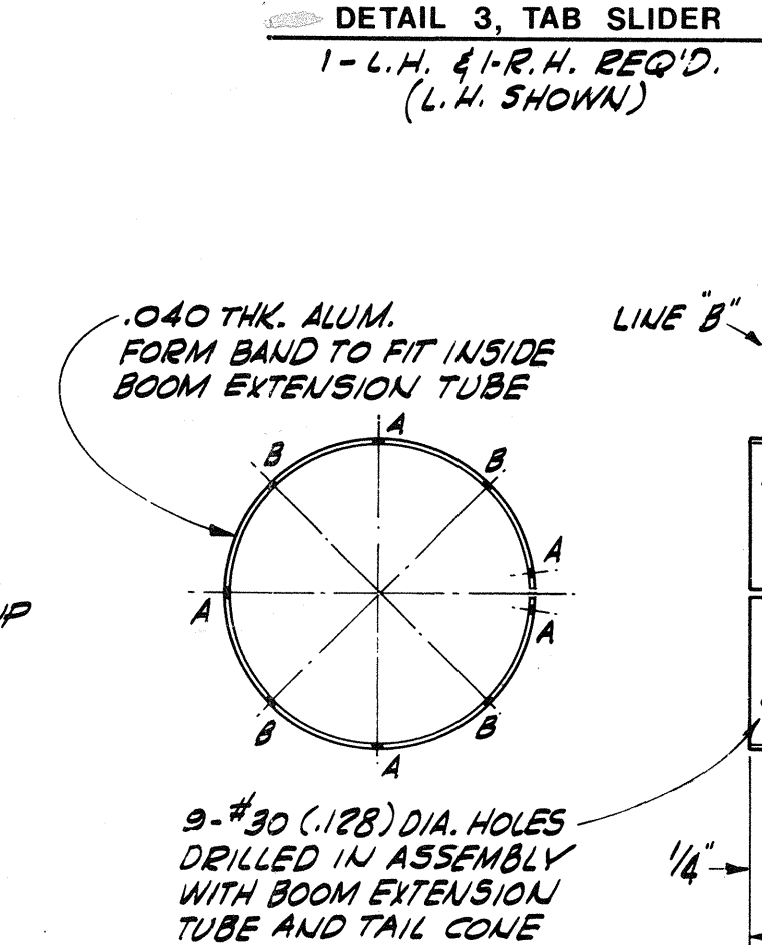
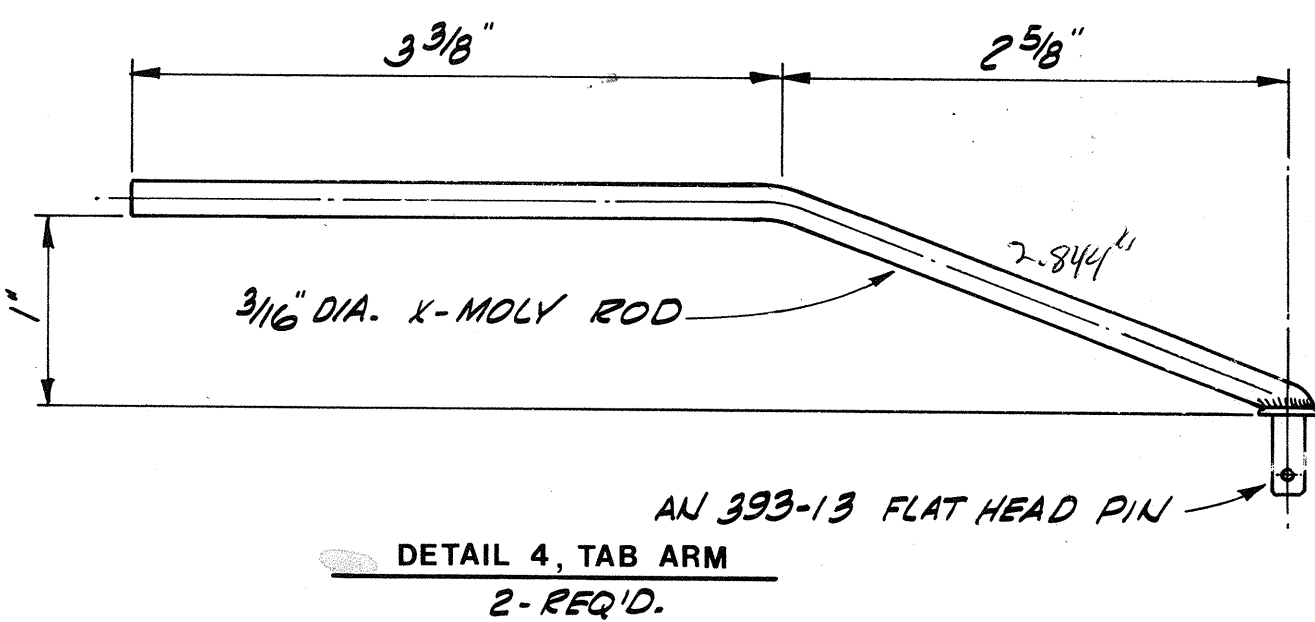
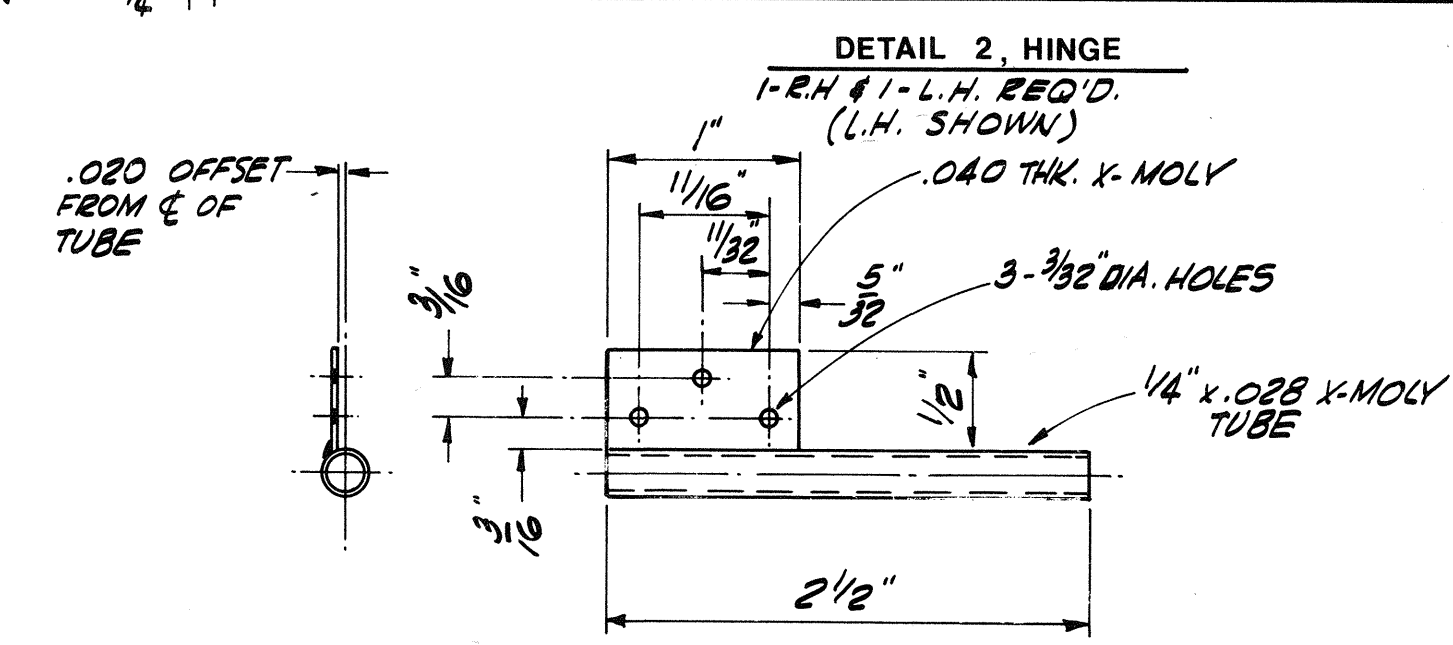
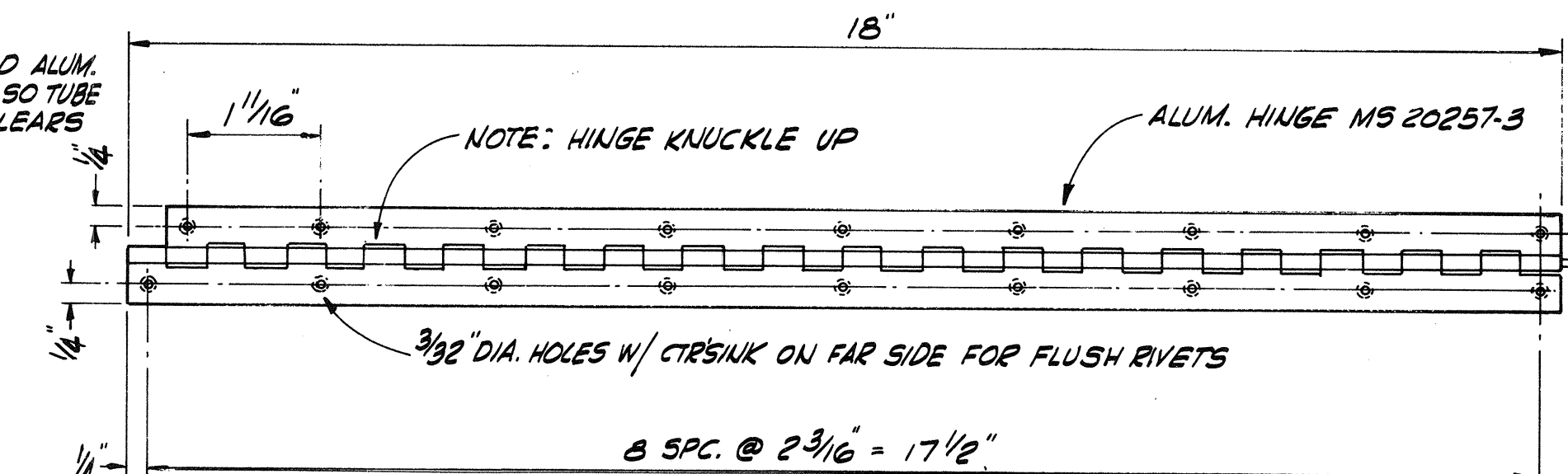
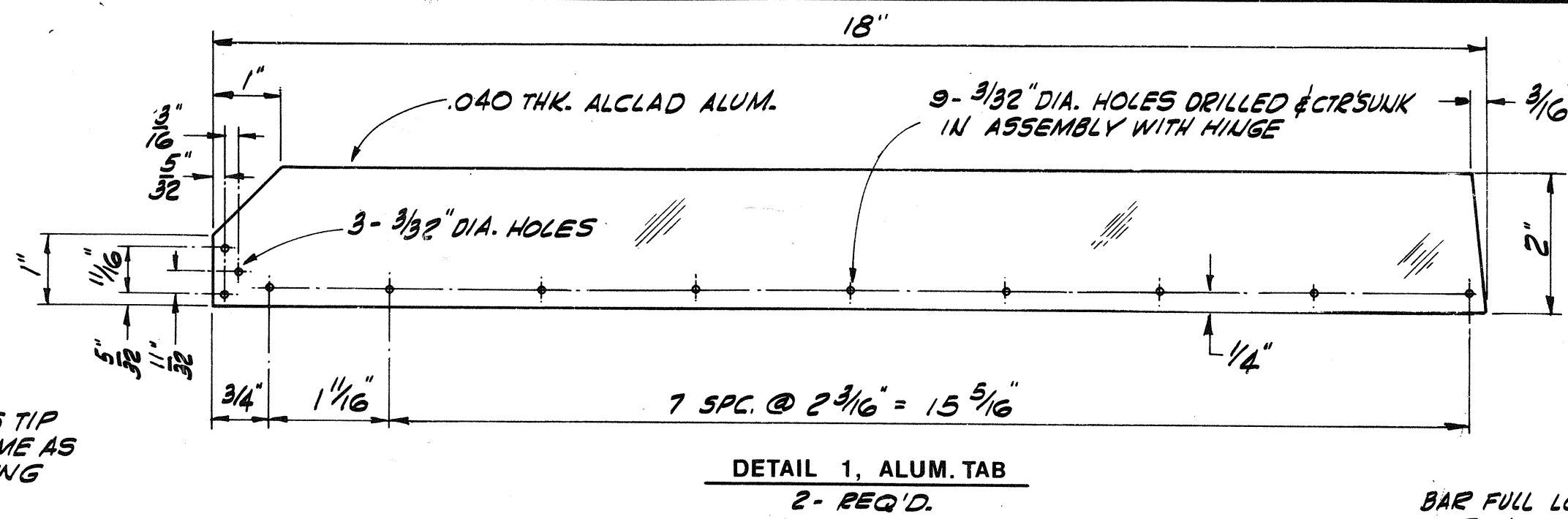
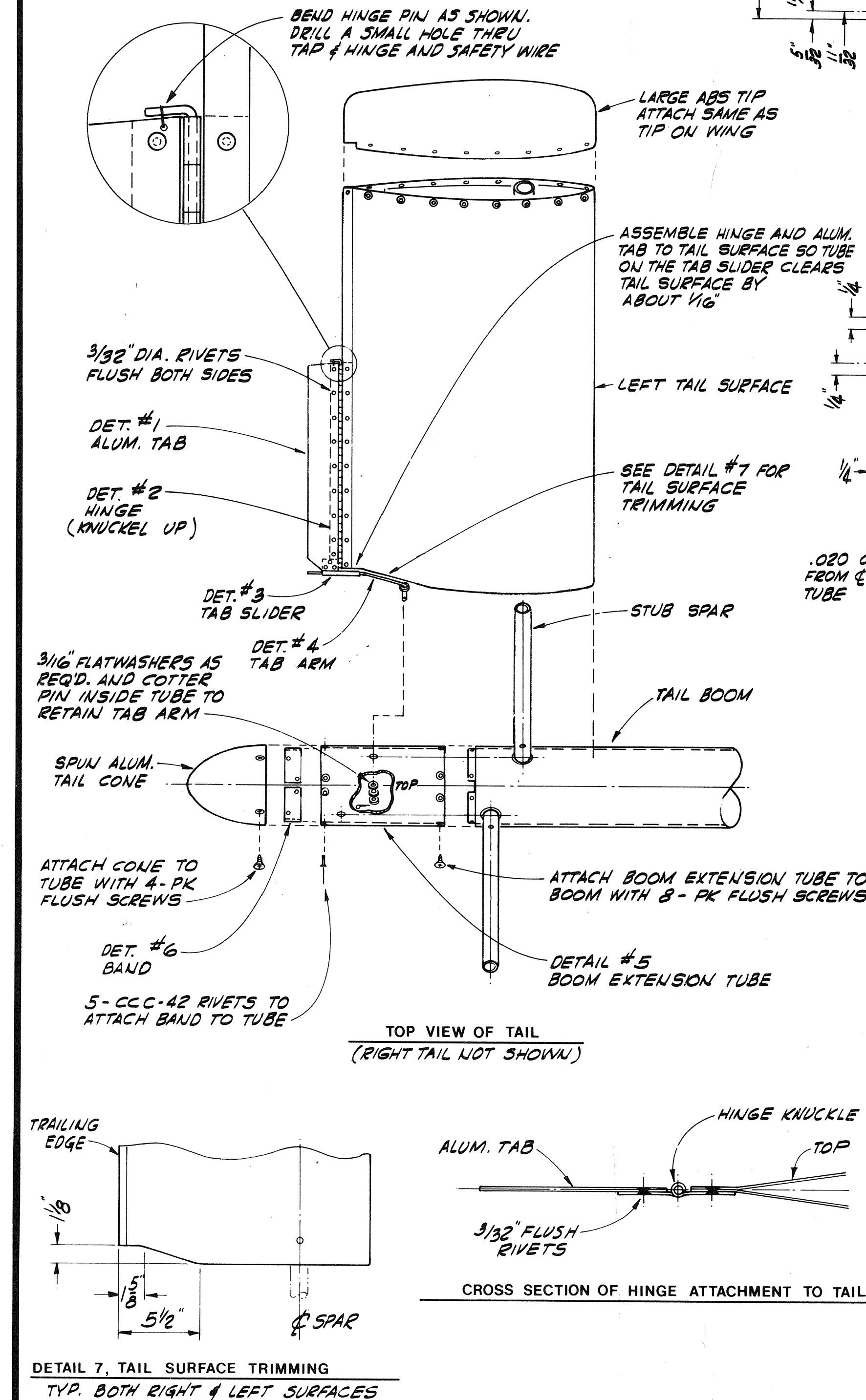


# monerai

## ANTI-SERVO SYSTEM



**NOTE:**  
THIS ANTI-SERVO SYSTEM REPLACES THE BALSA WINGLET SYSTEM USED ON EARLY KITS.

**monerai**  
**WINGLET**

54.1 OF 10

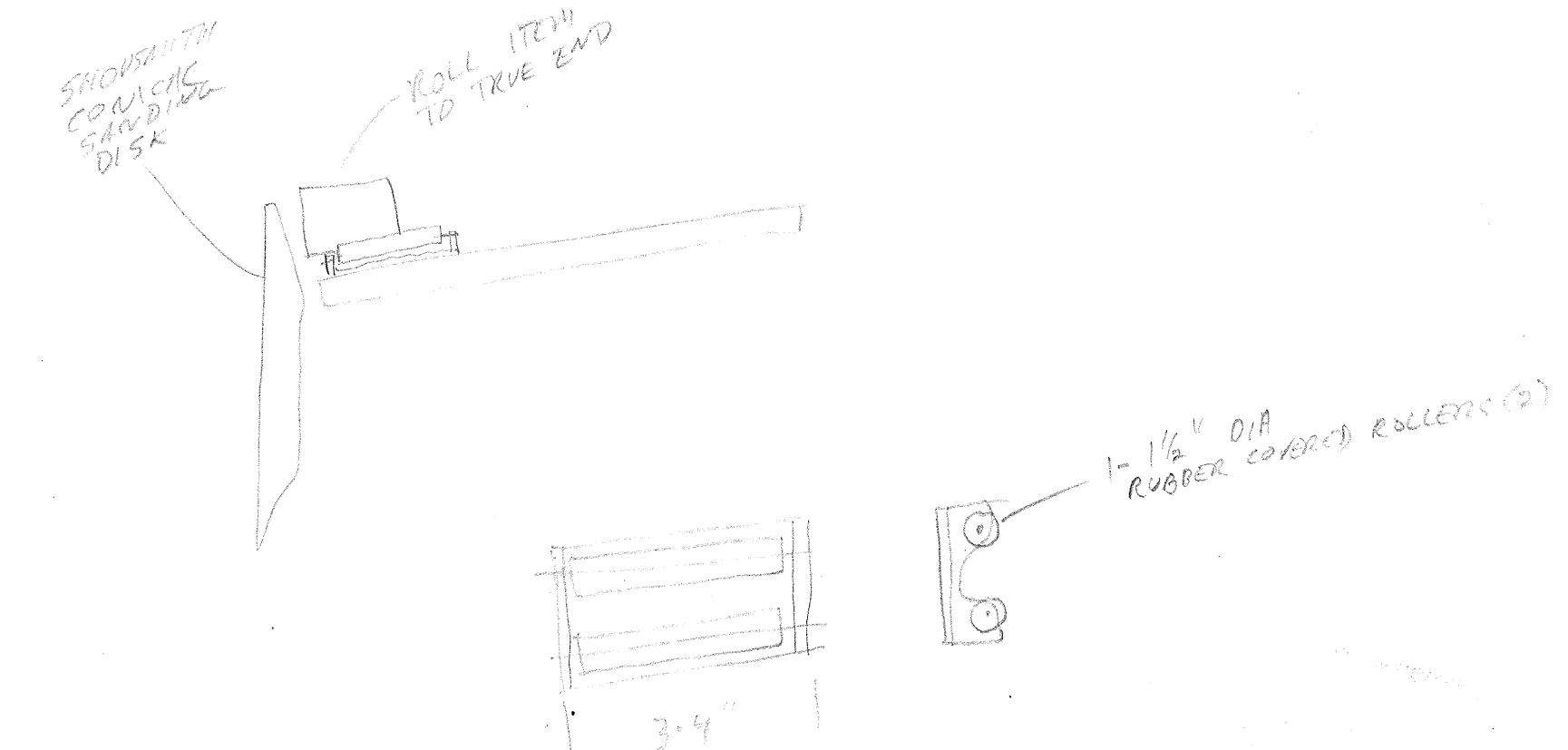
SERIAL NO. 9023-H

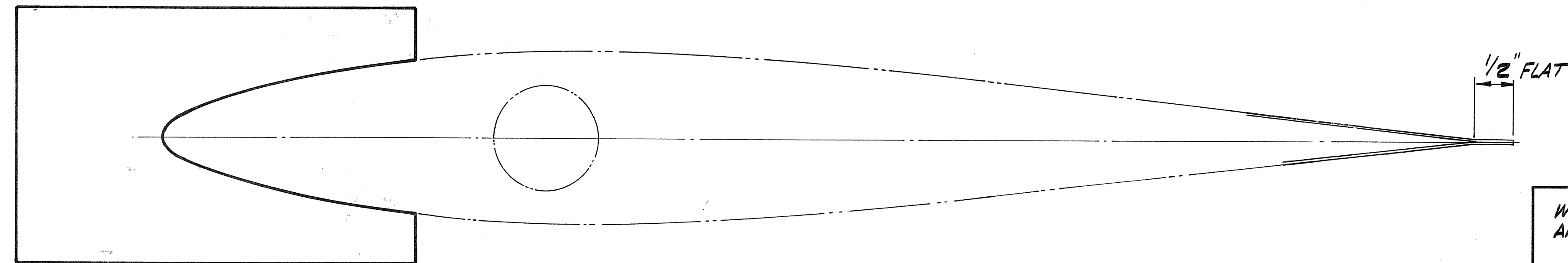
### WARNING!

THESE DRAWINGS DESCRIBE THE MATERIALS, DIMENSIONS AND CONSTRUCTION METHODS USED IN THE ORIGINAL AIRCRAFT AND ARE SOLD FOR EDUCATIONAL PURPOSES ONLY.

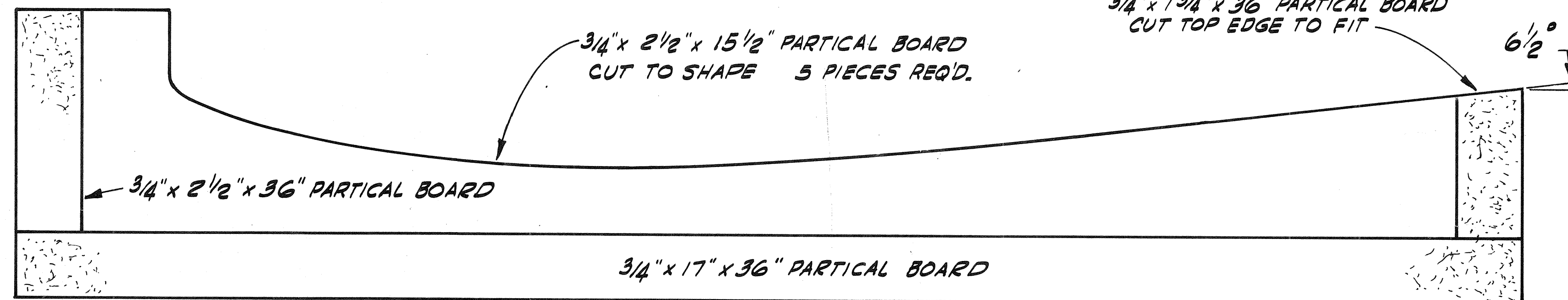
SINCE SELLER HAS NO CONTROL OVER MATERIAL SELECTION, WORKMANSHIP, OR METHODS USED, ANY AIRCRAFT BUILT BY THE PLANSHOLDER OR HIS AGENT MAY NOT BE SAFE OR AIRWORTHY.

SUITABILITY FOR FLIGHT IS TO BE DETERMINED BY BUILDER.





USE THIS TEMPLATE FOR CHECKING  
LEADING EDGE SHAPE AFTER FORMING  
TAIL SURFACE SKIN. STEP T-4 ON  
TAIL SURFACE AND BOOM ASSY. DWG.



$3/4" \times 2 1/2" \times 15 1/2"$  PARTIAL BOARD  
CUT TO SHAPE 5 PIECES REQ'D.

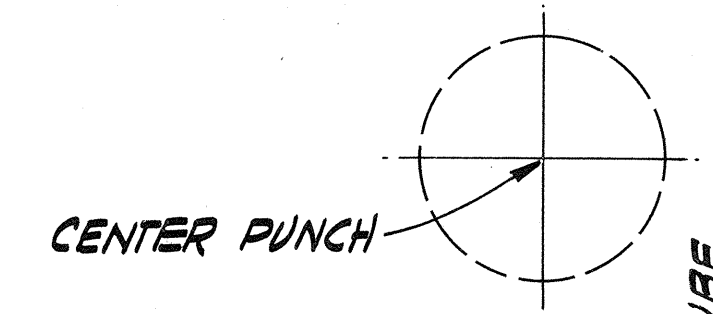
$3/4" \times 2 1/2" \times 36"$  PARTIAL BOARD

$3/4" \times 17" \times 36"$  PARTIAL BOARD

$3/4" \times 1 3/4" \times 36"$  PARTIAL BOARD  
CUT TOP EDGE TO FIT

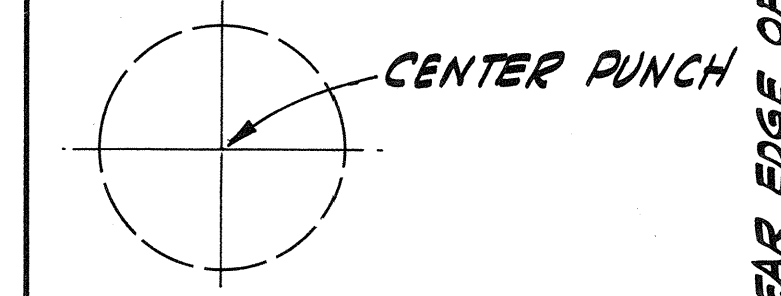
$6 1/2"$

WRAP TIGHTLY ON BOOM TUBE  
AND CENTER PUNCH LOCATIONS



CENTER PUNCH

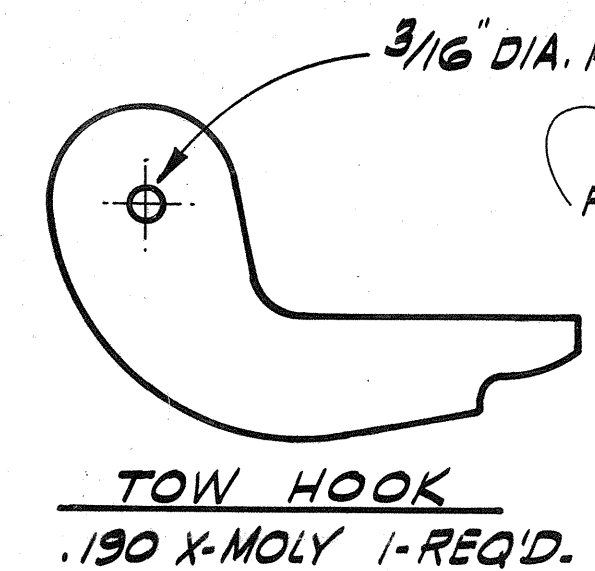
$\phi$  OF 5" ALUM. BOOM TUBE



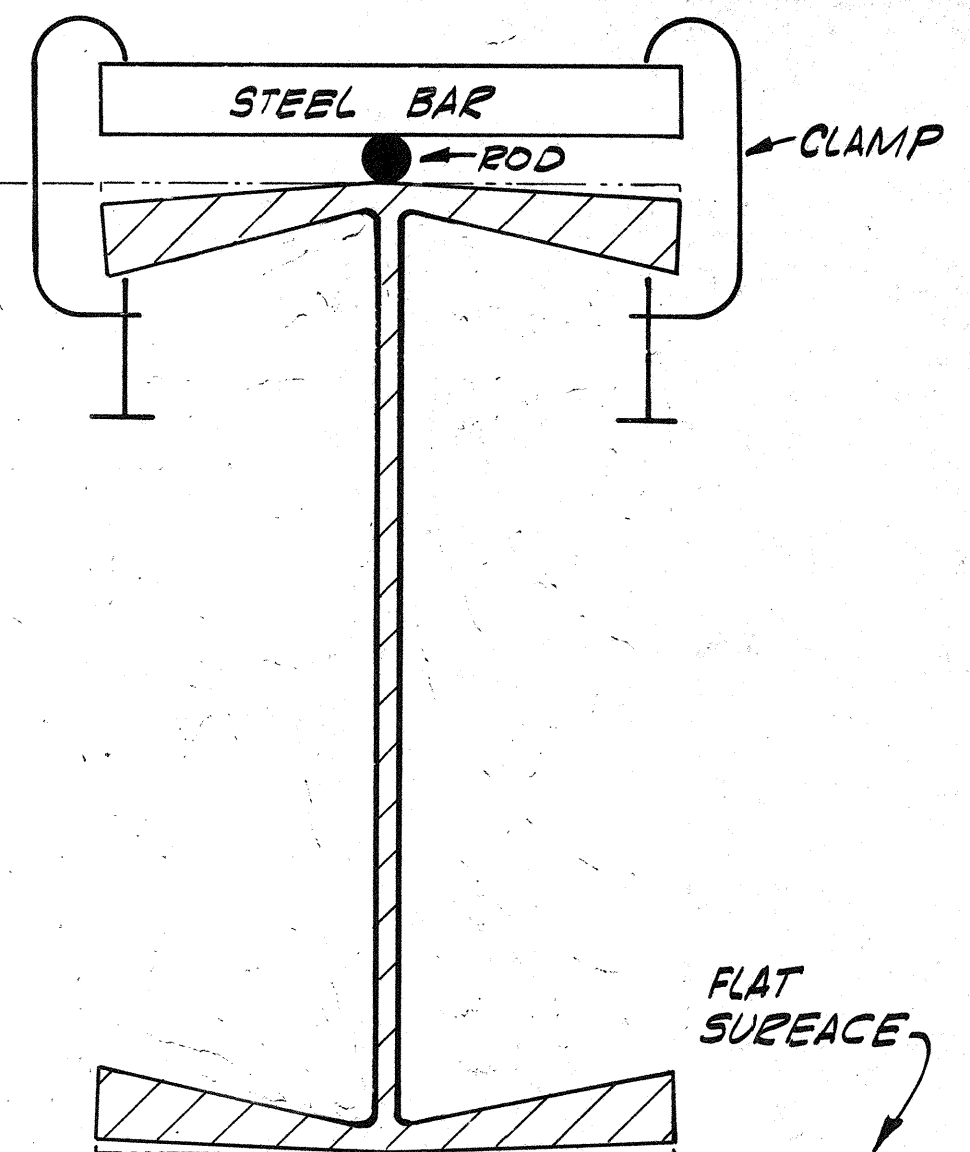
CENTER PUNCH

TAIL SPAR LOCATION TEMPLATE

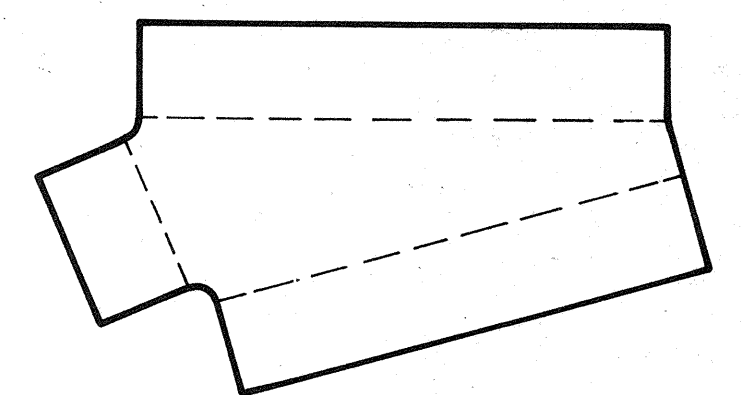
REAR EDGE OF 5" ALUM. BOOM TUBE



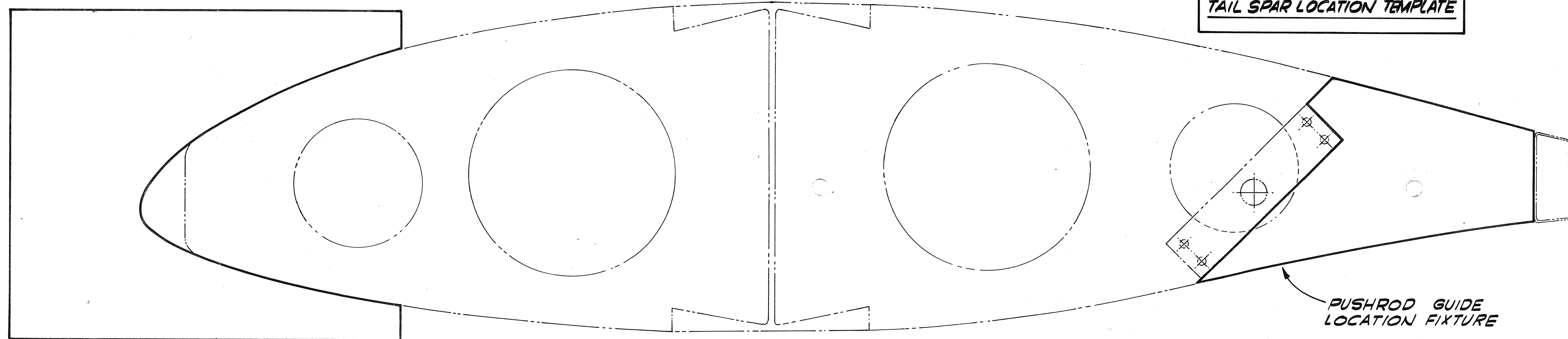
TOW HOOK  
.190 X-MOLY 1-REQ'D.



METHOD OF BENDING SPAR FLANGES, MAKING A  
FLAT SURFACE FOR MOUNTING OF THE MAIN  
SPAR FITTINGS. FLANGES AT END OF SPAR  
NEED TO BE FLAT TOP & BOTTOM FOR  
APPROX. 6" OF LENGTH.



FLAP-AILERON RIB  
.025 2024T3 ALUM. 12 REQ'D.



USE THIS TEMPLATE FOR CHECKING  
LEADING EDGE SHAPE AFTER FORMING  
WING SKIN. STEP W-4 ON WING ASSY. DWG.

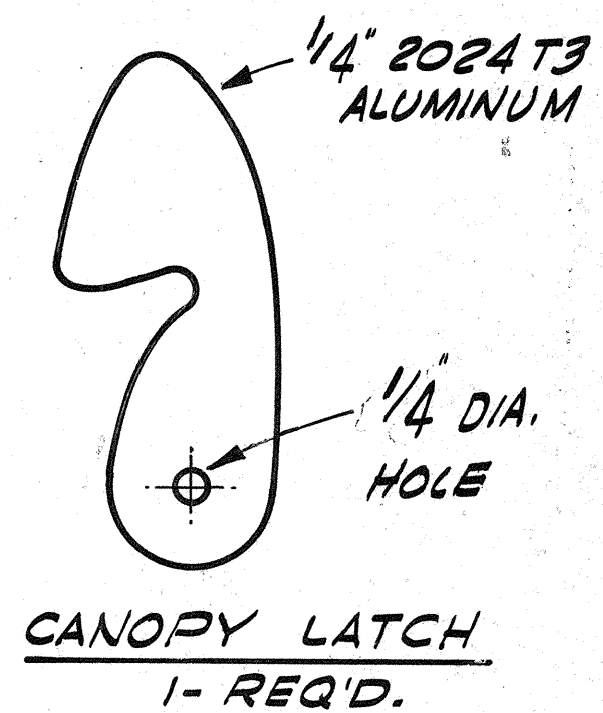
CUT TWO END CRADLES  
TO CLEAR SPAR FITTINGS

$3/4" \times 4 1/2" \times 21 3/4"$  PARTIAL BOARD  
CUT TO SHAPE 27 PIECES REQ'D.

$3/4" \times 4 1/2" \times 17-6 3/4"$  PARTIAL BOARD

$6^\circ$   
PARTIAL BOARD  
 $3/4" \times 3 1/2" \times 17-6 3/4"$   
CUT TOP EDGE TO FIT

$3/4" \times 24" \times 17-6 3/4"$



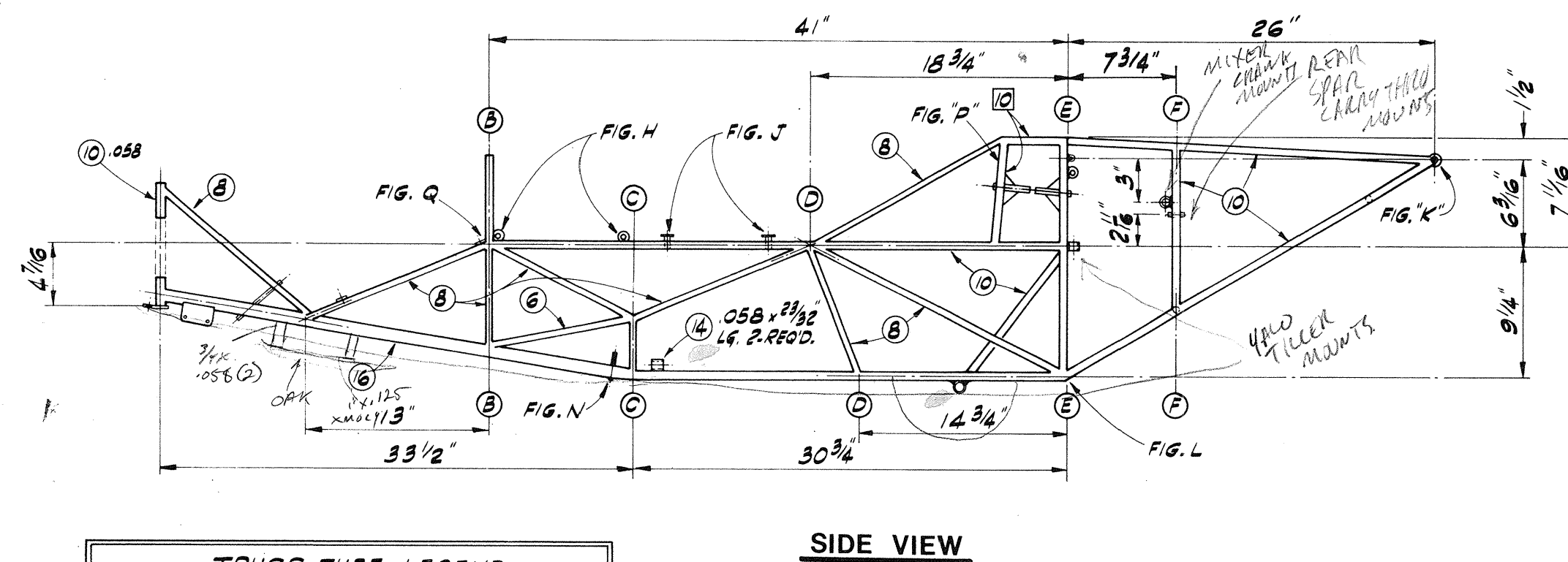
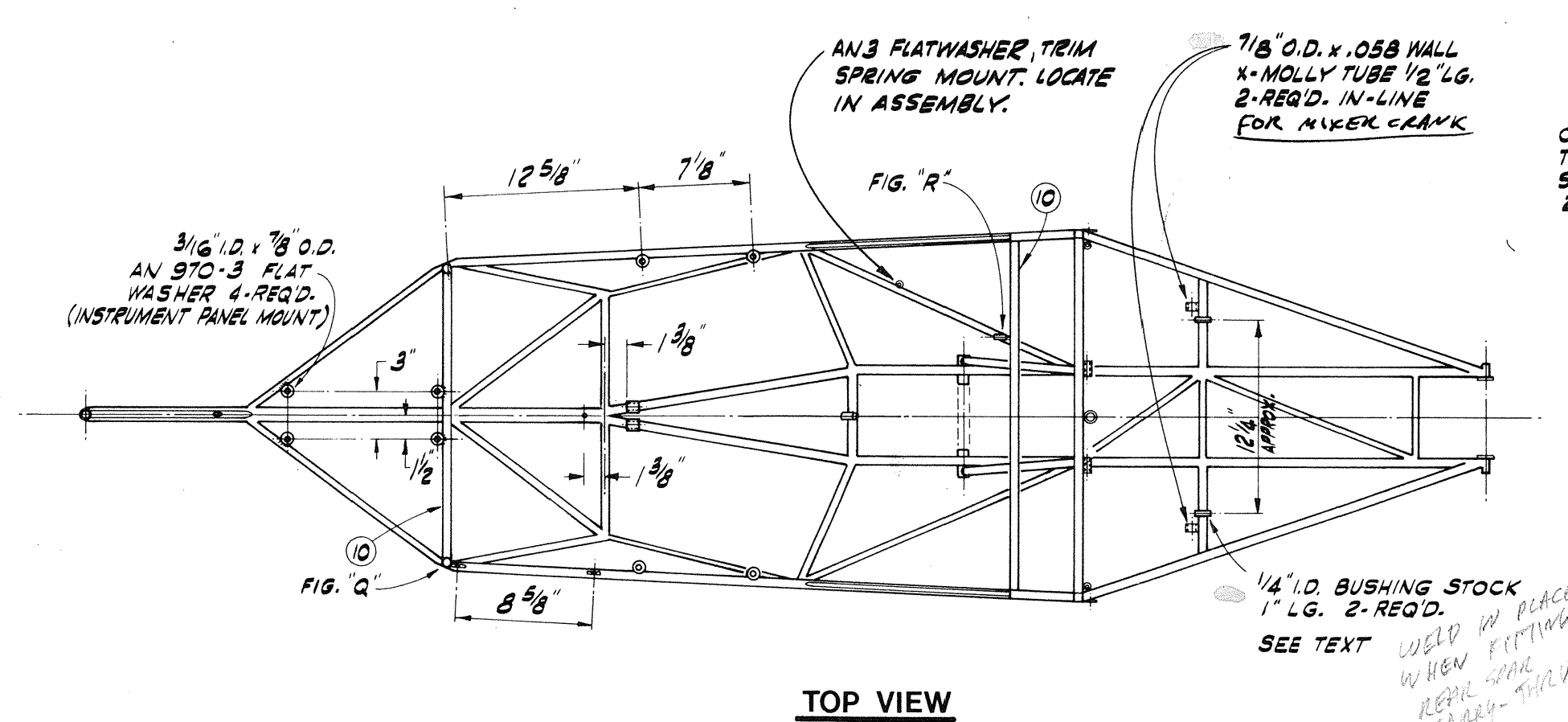
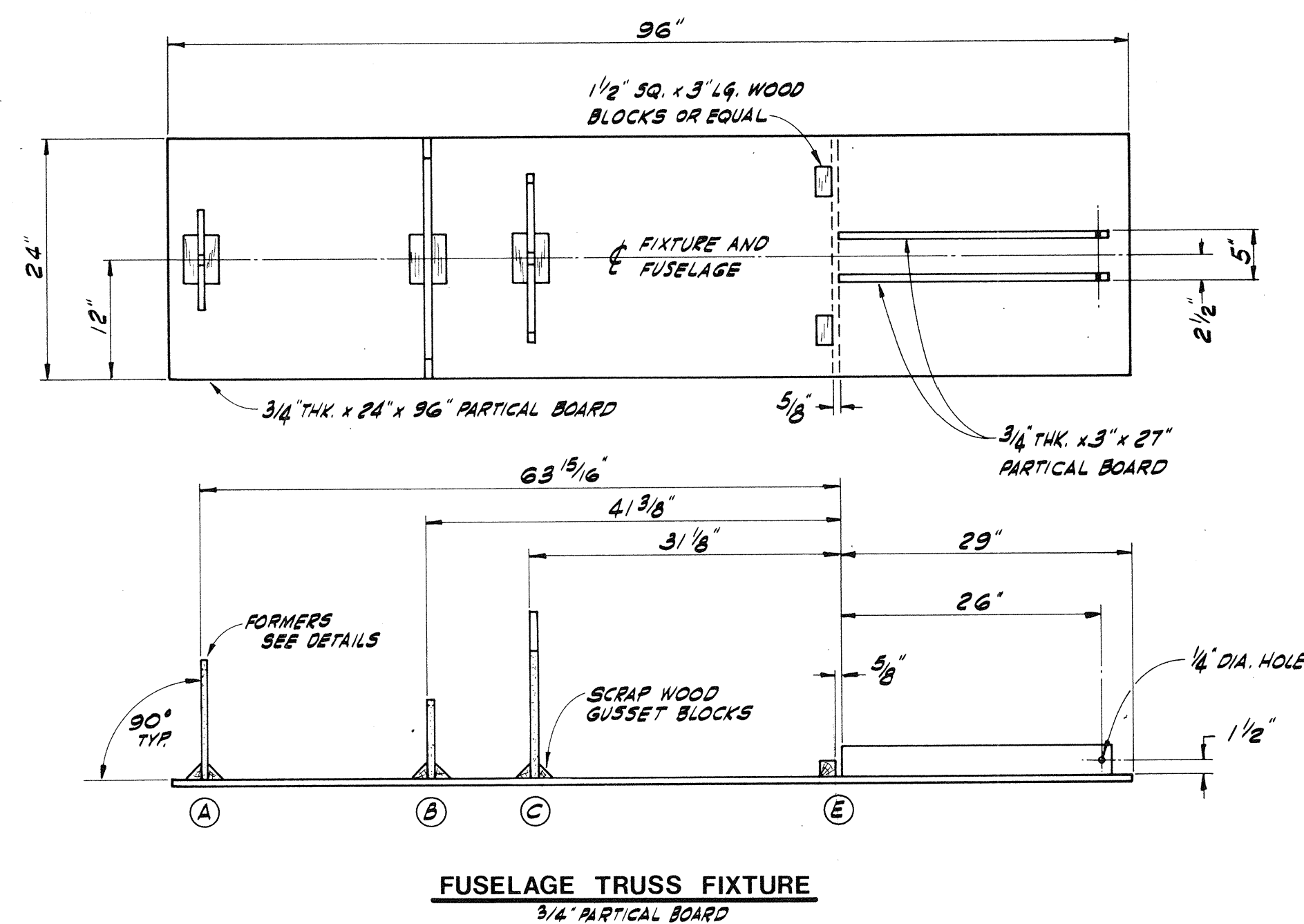
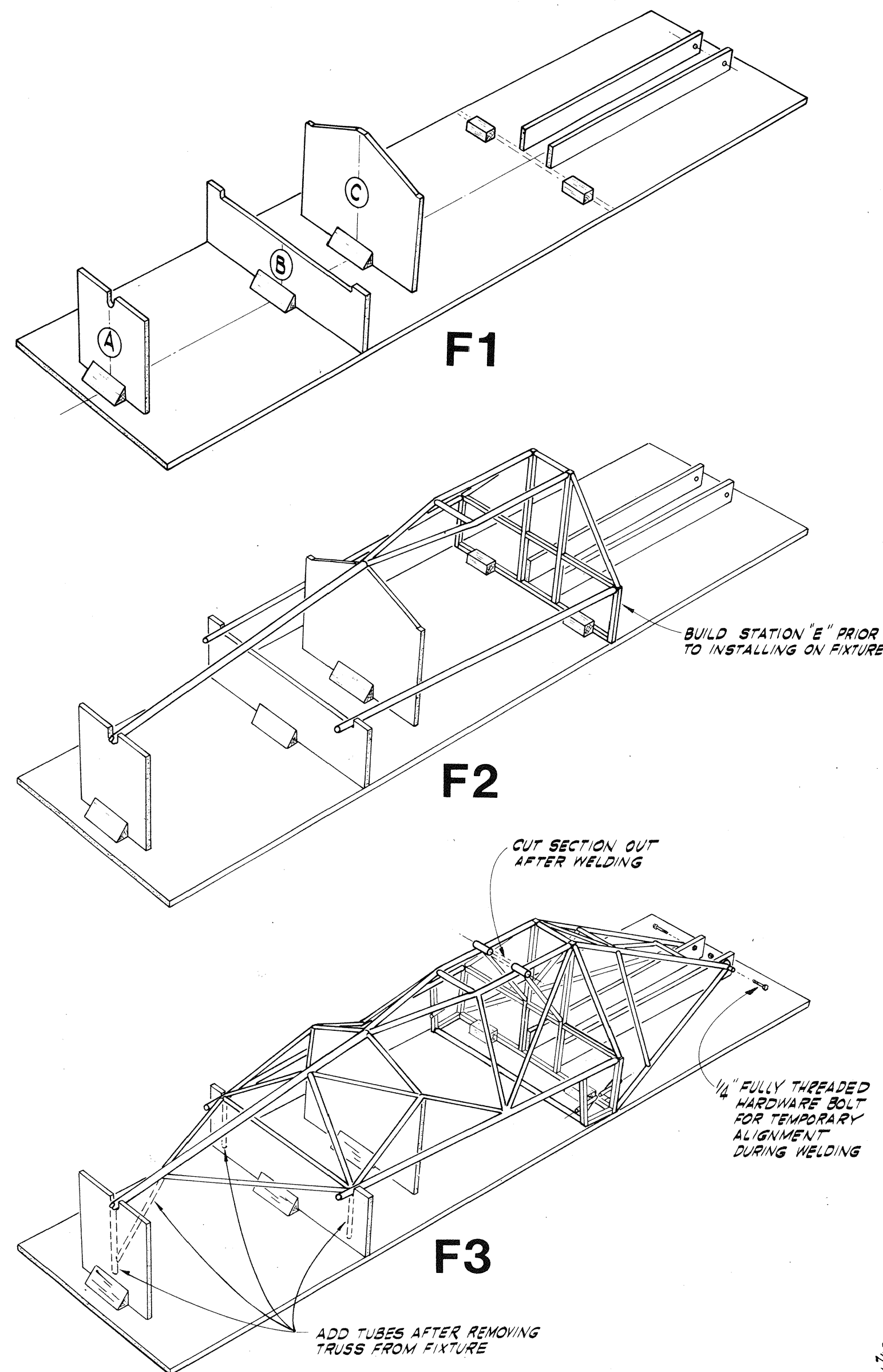
CANOPY LATCH  
1-REQ'D.

DRAWN: DON HARRY



# monerai

## FUSELAGE TRUSS ASSEMBLY



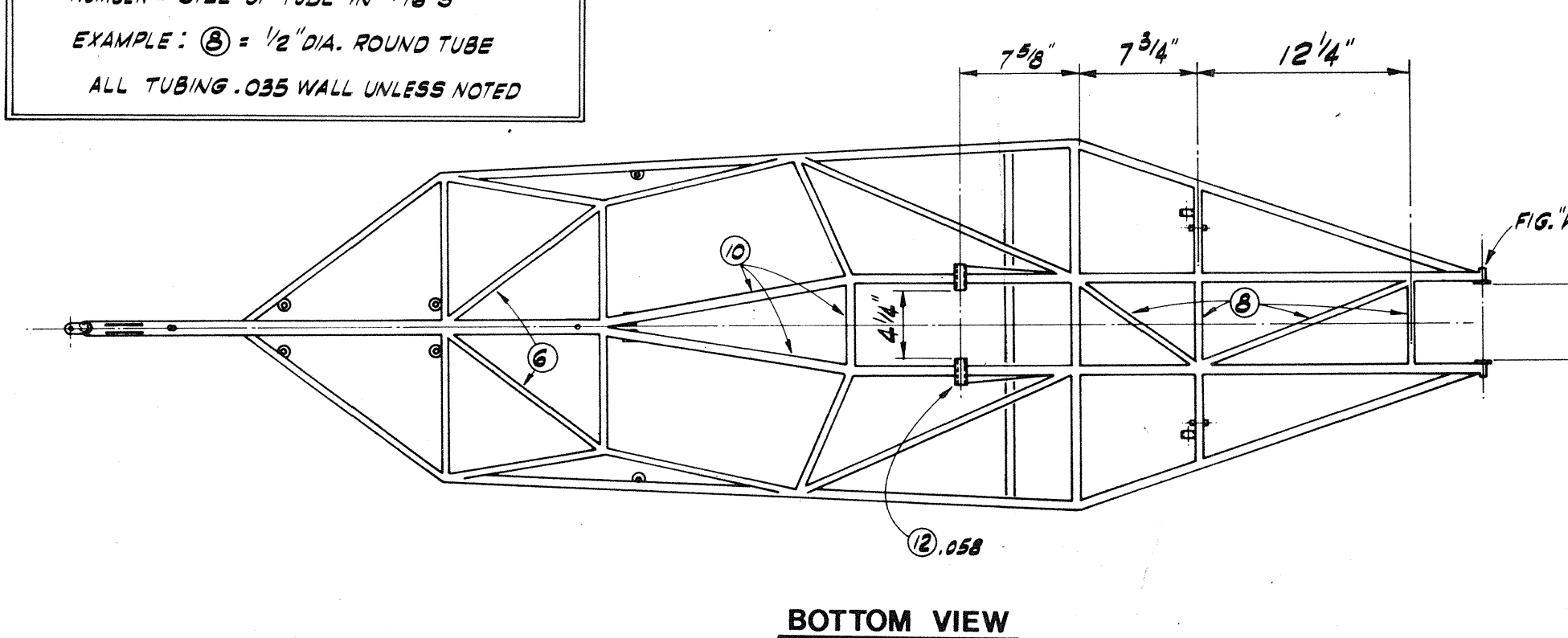
**TRUSS TUBE LEGEND**

○ = ROUND TUBE  
□ = SQUARE TUBE

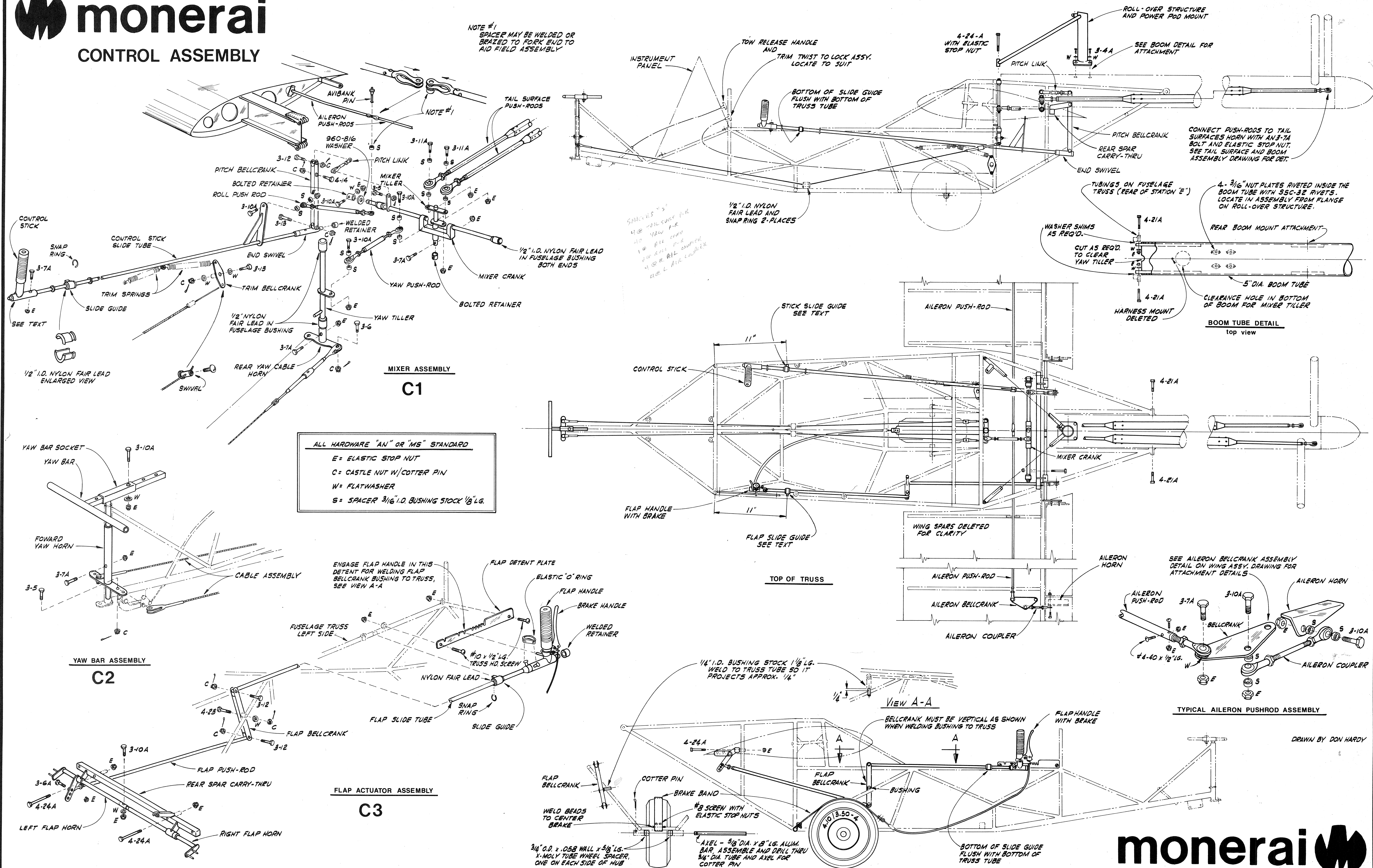
NUMBER = SIZE OF TUBE IN 1/16" S

EXAMPLE: ⑤ = 1/2" DIA. ROUND TUBE

ALL TUBING .035 WALL UNLESS NOTED











DRAWN BY DON HARDY

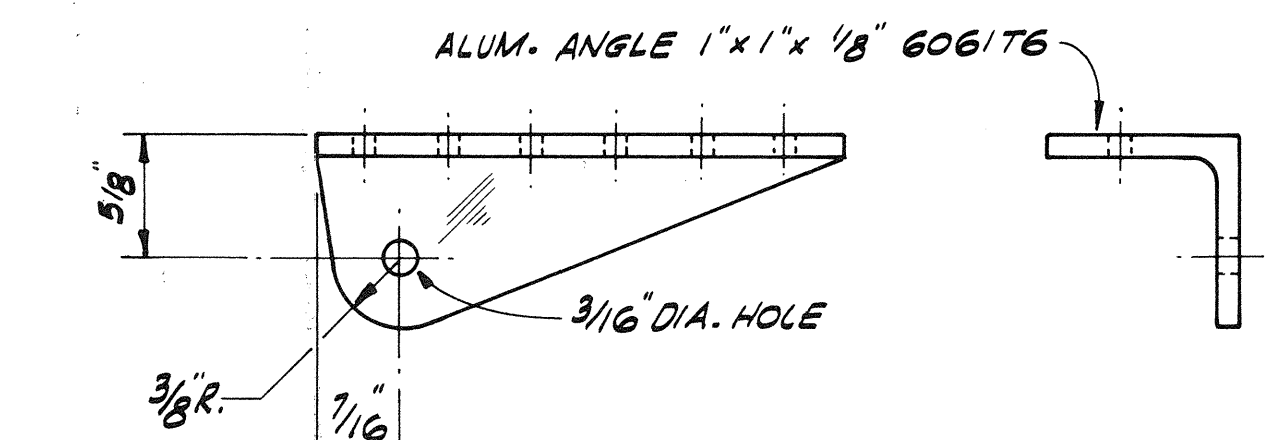




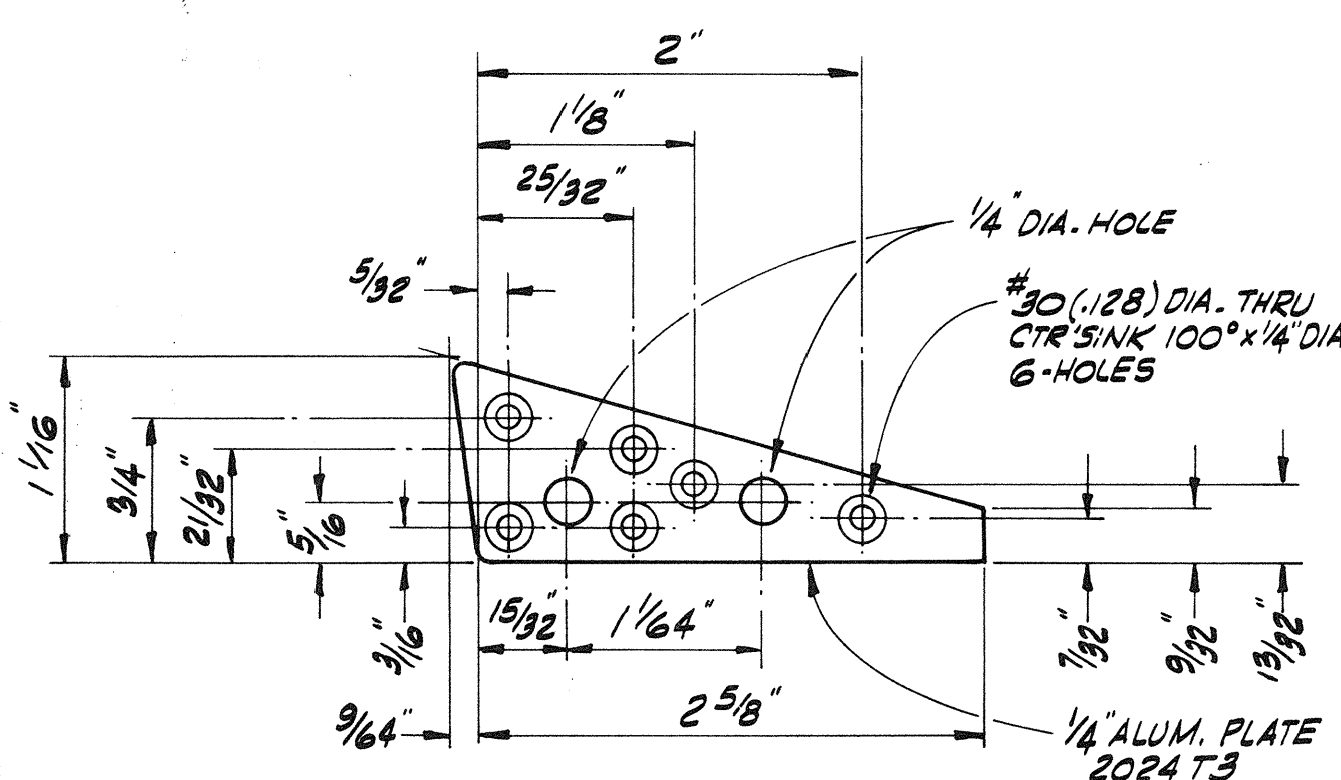


Technical drawing of a rectangular plate with the following specifications:

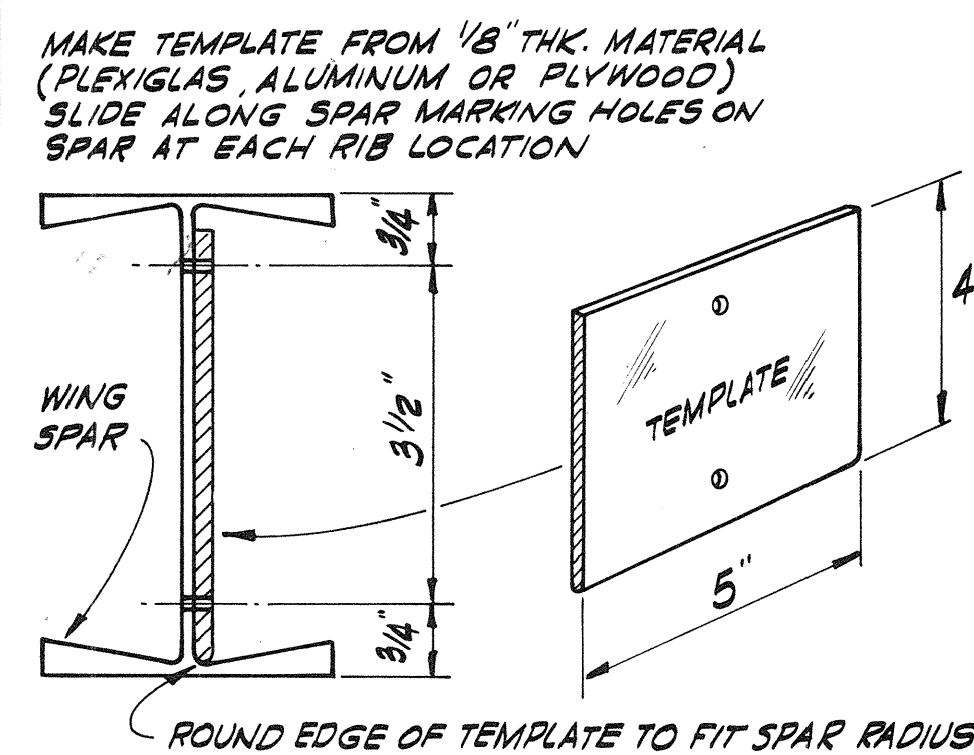
- Overall width:  $2\frac{3}{4}"$
- Overall height:  $5\frac{1}{8}"$
- Distance from left edge to center of first hole:  $\frac{1}{4}"$
- Spacing between holes:  $5\text{ SPC. @ } \frac{1}{16}" = 2\frac{3}{16}"$
- Hole specification:  $\#30 (.128) \text{ DIA. } 6\text{-HOLES}$



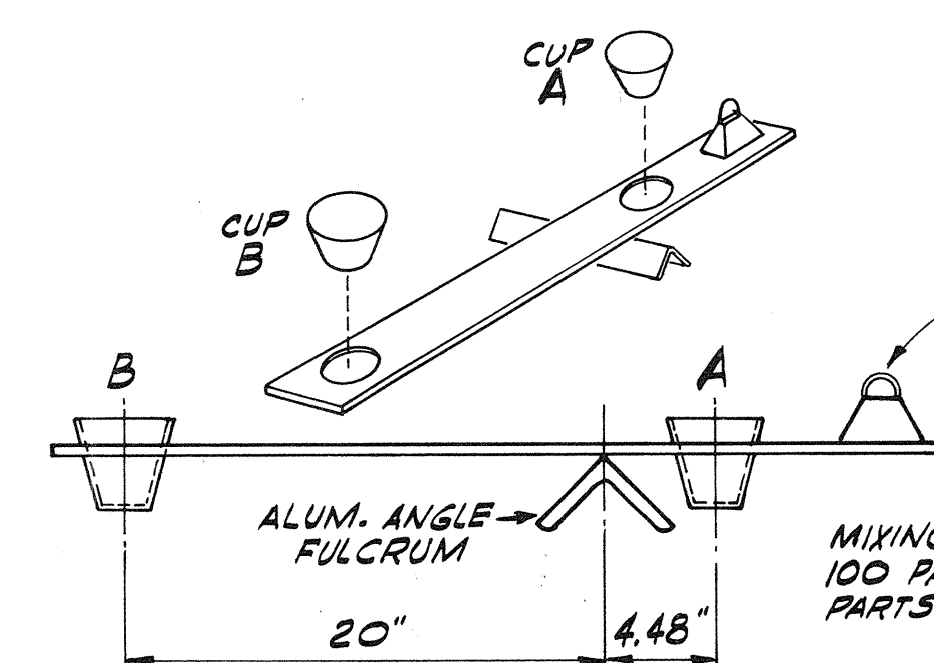
AILERON HORN  
1-LT AND 1-RT. REQ'D.  
(HORN FOR RIGHT WING SHOWN)



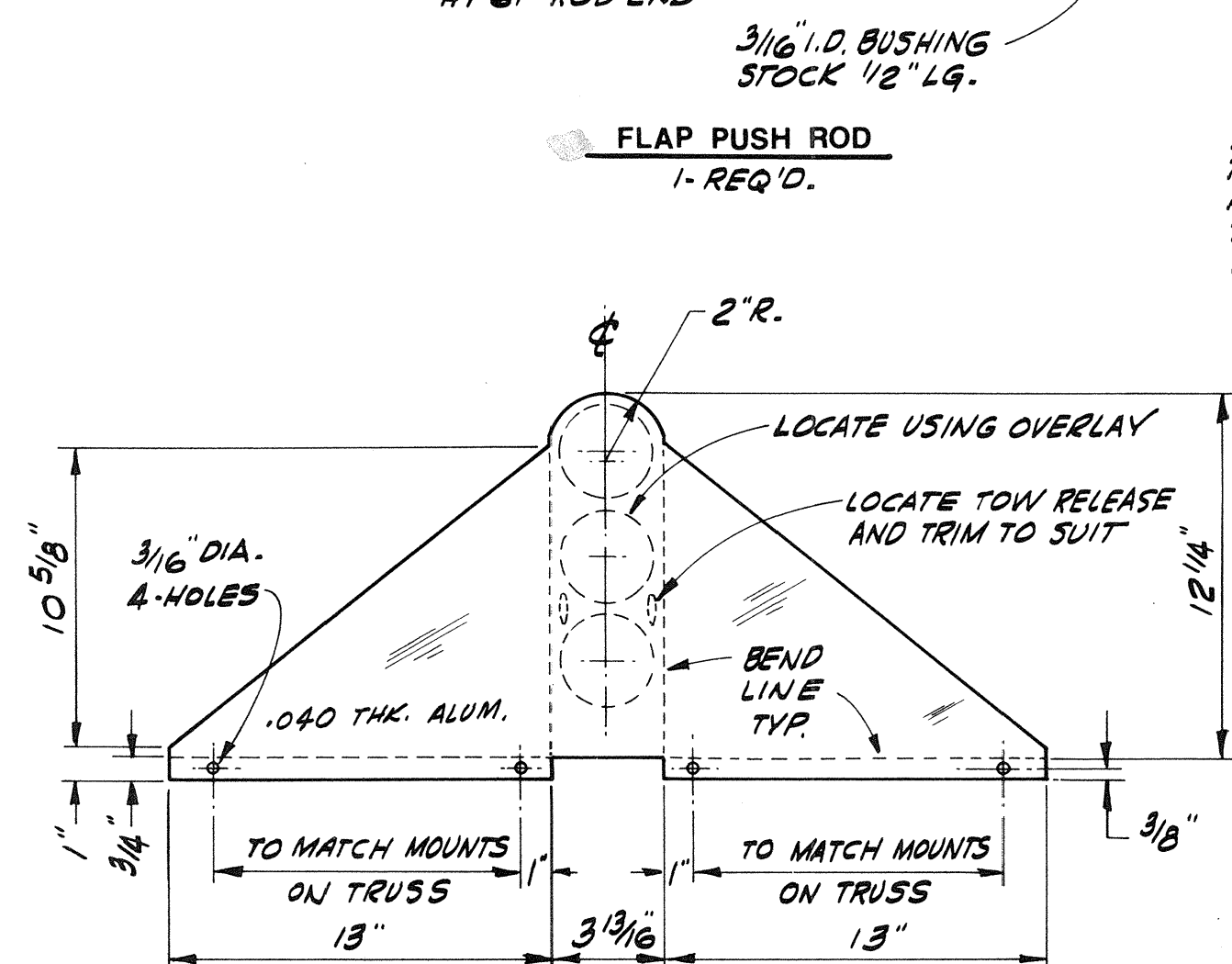
FLAP DRIVE PLATE  
6-REQ'D. 3 WITH CTR'SINK ON NEAR SIDE  
AND 3 WITH THE CTR'SINK ON FAR SIDE



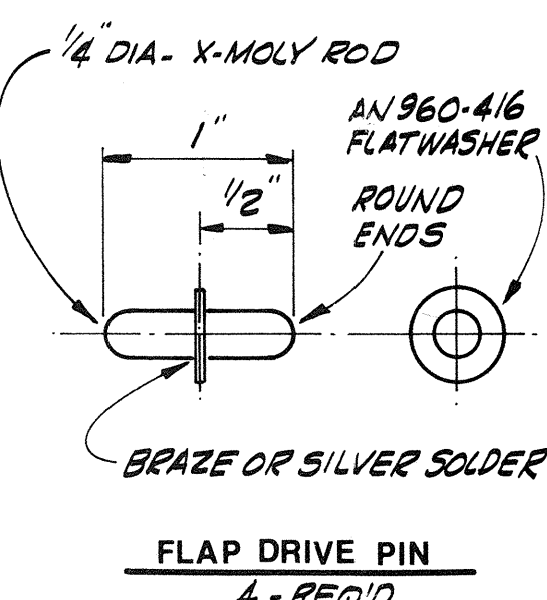
### WING RIB TO SPAR TEMPLATE



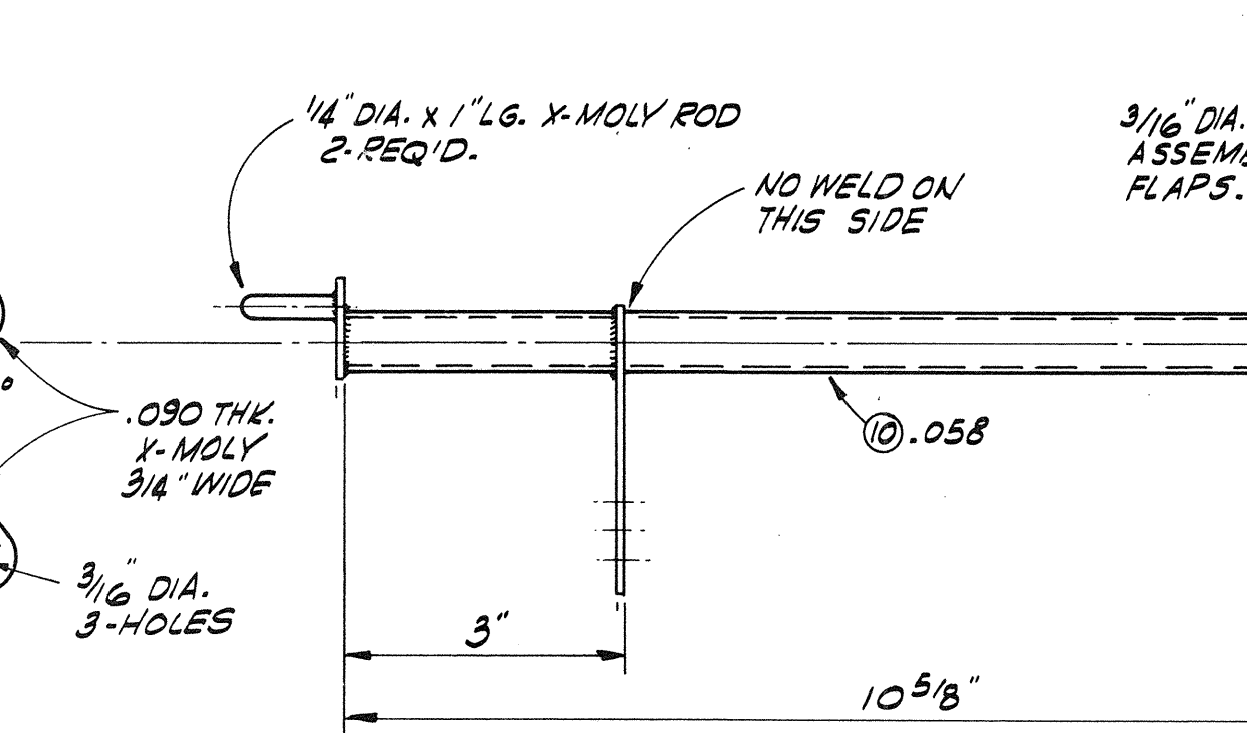
### SCALE FOR MIXING EPOXY



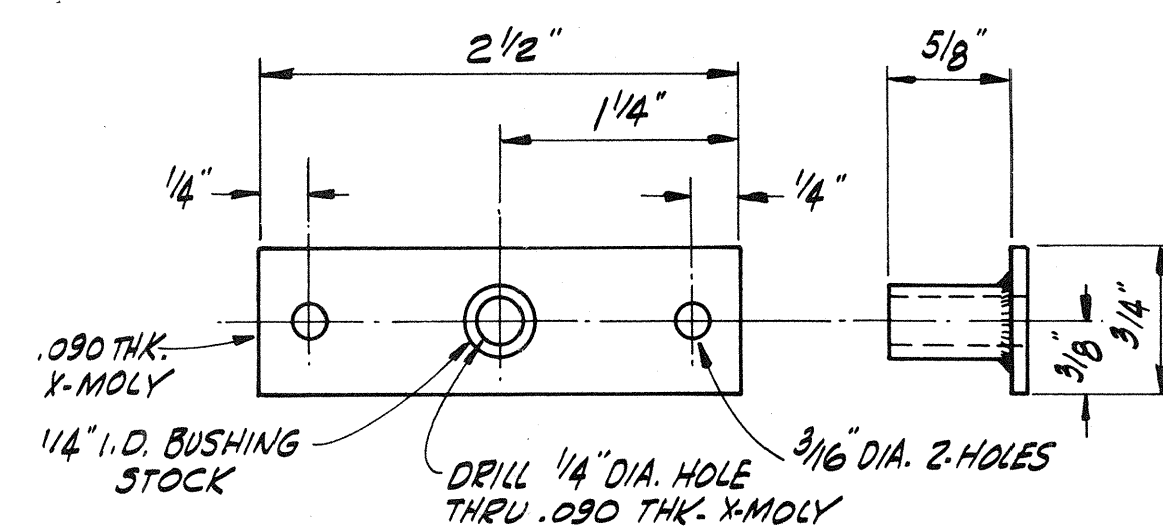
INSTRUMENT PANEL  
1-REQ'D.



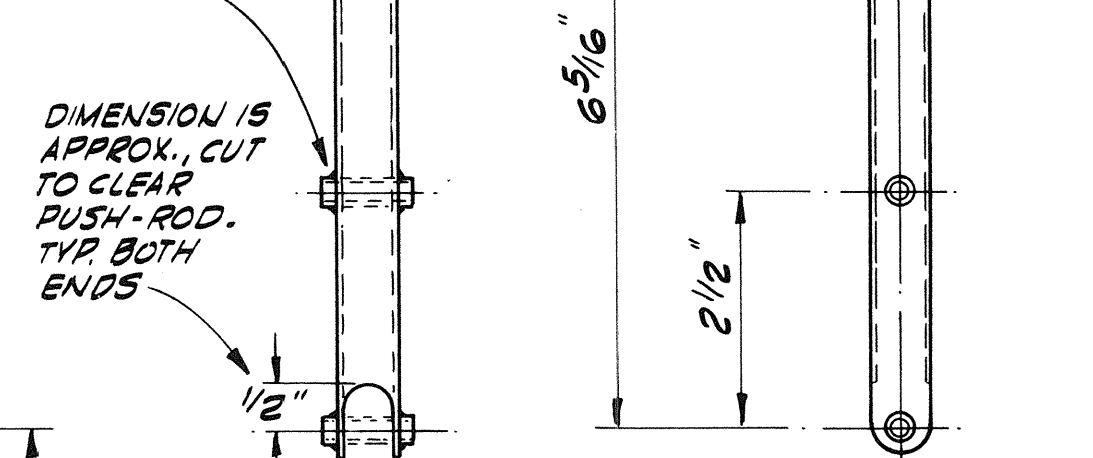
FLAP DRIVE PIN  
4-REQ'D.



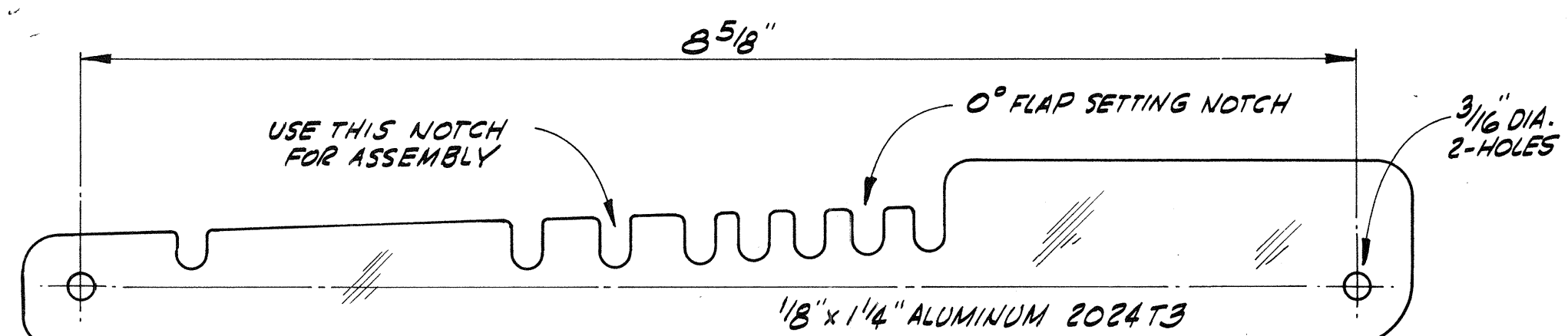
LEFT FLAP HORN  
1-REQ'D.



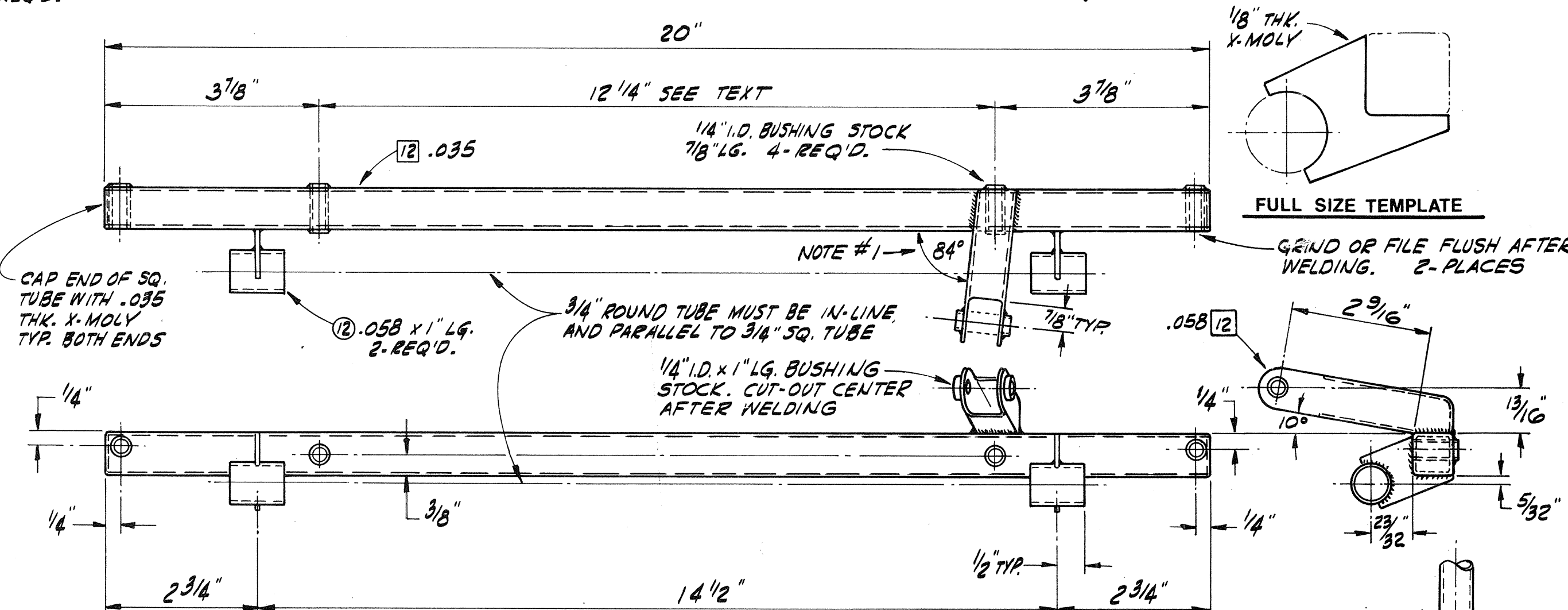
CANOPY LATCH BRACKET  
1-REQ'D.



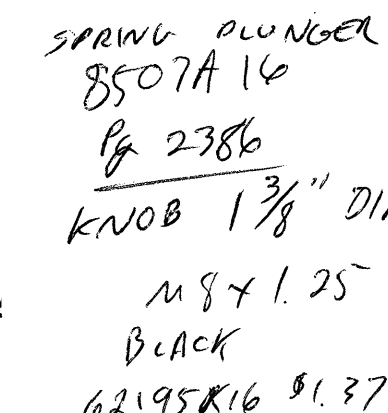
FLAP BELLCRANK  
1-REQ'D.



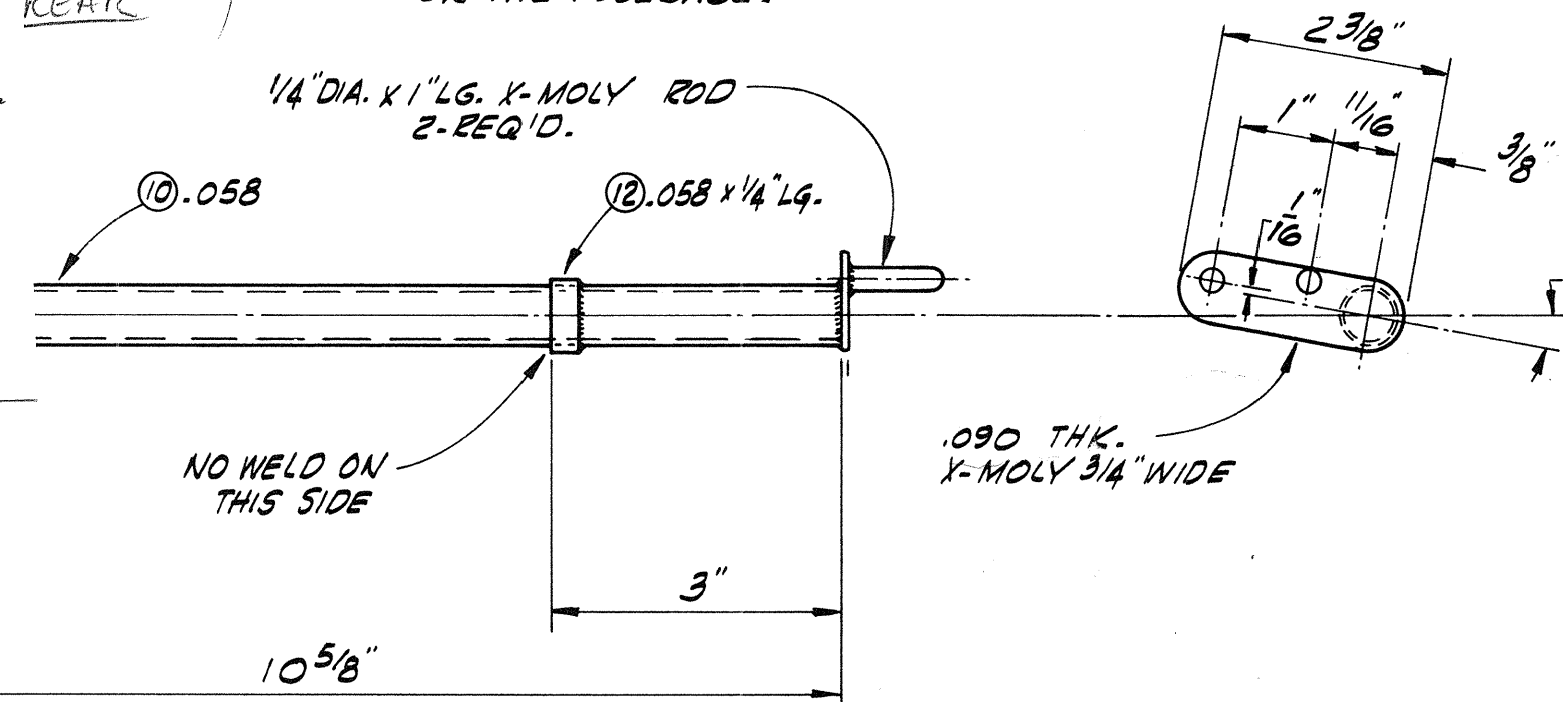
DETENT PLATE  
1-REQ'D.



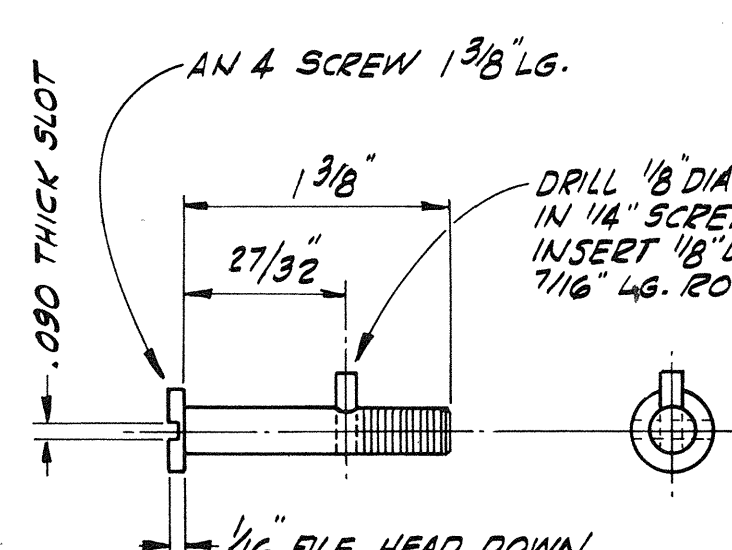
**FULL SIZE TEMPLATE**



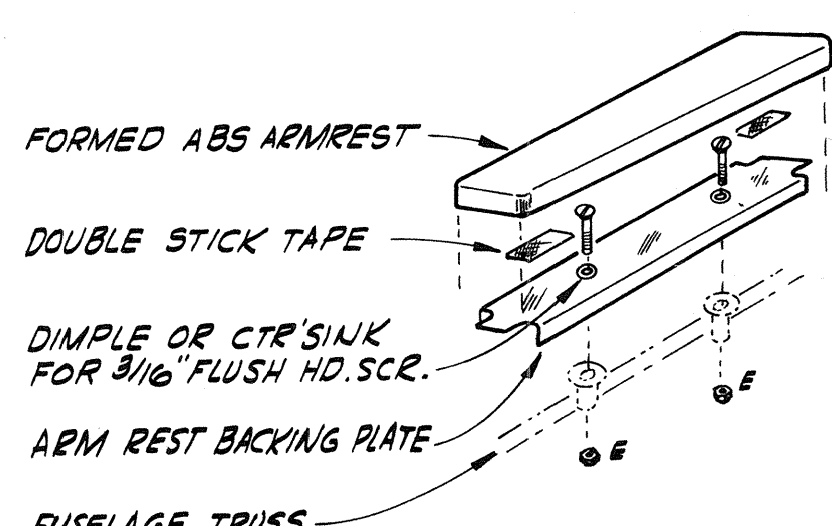
**CARRY-THRU**  
1-REQ'D.  
JED FROM  
RMD



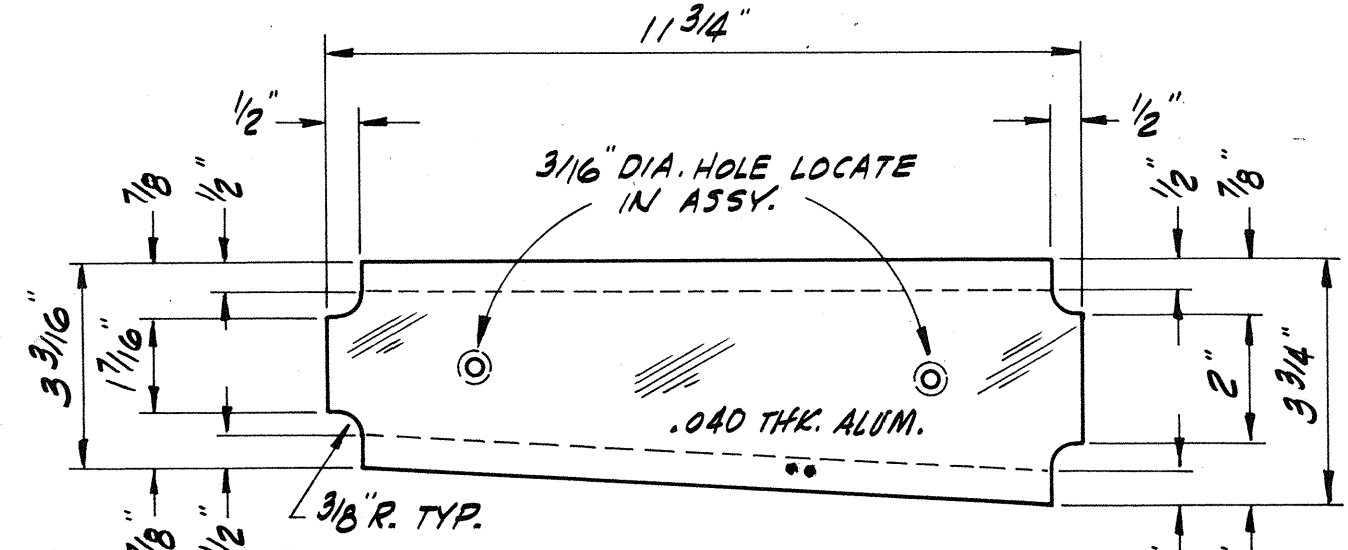
RIGHT FLAP HORN  
1-REQ'D.



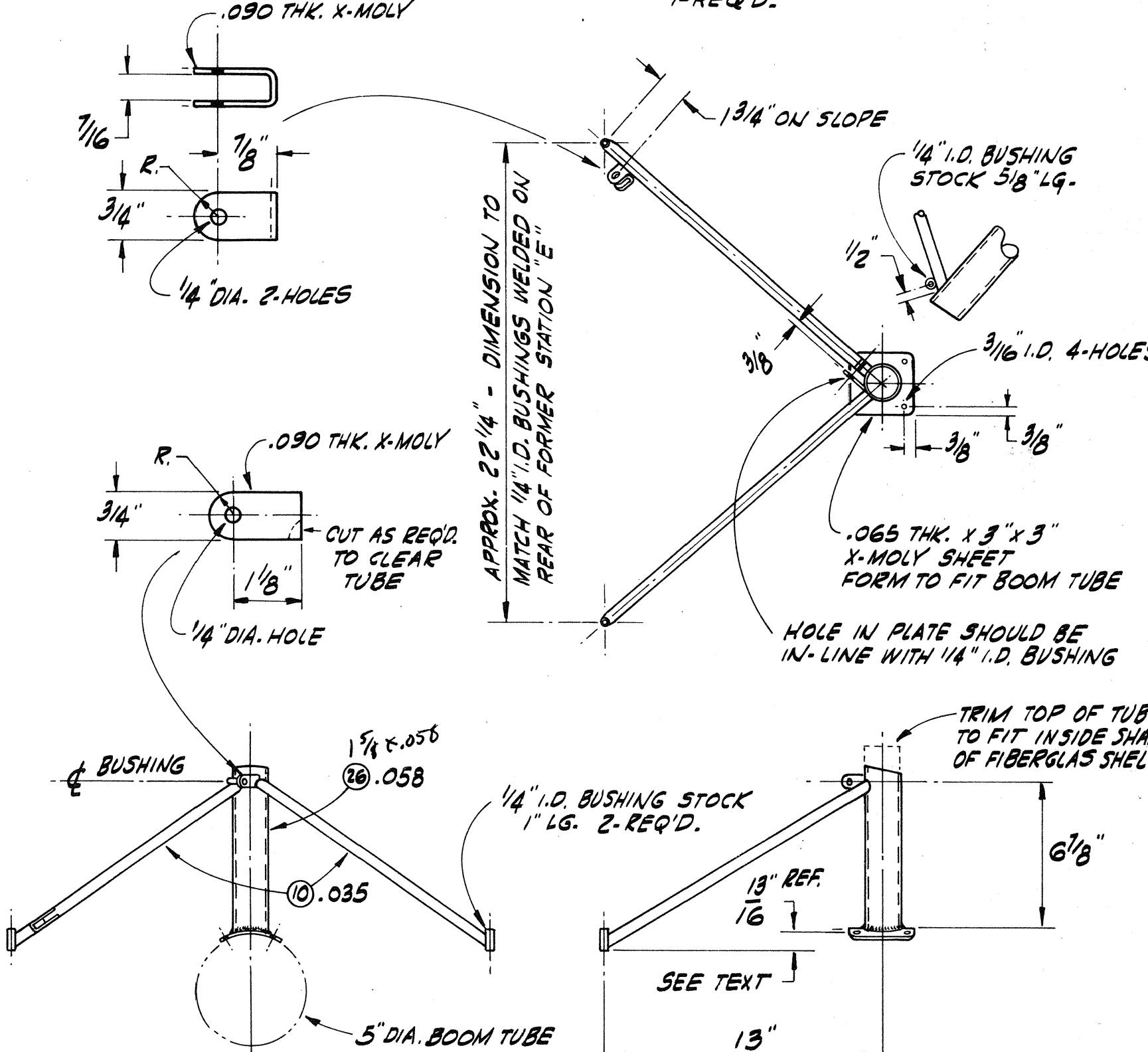
CANOPY LATCH PIVOT SCREW  
1-REF ID:



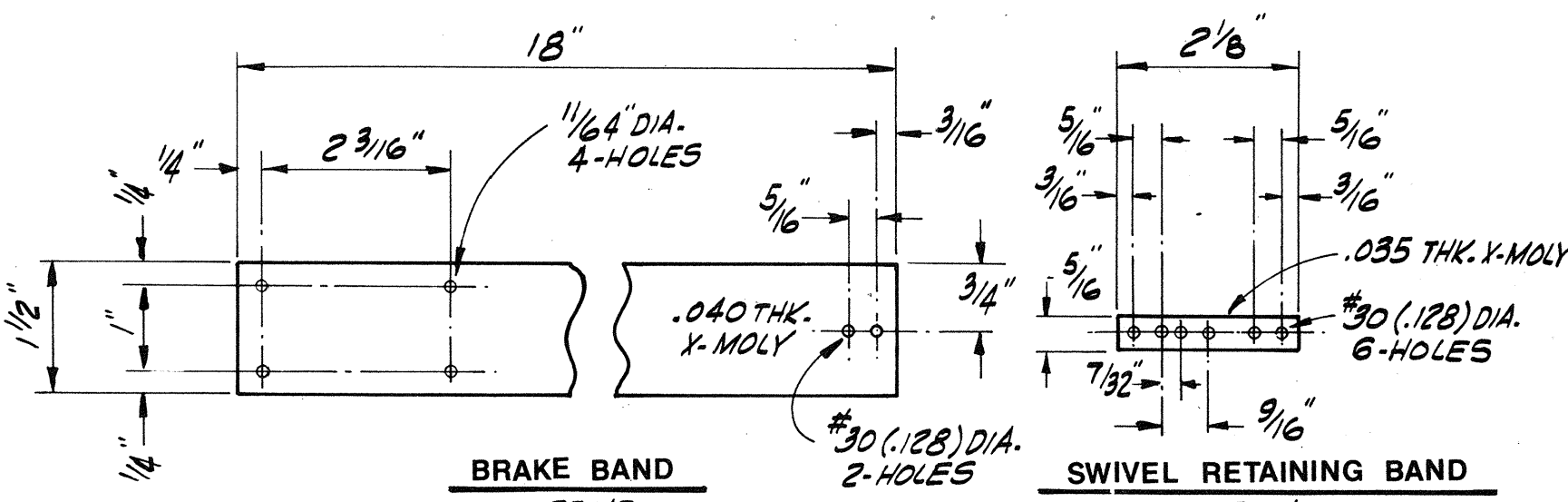
### ARM REST ASSEMBLY



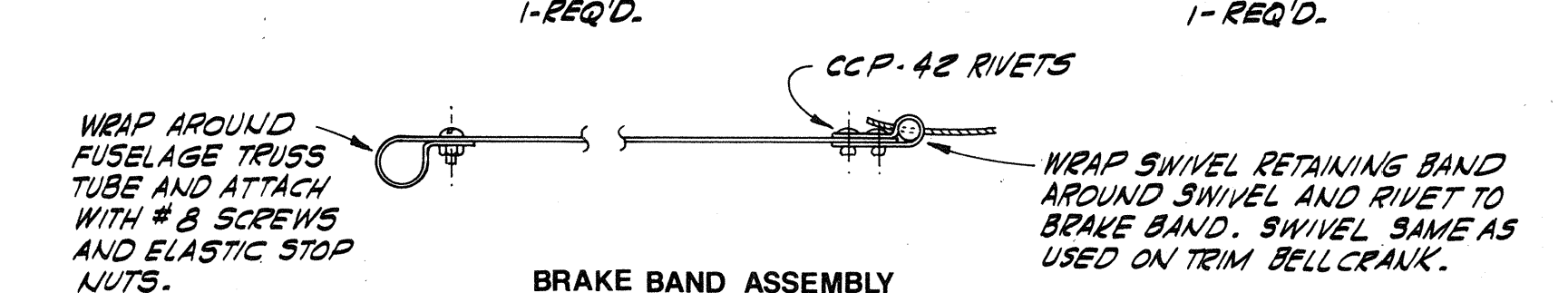
**ARM REST BACKING PLATE**



ROLL OVER STRUCTURE AND POWER POD MOUNT  
1-REQ'D.

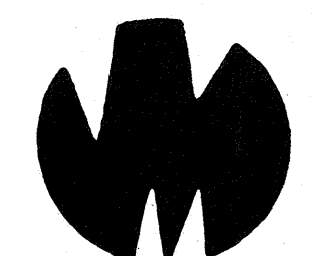


**BRAKE BAND**



**BRAKE BAND ASSEMBLY**  
***1-REQ'D.***

DRAWN BY DAN HARBO

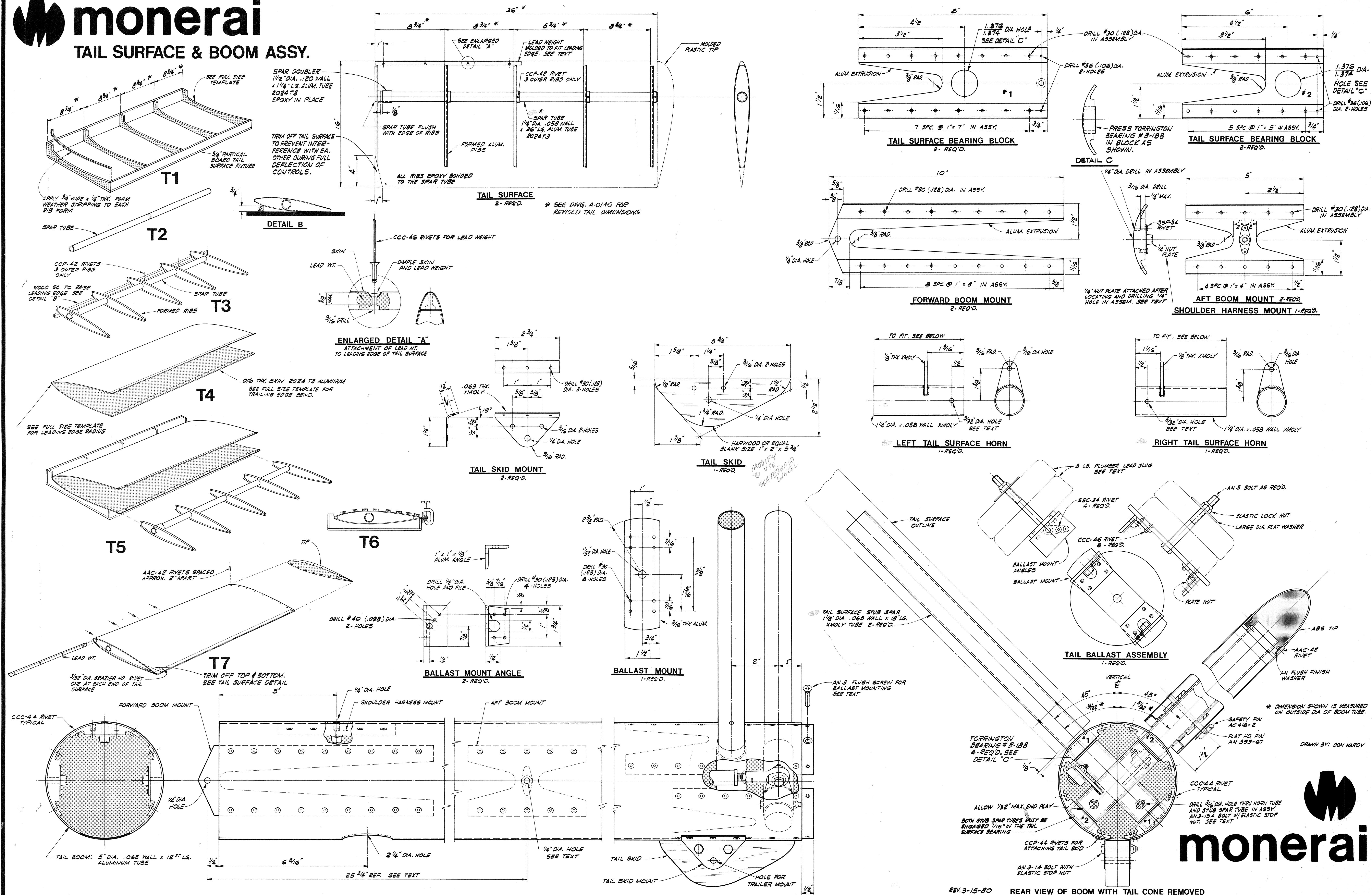


**monerai**



# monerai

## TAIL SURFACE & BOOM ASSY.







## WING ASSEMBLY





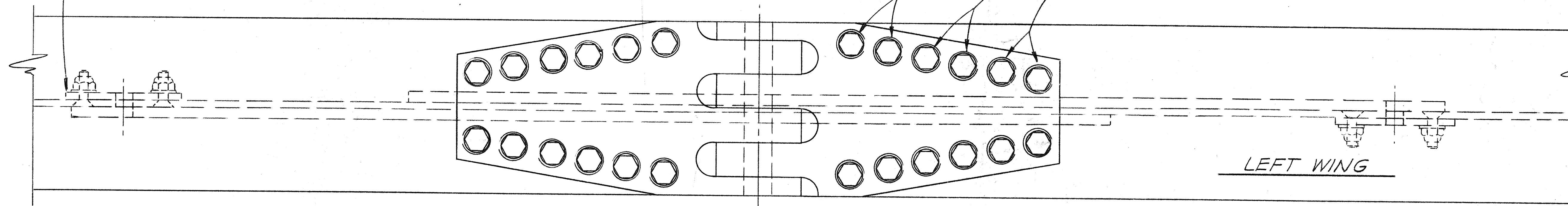
THIS SPAR REINFORCEMENT PLATE IS  
RELOCATED FROM THE FRONT OF THE SPAR  
TO THE REAR OF THE SPAR AS SHOWN

1303-18 BOLTS

1303-16 BOLTS

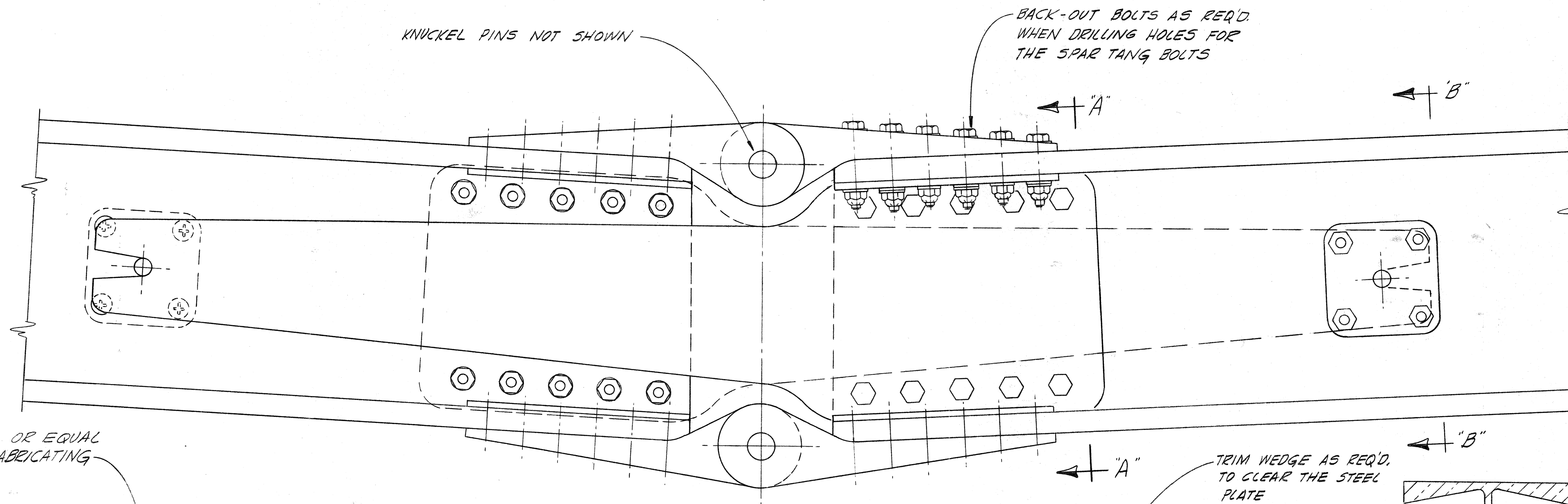
1303-14 BOLTS

FLATWASHER UNDER BOLT HEAD



KNUCKEL PINS NOT SHOWN

BACK-OUT BOLTS AS REQ'D.  
WHEN DRILLING HOLES FOR  
THE SPAR TANG BOLTS



ZINC CHROMATE OR EQUAL  
PRIME AFTER FABRICATING

.190 THK. X-MOLY SHEET

SPAR TANG 1-REQ'D.

SPAR TANG 1-REQ'D.

5/16" DIA. HOLES  
DRILL & REAM TO FIT  
BOLTS AT ASSEMBLY

CUT OUT AFTER  
LOCATING & DRILLING  
5/16" DIA. HOLE

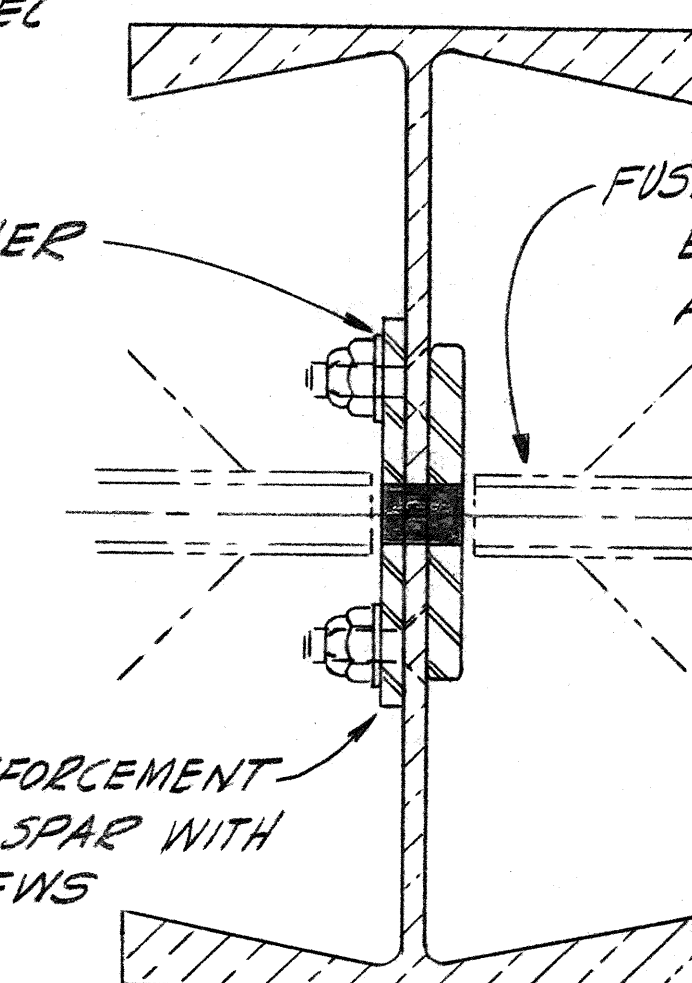
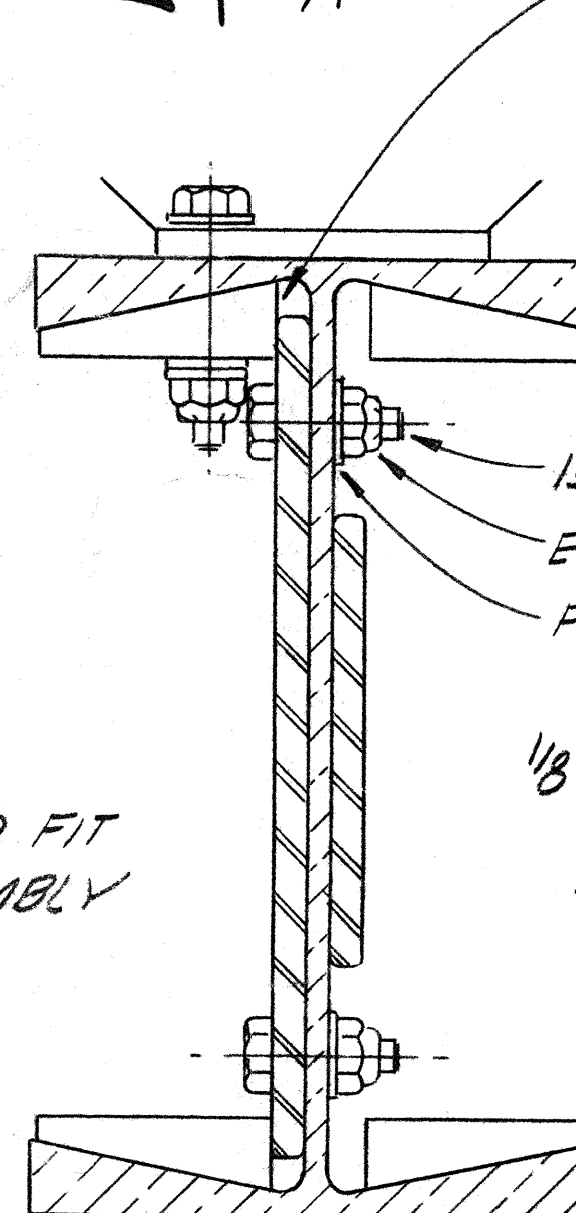
5" DIA. HOLE.  
1/16" DRILL & REAM  
TO FIT THE AVIBANK  
PIN

TRIM WEDGE AS REQ'D.  
TO CLEAR THE STEEL  
PLATE

1303-5 BOLT (TYP.)  
ELASTIC STOP NUT (TYP.)  
FLATWASHER (TYP.)

1/8" THK. x 2" x 2" SPAR REINFORCEMENT  
PLATE. ATTACH TO SPAR WITH  
4 509-10-R11 SCREWS

FUSELAGE TRUSS BUSHING,  
ENLARGE THE GAP TO  
ACCEPT THE NEW  
PLATES



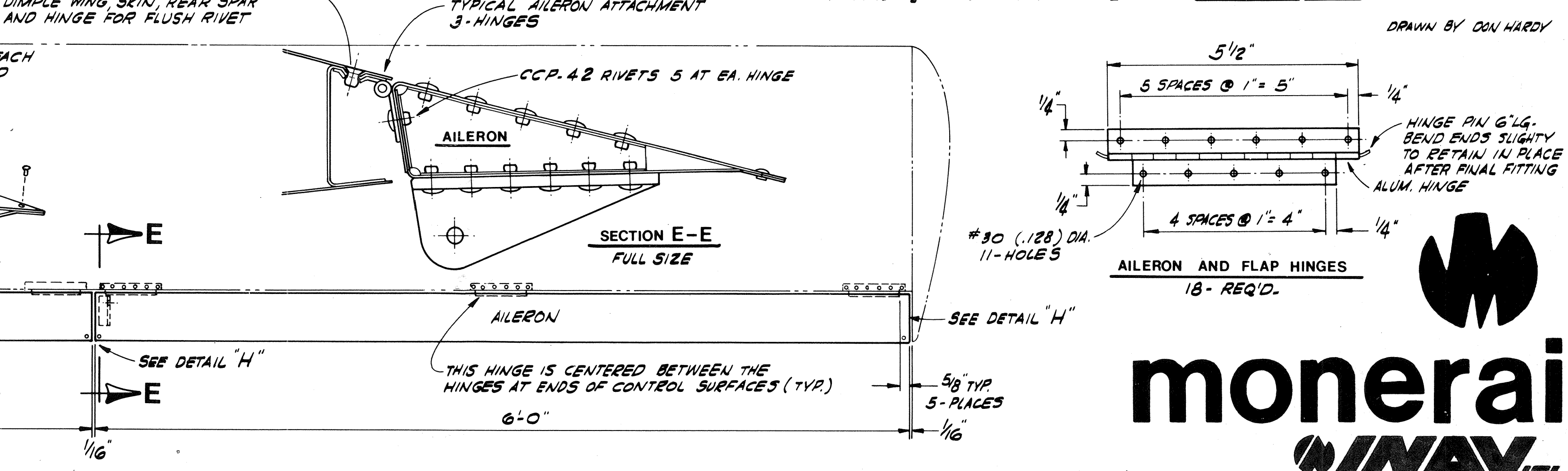
NOTE:  
TORQUE ALL BOLTS TO  
25 IN. LBS.

NOTCHED SPAR TANG ENDS JVL 7-6-83

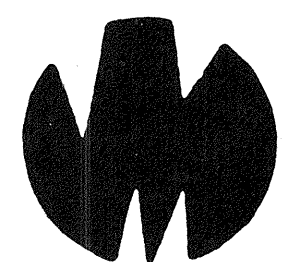
NAV

SCALE: FULL	APPROVED BY:	DRAWN BY: J. HENRY
DATE: 8-23-83	REVISED: A	
MANDATORY ADDENDUM SHEET		
MONERA1	DRAWING NUMBER	8-A



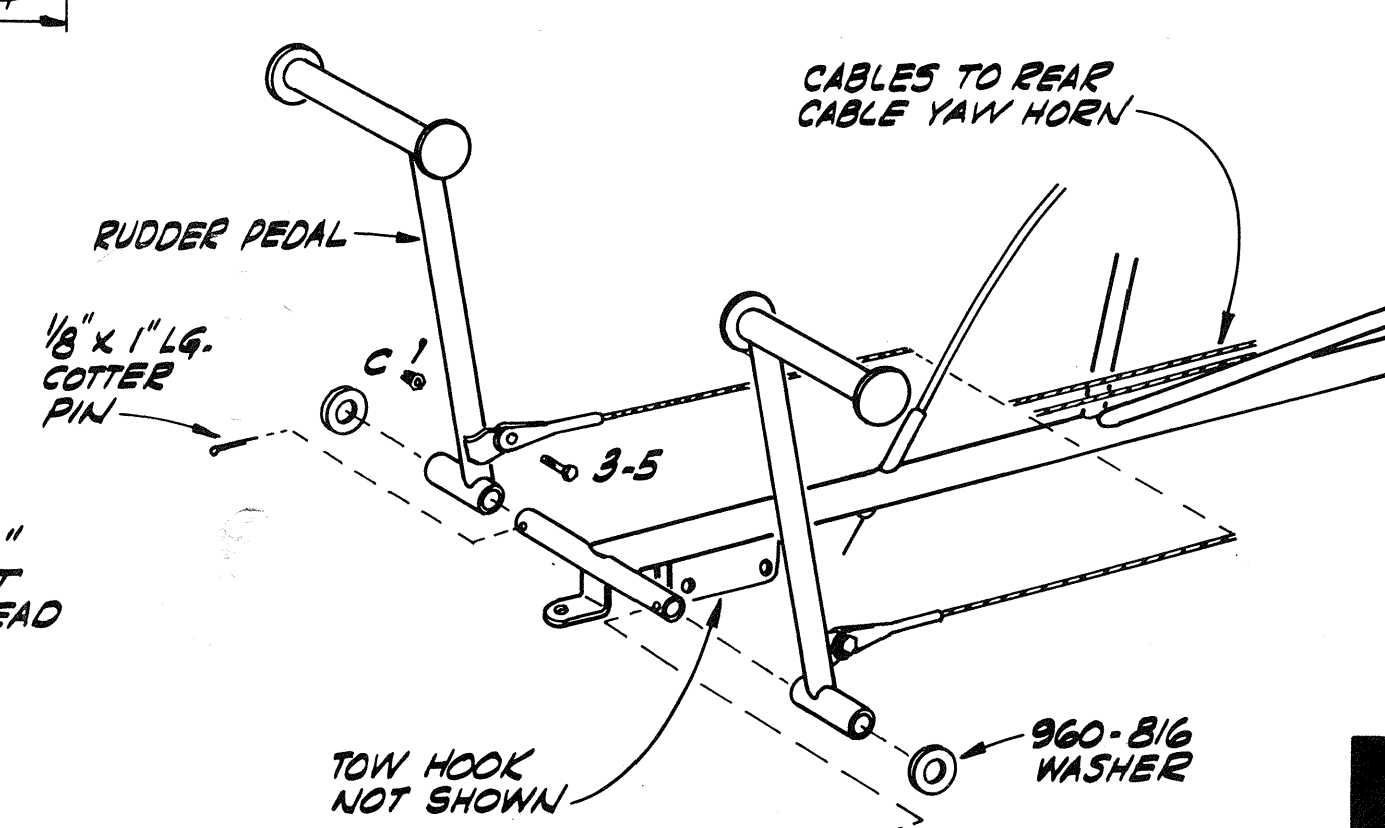
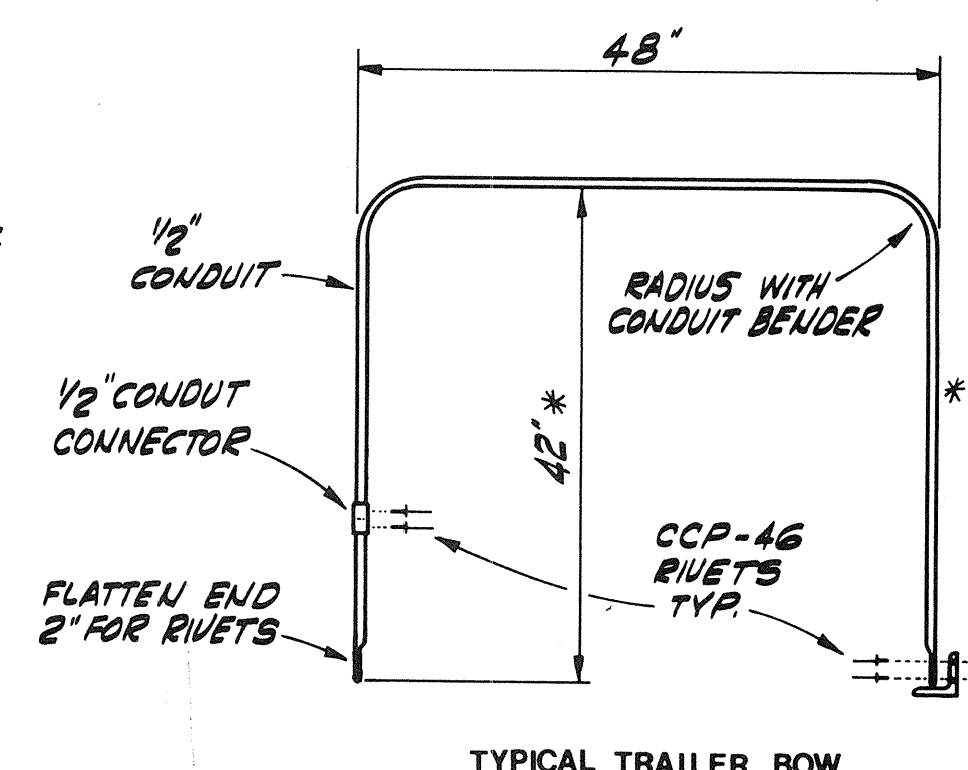
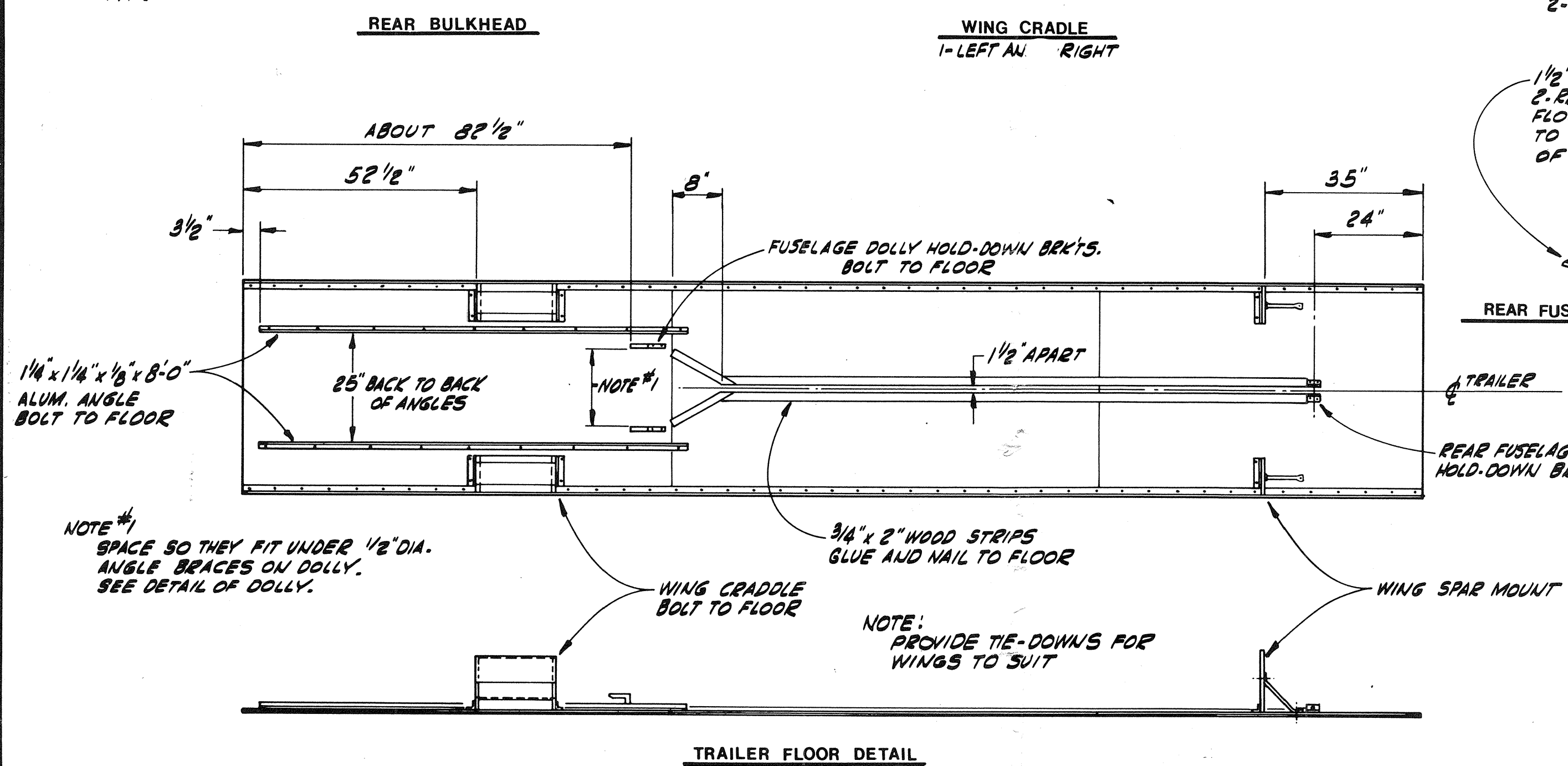
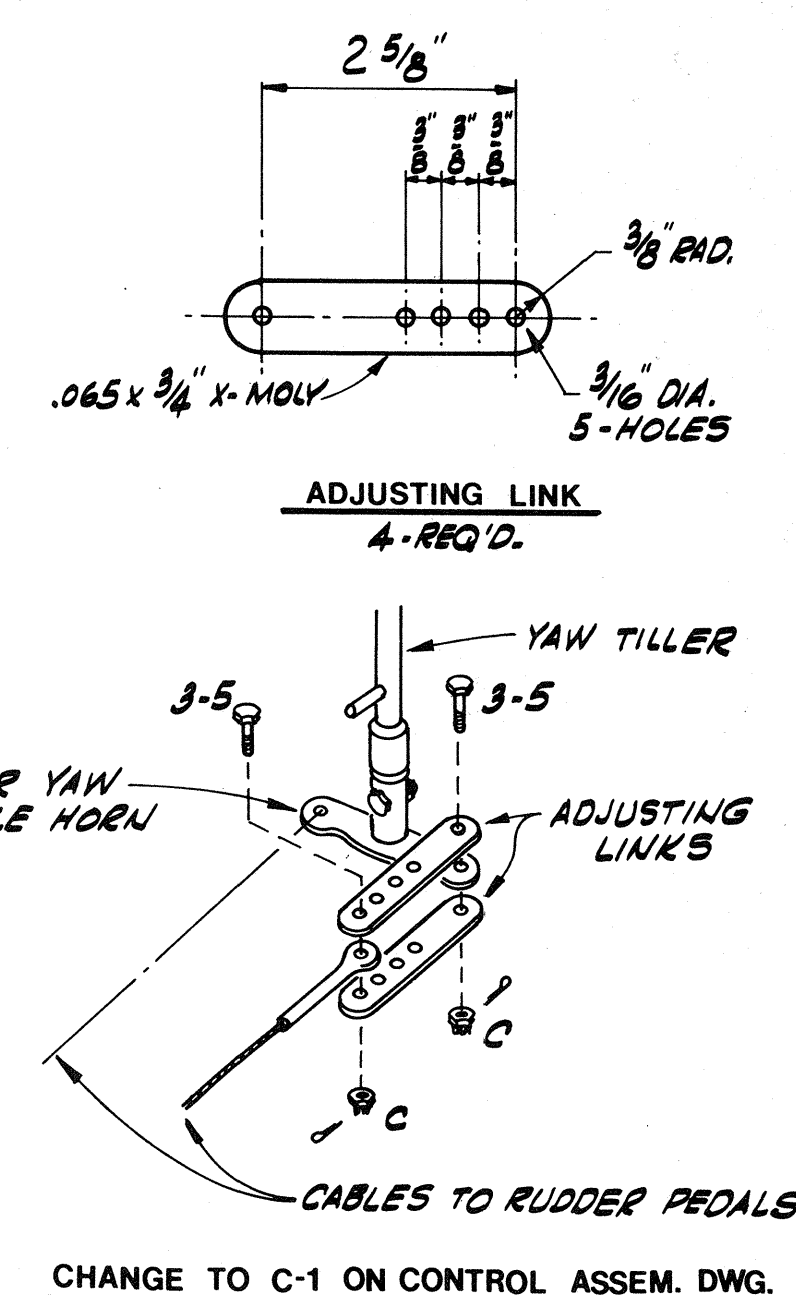
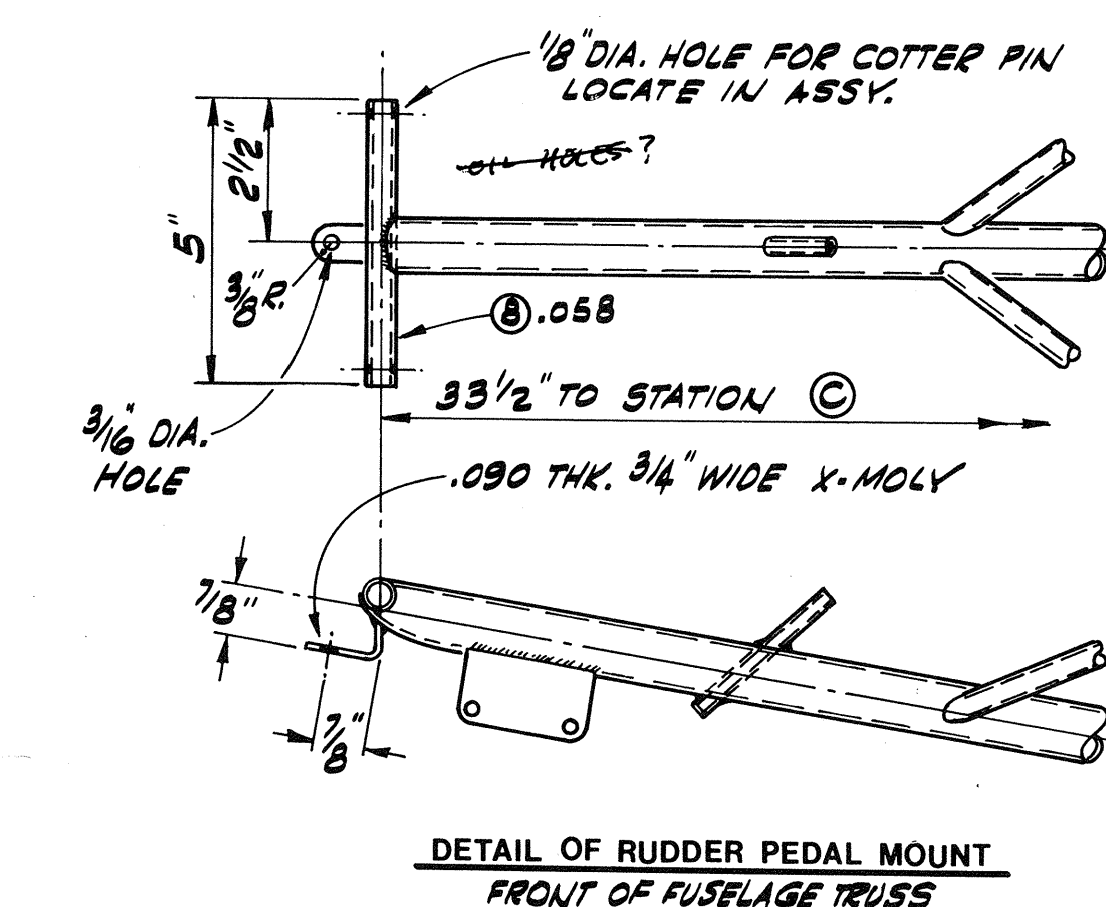
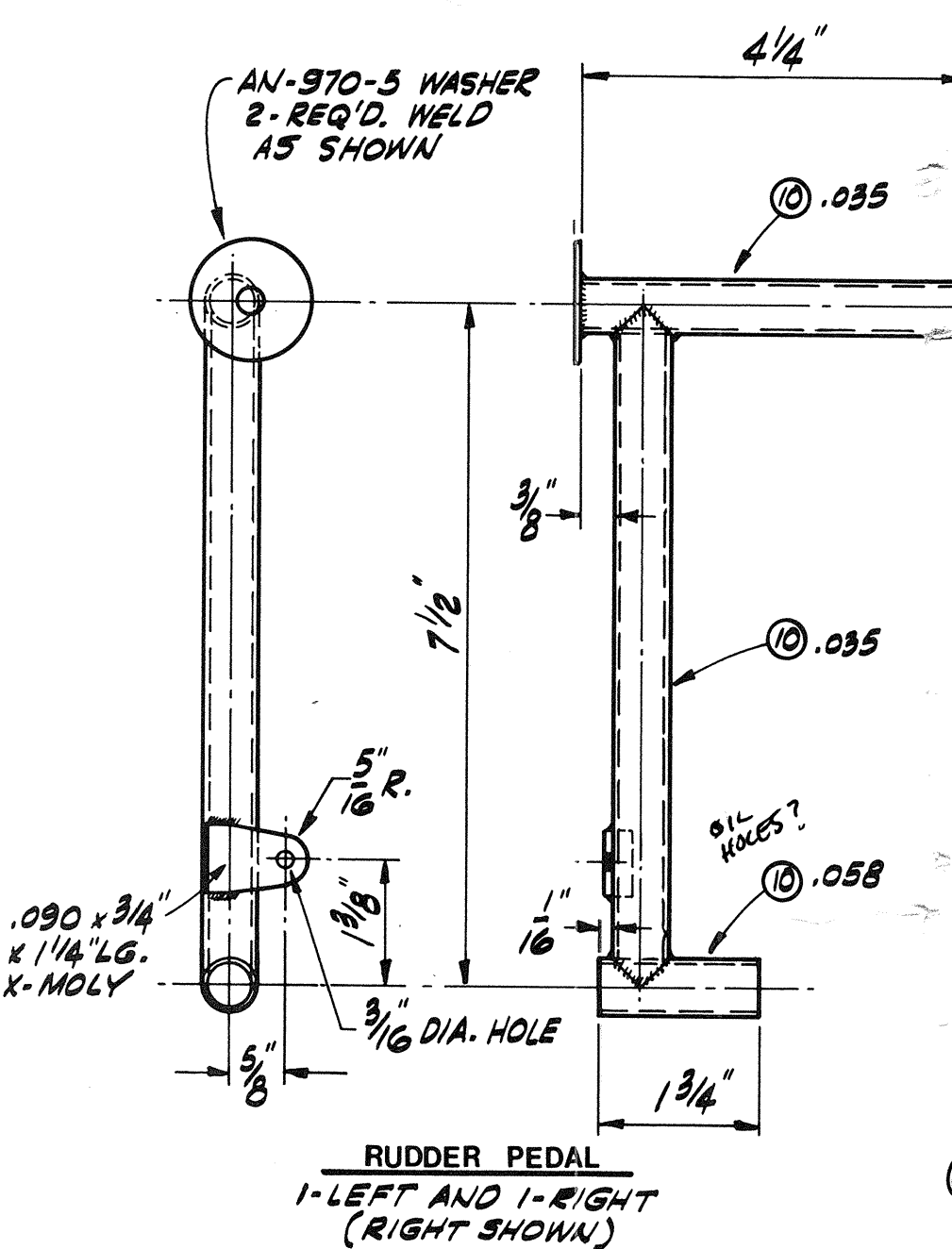
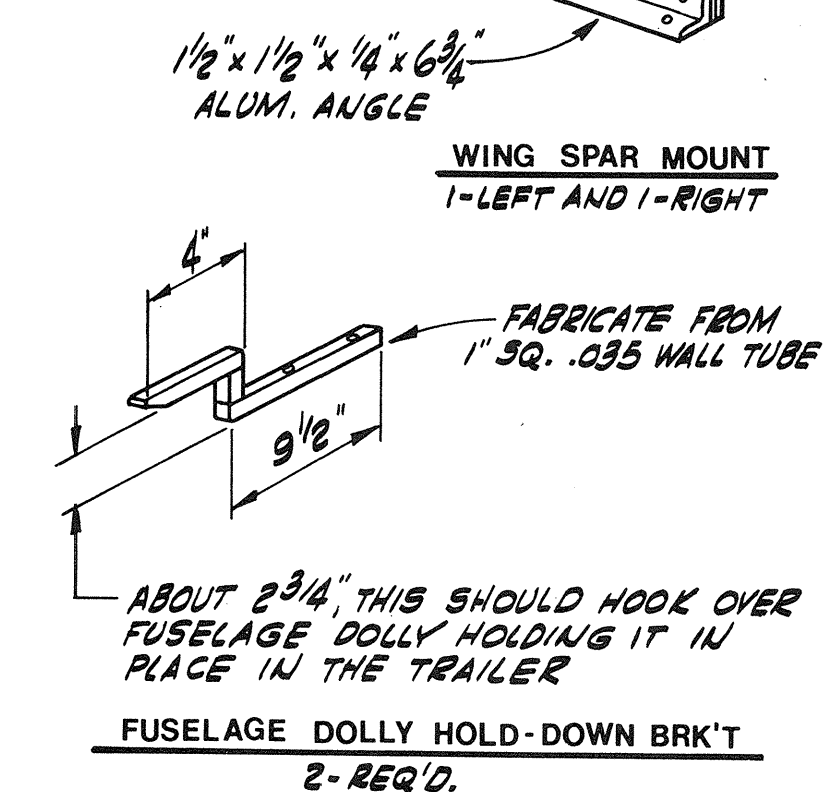
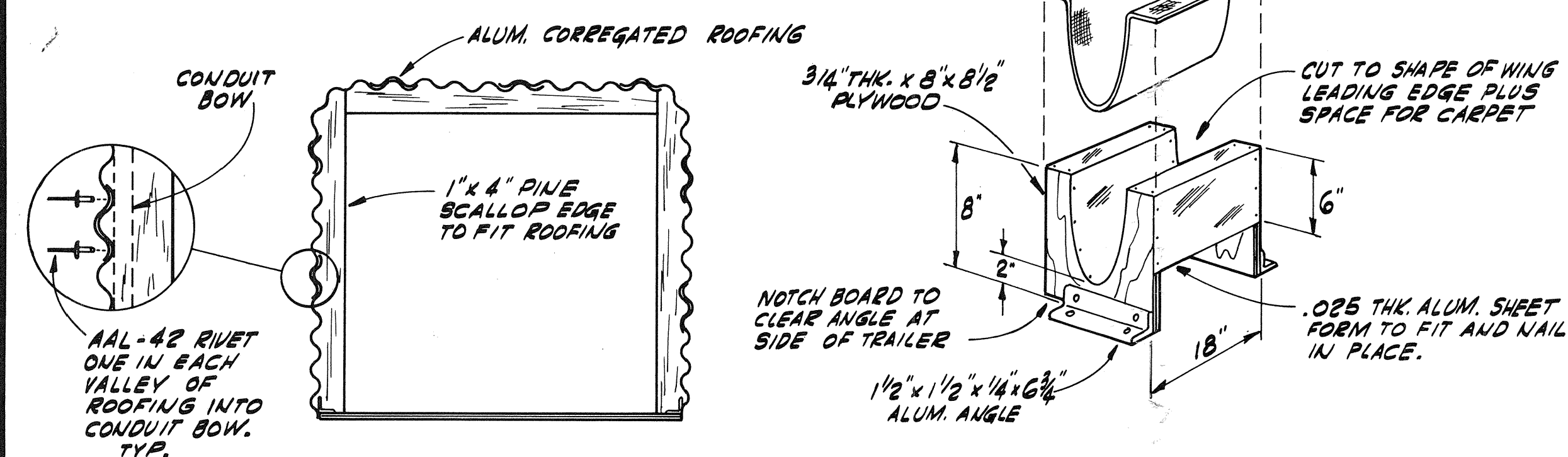
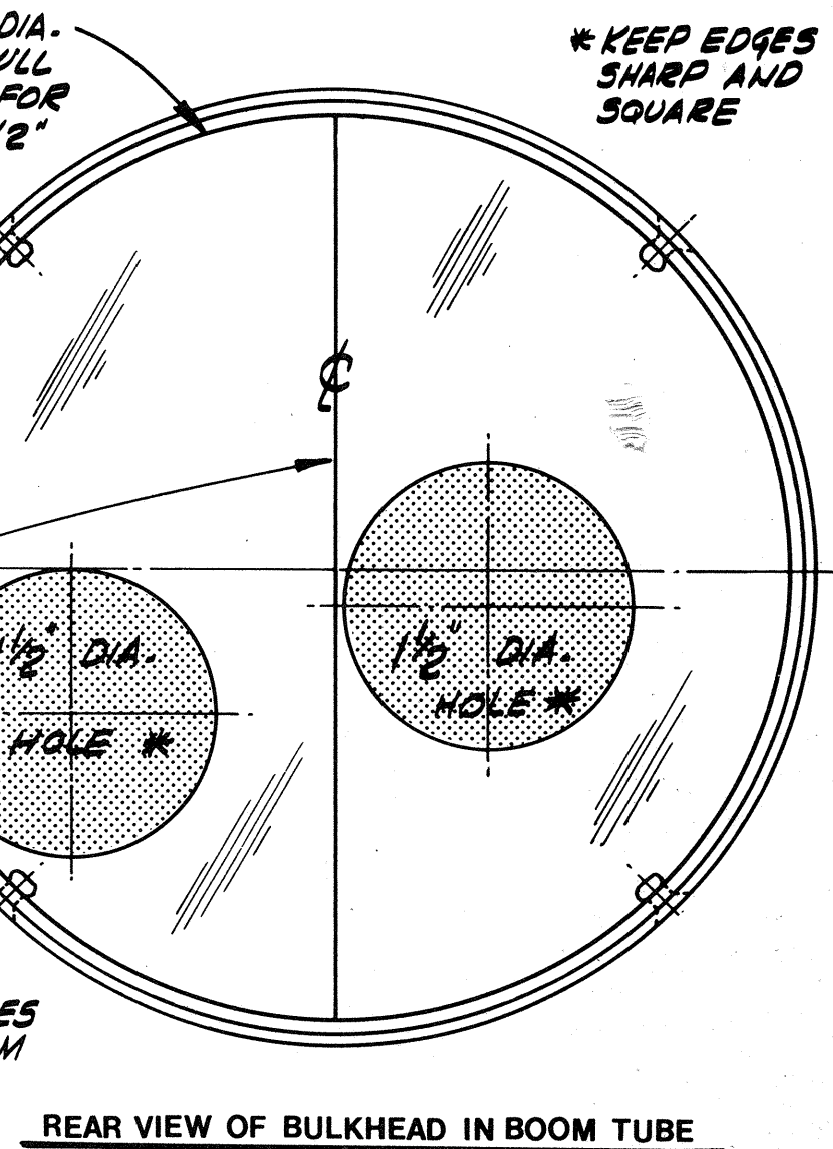
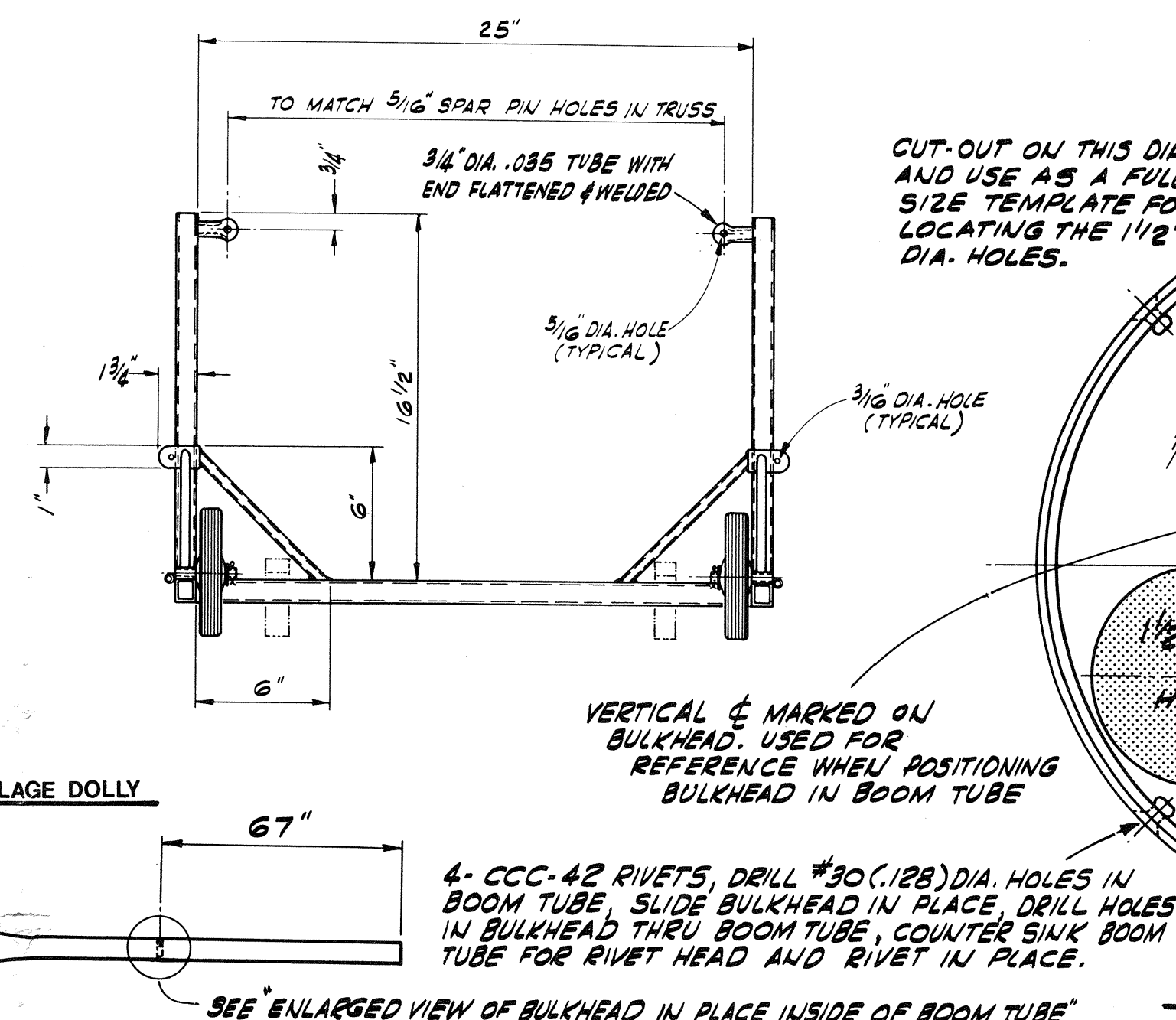
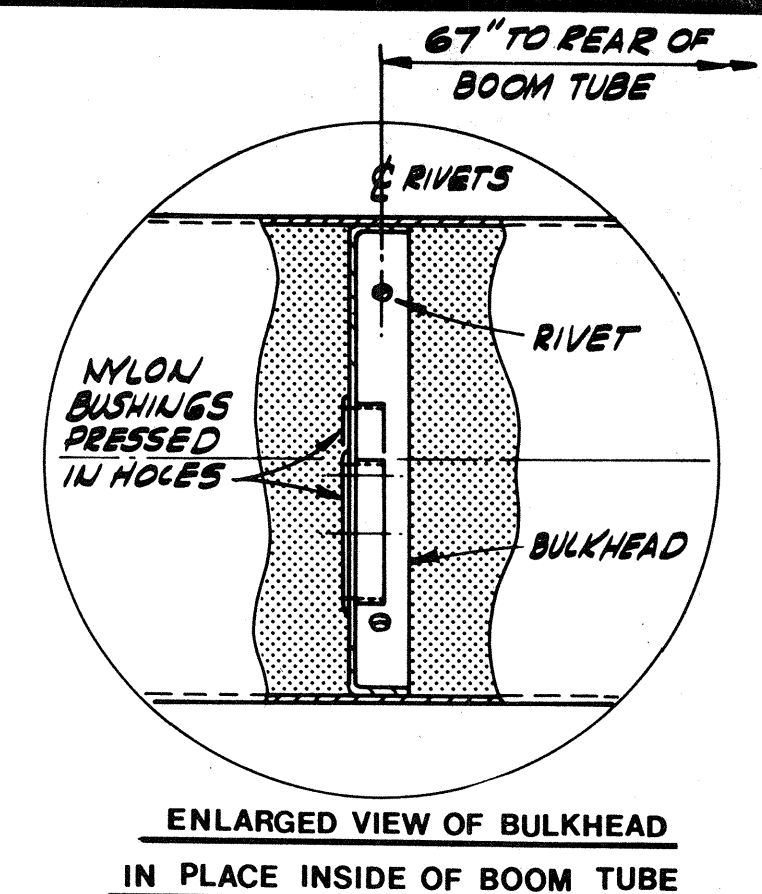
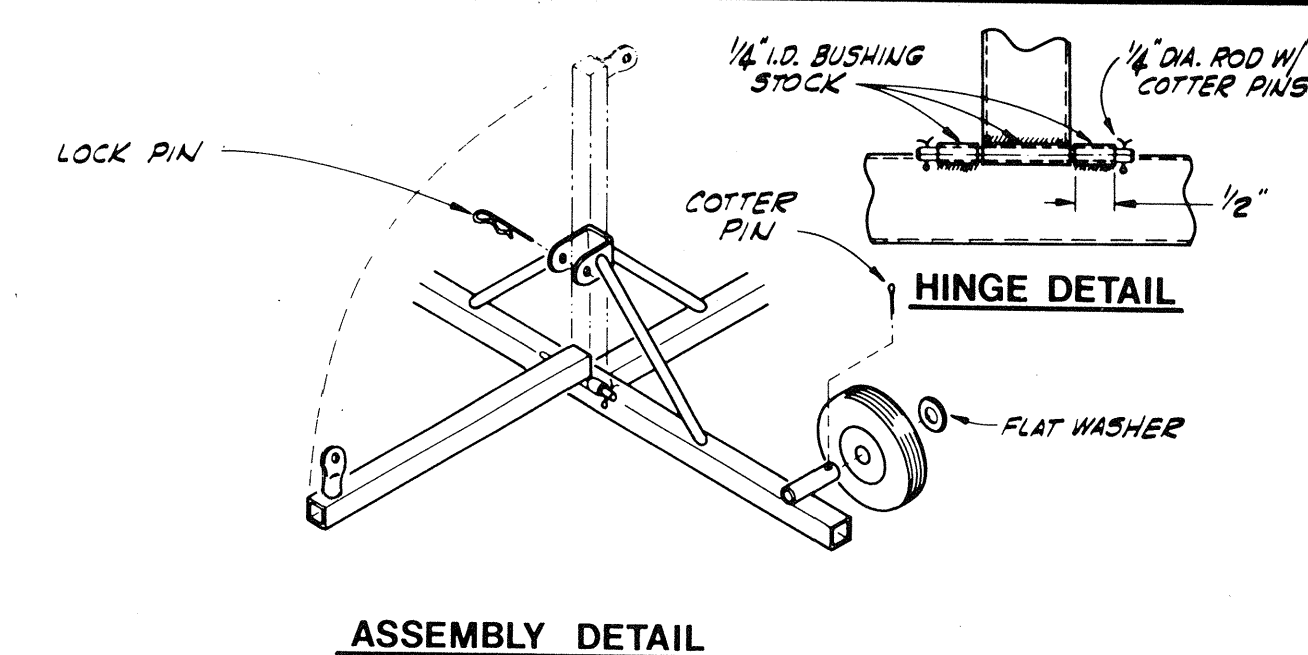
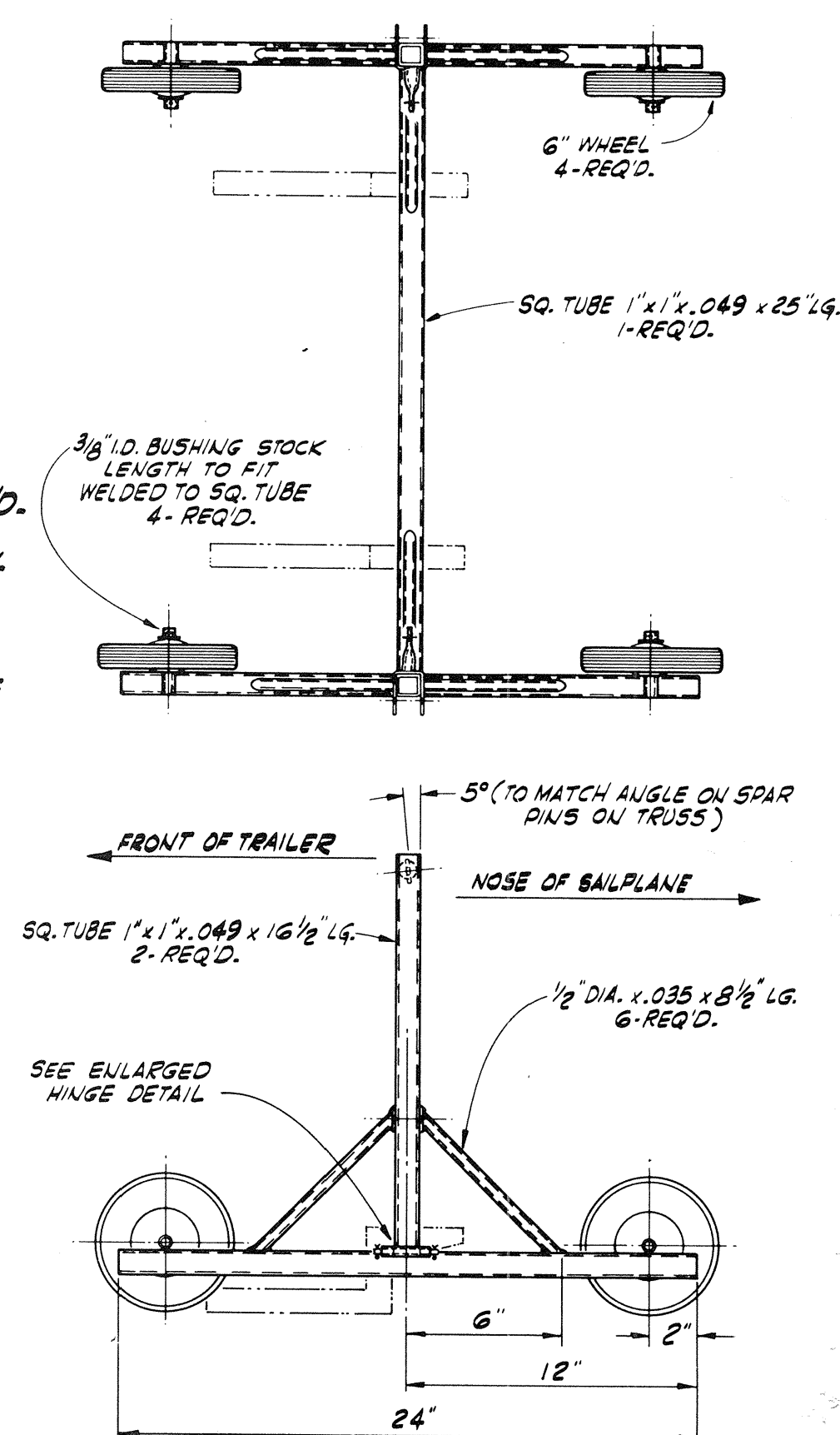
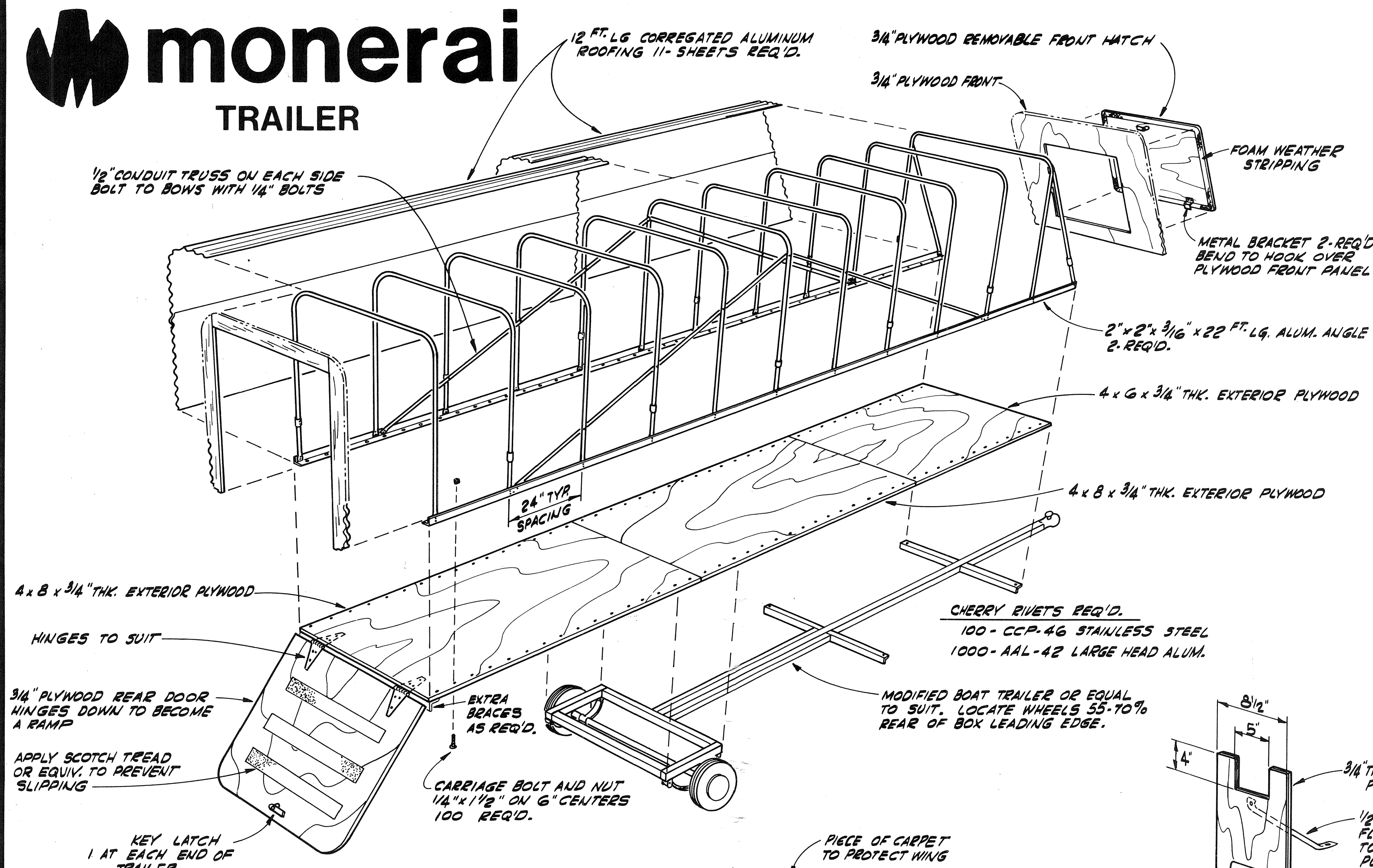






# monerai

## TRAILER



CONTROL SURFACE MOVEMENTS

AILERON:  $1\frac{1}{2}''$  UP AT THE TRAILING EDGE  
 $\frac{3}{4}''$  DOWN AT THE TRAILING EDGE

TAIL SURFACE:  $18^\circ$  TOTAL MOVEMENT UP  
 $18^\circ$  TOTAL MOVEMENT DOWN

FLAPS: (APPROX.)  $-8^\circ$ ;  $0^\circ$ ;  $+8^\circ$ ;  $+22^\circ$  +  $45^\circ$  +  $90^\circ$

**monerai**   
REVISED 3-15-80 **INAV** ITALY