

Sonex or ?

Let's be clear, the best light sport aircraft can not be determined by numbers alone. If it could, everyone would fly a Sonex or Waix. The right airplane should fit your mission, your budget, your building skills, and hopefully stroke your ego. **When you tie down do you want to vanish in the crowd, or attract one?**

	VAN'S RV-12	ZENITH CH 650	RANS S-19	SONEX / WAIEX		
PERFORMANCE	Cruise	131 mph @ 7500'	135 - 138 mph @ S.L.	128 mph @ 7500'	150 to 170 mph @ 8500' 130 to 138 mph @ Sea level	A Sonex can cruise as slowly as any of them, or faster than their Vne! We give you the cake and the fork. And yes, 170 mph TAS at 8500' is LSA compliant.
	Rate of Climb	906 fpm	930 - 1000 fpm	900 fpm	800 - 1400 fpm	
	Stall	47 Vso	44 Vso	45 Vso, 51 Vsi	40 Vso, 46 Vsi	Huge flaps deliver slow, stable, short landings and make any approach a breeze.
	Landing Distance	420 feet	500 feet	325 feet (landing roll)	400 feet	
	Take-off Distance	600 feet	500 feet	325 feet (take off roll)	250 - 500 feet	Why get in short if you can't get back out?
	Range	555 - 620 miles	560 - 579 miles No reserve	580 - 610 miles	400 - 550 miles	On a 1200 mile cross country all aircraft must make 2 fuel stops, but the Sonex can get you there over 2 hours faster, and use less fuel.
SPECIFICATIONS and COST	Fuel	20 gal	24 gal	24 gal	16 gal	The efficient Sonex airframes require less fuel to go the same speed or distance.
	Baggage	50 pounds	Unpublished	70 pounds	40 pounds	40 is lot, 70 is more. How much do you take when you go for pancakes?
	Useful Load	580 pounds	570 - 625 pounds	500 pounds	480 - 530 pounds	Sonex's low gross weight did not compromise its useful load. Smart engineering.
	Strength	Unpublished ?	+6 / -3 <u>Ultimate</u>	+4.4 / -2 <u>Limit Load</u>	+6 / -3 G Aerobatic ✓ +9 / -4.5 Limit Load Factor	Even if you don't plan to do aerobatics, its nice to know the strength is there and has been proven. Over stressed, over gross, over speed, its seen it all and survived.
	Length	19' - 11"	20' - 0"	19' - 9"	18' - 1"	Great things come in small packages.
	Wing Span	26' - 9"	27' - 0"	28' - 0"	22' - 0"	Nestle it in with your friend's Cessna and share a hangar.
	Gross Weight	1320 pounds	1320 pounds	1320 pounds	1100 - 1150 pounds	Use of Jabiru 3300 allows 50 pound gross weight increase.
	Removable Wings	Yes	Yes	No	Yes	
	Configuration Options	No	Engine options, extra fuel, standard gear or tri-gear, single or dual stick.	No	3 engine options, standard gear or tri-gear, single or dual stick, & more!	The Sonex can be built in many configurations including a dedicated single place for the serious aerobatic enthusiast or plus-sized pilots looking for a spacious single place. 6'-8"? 350 pounds? Step right up!
	Engine	Rotax 912ULS	Jabiru 3300 Cont. 0-200 Rotax 912	Rotax 912ULS	80 hp AeroVee, Jabiru 2200 120 hp Jabiru 3300 are factory supported with detailed installation guides, motor mounts, etc.	An engine for every budget or performance level! Rotax engines are expensive to overhaul - typical quote for a rebuild is "half the cost of new". A full rebuild on a Jabiru is \$1000.00 per cylinder by Jabiru USA. An AeroVee rebuild is about \$800 to \$1000 total, and this includes more new parts than the Jabiru or Rotax.
Finished Cost	\$58,785	\$42,814	\$54,203	\$26k to \$37k	Deck out a Sonex and buy 4400 gallons of avgas with the money you have left.	

The Bottom Line: While other manufacturers maximized gross weight, Sonex maximized "Sport" and economy by creating the strongest, fastest (and slowest!), least expensive, most fuel efficient sport aircraft airframes. Choose Sonex and upgrade your \$100 burger to a steak and enjoy a "roll" with your Saturday pancakes. They're complimentary. 😊



sonex The Sport Aircraft Reality Check!

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