



July Sperocco Meeting

Long, long ago in a place far away I had completed my scratch built Marcel Jurca designed MJ-5 Sirocco and had flown it enough hundreds of hours to relocate the hours and challenges of scratch building memories to a remote area of my brains library. I suddenly decided I needed a homebuilt with a big six motor, so I started looking around. Not too many choices available and after looking at my height the Glasair factory would not even let me try sitting in their III at Oshkosh. So be it. Having a WWII fighter type taste I drew modification sketches to make Jurca's 3/4 scale MJ-10 Spitfire a two place tandem with a fuselage widened just enough to fair behind a Lycoming 540. Sketch in hand I visited Jurca at his studio located in Paris, France. He was busy at the time designing the full scale ME 109 and every time I laid my sketch on the drafting board it promptly got swept to the floor without even an acknowledgement that it existed. Three strikes and you are out – right? I had heard rumors that he had already designed a 2 place aircraft which used his 2/3 P-51 Mustang wing and tail group and one was being constructed at the Nangis Airport. MJ-51 Sperocco was its name (contraction for Special Sirocco) and he agreed to drive me out to have a look see. I liked it, much simpler to build than the elliptical wing Spit, but only stressed for a 200 hp Lycoming. I bought the plans and the negotiating began for the beef ups to handle a 540 and for the rounded bottom aft fuselage. Plans soon followed for the MJ51B which could handle the lighter weight parallel valve 540. Further negotiations resulted in the aircraft viewed at our chapter July meeting, the MJ-51C having a rounded bottom fuselage stressed to handle up to 350 hp and 40 mm increased spar width which provides for a 11G+ break with Dee and I and a full main tank fuel. I should interject here “thanks for all who came to the July meeting” – I really like Dee’s pulled beef but had visions of pulled beef 3 meals a day for a week or two - thanks again. For those who could not make this meeting this is the background story that goes with the attached pictures and specs (page 2). Lowell Manary



The August meeting is scheduled for Saturday, August 2 , 10am at Graham’s hangar at AJZ, Delta Blake. Glider tow update!

MJ-51C Sperocco N3LM specifications

Plans in French - metric

Wood construction with compound curves of fiberglass

Number flying – 0

Number being built? Unknown sets of plans sold

Serial #1 Fr MJ-51A estimated 60% complete but building on hold

Serial #2 Fr MJ-51C construction active by Patrick Cottureau and his father Lucien who along with 3 brothers built the famous MJ-5 F-POIL which was on a cover of Sport Aviation in the late 60's. All primary and much detail construction are complete.

Serial #2 US MJ-51C is mine and construction is active.

AIRFRAME

Conventional landing gear – all 3 retract via electric hydraulic power pack.

Engine – parallel valve IO-540 275 hp*

Propeller – TBD after weighing

Seating – 2 tandem

Baggage – 100 lbs.

Fuel capacity – 60 gallons – U.S.

Length – 7420mm (24.3')

Wing span – 7680mm (25.2')

Wing area – 11 sq. meters (118 sq. feet)

Wing airfoil – GA 37A315

Empty weight – remember raffle mentioned at meeting

Gross weight – TBD

Wing loading – TBD

PERFORMANCE

200 mph @ 10 gal/hr. *

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