

## MX Aircraft & Angel Fire Issues

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1/28/09

to me, afaero

Hello Rory,

I am contacting you today in an effort to express to you my growing concerns for your MXS aircraft currently under construction at Angel Fire Aero. As you may be aware I have recently taken delivery of the MXS that was under final assembly in Houston during your visit there in November of last year. The overall "poor" condition of the aircraft Angel Fire delivered to me has raised renewed concerns that myself, Red Bull and many others have with Angel Fire Aero and their overall ability to build and assemble aircraft. As you may be aware this is not the first time Angel Fire Aero has delivered a sub-standard MX on my behalf but it will surely be the last. This latest action borders on being criminal and I will be doing everything in my power to make sure this does not happen to me or anyone else again.

Unfortunately Angel Fire's actions have financially crippled my company in that it could possibly cost as much to correct this plane as I originally paid Geary and Rita to assemble it in the first place. This does not include any cost for damages my customers will surely face let alone any damage to my personal reputation or my company. You could say that at this point I would have been better off to simply give them 50K plus as a gift and handle the assembly of this plane myself. Angel Fire's incompetence has not gone unnoticed though as many unfortunate people will suffer as a result of their actions and news of this has already traveled like a shot all around the world.

Upon initial inspection the plane seemed to lack only in cosmetic quality but upon further investigation we have found many items installed in such a way that safety has also become a point of concern. Most of the cosmetic issues we have found could have been avoided by Geary simply spending more time on "fit and finish" during the assembly process like cowling fit, crooked wing fairings, canopy to frame transition neglected altogether, but the worst item we have found is Geary completely neglected to sand the exterior of the plane prior to the application of the BONDO and primer. For the record Rory I do not approve of the use of bondo on these planes and Geary knows this. Remember Rory, we would have never known Geary neglected to sand the plane had he not done such a poor job on the rest of the plane. The need for multiple repairs is the reason the plane needed re-painting to begin with. What this means is the entire plane has to be stripped back down to bare carbon and the finishing process started all over again. Unfortunately we discovered this after the wing was repainted here in NC for the second time! When it is all said and done the wing will have been finished and re-painted three times!

Since I have decided to CC Angel Fire on this I will simply list what we have found wrong so far.

Wing fairings were cut too short and were very crooked. Geary also neglected to sand them properly prior to finishing. Flat spots everywhere in the radiuses.

Trash in the paint and clear. Looks as though they painted the plane next to a dirt road.

Cowl fit and finish very poor. Mismatched to say the least. Cowl was also installed crooked. He also didn't bother to paint the upper cowl inlets.

Didn't install or finish the interior panels.

Didn't install or finish the glare shield.

Didn't bother to finish the canopy frame to acrylic transition. Just painted over jagged carbon.

Buffed through the exterior finish in many places and didn't even bother to fix them. I assume he wouldn't attempt any repairs on account of the silver metallic paint and its associated difficulty to paint match!!

Geary neglected to prep sand the entire fuselage and the primer is flaking off and not sticking. He used bondo also and that is not sticking as well. I have video to show this!! I can only assume the rest of the plane's sanding was neglected as well. The fuselage is still shiny under the primer!!!

Geary slathered Bondo all over the plane. Bondo is cheap and fast to use but also very heavy. Again, Geary knows better!

Baffling leaked everywhere. When baffle was folded over as when the cowl is installed leaks developed. Geary refused to install the baffling per our request and as a result of this and his poor efforts all of the baffling he installed was removed and thrown in the trash. New baffling per our specs have now been installed.

No friction lock on the throttle cable.

Most of the brackets Geary installed were not prep sanded prior to installation and simply popped off. He also neglected to apply any lay-ups as is standard anywhere an edge bonded bracket is installed. He knows better.

Improperly installed forward torque tube mount. No hard points were installed at the fasteners. He over tightened the fasteners and crushed the core. This could have eventually worked loose with potentially life threatening results. Again, he knows better.

Over used angle fuel fittings on fuel lines. Could have simply bent the tube and avoided the use of many expensive fittings.

Neglected to properly secure many of the wiring bundles in the plane. In one area there was a three foot run of wire that was simply not secured to anything. Firewall forward wiring looked like a birds nest also.

This is just a sample of what we have found wrong so far. I am documenting every action required to correct this aircraft as you can well imagine. I can provide you with this well documented list of items along with a video and photo log showing in great detail Angel Fires shoddy assembly work if you would like. There is no way around the fact that Geary Monckton ripped me off.....again!! I suggest you take a very proactive approach in assuring they don't do to you what they have done to me. The only sure way for you to protect yourself would be to pull the project out of their shop entirely. Should you choose to do so I will do everything in my power to help you. Your life and my reputation may be on the line my friend!

Please reply when you return from your vacation and let me know if there is anything I can do for you.

Take care and All the Best!

Chris Meyer  
MX Aircraft

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1/29/09

to me

Rory,

I am sure you have received Chris's email. It is now time that I am "frank". Chris has effectively destroyed my company and my reputation in a matter of 3 weeks. From his message, this is his intent and I'm pissed. Unfortunately you're caught in the middle. With Chris's communication to you, it is quite clear in the last phone calls from you to me, he has created much doubt in your mind that your airplane will not be completed properly. Let me tell you that I have not been in the business for 37 years doing work as he suggest! Chris himself has not built even one airplane of any kind, even though he has certified that he has built, for his own enjoyment and education at least 6 airplanes. The last one was done by FedEx, he wasn't even there. In Chris's second paragraph he states how I crippled his company. I think he is blaming me for his own company's inadequacies. Red Bull has effectively taken over MX Aircraft and with Chris's ego he didn't even see it coming. Frankly I could give a rat's ass as to what Red Bull thinks. They were part of the problem with Jones airplane promising information and then failing to deliver. Believe me I have my ducks in a row. Now the third paragraph. Your airplane like all others I have done and was sanded with 80 grit paper on an orbital. Your wing was actually sanded twice. I don't know of any issues with the Jones wing, therefore it is unclear why he had it repainted, it looked very good and weighed 153 painted, equal to his last Carolina painted wing. Chris has been in my shop. He has seen where I use a Very expensive 3M filler—not off the shelf Bondo. As on your airplane, I use

the filler only to fair in the transition areas from an epoxy mix to the carbon. You can see this in the pictures you have. On that airplane there might have been some applied to the turtledeck aft of the canopy to fair in the canopy that never fits. It would not just pop off without some kind of forceful effort. Now I will address Chris's list.

The wing fairings were not cut off by me. They were too short when I got it. Chris was informed of this. Also a neutral aileron did not match with the wing root fairings, both sides. Just as your left one did not match. Flat spots-not a lot of body work per Jones request.

Trash in the paint—Again, told that paint doesn't matter, light airplane does. The Jones paint quality does not represent the paint on your airplane.

Cowl fit—I personally fit this cowl, and let one of the kids drill the fastener holes. Somehow the holes were pulled off to misalign the cowl fit. I will be doing the entire cowl on yours myself. On that airplane it came with 3 sets of cowl opening sizes. I fit one size (the small opening) with really no need to fit all three since the one I fit would be adequate for any application short of hovering. In that case, it wouldn't matter what size opening you had.

Interior panels and glare shield—The second week of December I called and discussed the installation and attachment of these with Jim and was given to Wade. Wade promised to send pictures of how they went together in about 2 hours. Still waiting. I was not going to destroy a part, so left it for them to do—tired of asking for info and not getting any. I'm sure this was somewhat intentional, leaving us in the spot we are in right now—the escape goat. Jim also promised to send a battery box to fit the battery—he did not. Jim also was to send a made up wiring harness—he did not.

Canopy frame to acrylic—we did not fill this in because of the thickness variations between the glass and the frame. Some places 1/8 inch some places 0. No matter what you did to it, it would still look like shit. Chris does not want to take responsibility for any manufacturing defects on his end, he expects for me to just fix them. Sometimes you can't. Your canopy has been faired in, one of the better ones we have received.

Buffed paint—there was one place on the horizontal that there was a buff mark done on the day the truck arrived. The reason it was not fixed was time, not ability. Chris knows I can fix troubled paint. I have done so on many occasions for him on his airplanes, and on many others in the past.

Prep sand—I can not imagine him assuming the airplane was not prep sanded. This is the first thing done before any bodywork is started. If a spot was missed, so be it. But not the whole airplane.

Bondo—First of all, it is not Bondo as stated earlier. Second, it is not slathered all over the plane. Third, if there were so much slathered everywhere and is so heavy, why did my painted wing weigh the same as his?

Baffling—The baffling was not completed. Something he said they could do there, until it became an issue here. No I do not believe that the inlet tubes installed at Composites are necessary, or even helpful in cooling the engine. This was confirmed by Scott, an aeronautical engineer. Please see the attached “specs”.

Friction lock—See attached picture. This must be what they call a friction lock. They did send the fiberglass cup, actually 2 of them. Why not the arm and rub plates. Seems excessive to me as the throttle was plenty stiff anyway and it is certainly not accessible to the pilot.

Brackets—Simply not true. All edge bonded brackets had lay-ups other than the ones that were bonded into the core. Sure he did not even check this, taking the word of Johnny Expert.

Torque tube—Seem highly unlikely that the part would ever come loose, let alone cause life threatening results. Your core was removed and hard points installed. If this is mandatory, why doesn't Composites install the hard point as it was molded. They know where the fasteners go. My God they mold in the hard points to attach the seat pan. Neglect to install points to mount the pitot tube. I don't get it.

Fuel fittings—I was instructed to use all ½ inch lines at my disagreement they were installed. They are very hard to make short bends, thus the manufactured fittings. On my trip to Chris's I discovered that they used ½ inch only on the header tank, smaller lines on the rest. And just as Composites made airplanes, Johnny Expert installs check valves and by-passes in the fuel system, see attached picture of all the unnecessary hardware, as the fuel pump has its own bypass. Your airplane has 3/8 inch lines, same as Nigel's MX2, Rob's MX2 and Steve Johnson's MX2. They are much easier to work with and you won't have as many “high priced fittings”.

Wiring—A lot was not finished as they were adding Red Bull wiring. I did not see a need to have to do double work.

In closing I would like to address the last paragraph. As stated earlier Chris has not built even one airplane of any type. He sent to me 2 airplanes to complete his people started in Florida and couldn't finish in a timely manner. I take to great offence that I ripped him off. I discounted labor, paint jobs, and parts that I ran through my books to help his cause. My whole take on this ordeal is Chris needed a fall guy to appease Red Bull, Johnny Expert is on a witch hunt, and as you remember my prediction, he has nothing in the works to keep his high priced

shop busy after the Red Bull airplane are gone and Kevin Campbell's MX2 is completed. I would gladly discuss Nigel's airplane at some other time if you are inclined. Chris's shop has produced only one airplane last year. Sergai's airplane flew horrible. Cause? Johnny Expert cut the wing trailing edge too short. Also some "miscommunication" they had to cut the instrument panel out. Not Chris's fault as he was in some Vicodin induced coma. He couldn't even remember inviting Rita and I to Carolina to stay at his home on two occasions. When we arrived he asked what Motel we were checked into. I have been dealing with this stuff for 5 years. I could go on for hours but I have already wasted most of the day responding to his email and I have customers to take care of!

I'm sure you will call on return of your dive trip; again I deeply apologize for you and your aircraft getting in the middle of this.

Geary

I would like to add to this on a personal note. Geary and I take our work very serious, perfection is extremely important to the both of us and I can pick apart our work faster than any, more so on the artistic end. Geary does a great job on the mechanical end. I too have a long list of aviation accomplishments. I have personally seen and witnessed tragedy in our industry and take great pride in Geary's ability and craftsmanship; we have a long list of customers in which we call our extended family and would never jeopardize their safety. If it's not suitably safe for us to jump in then it would not be for anyone else either.

Rita