

Dear Sonerai Planholder:

Vol. 2 No. 3  
November, 1973

It's about time I got around to you I guess!!

Here is our latest information packet which we had printed up just before Oshkosh. You will notice some photos of components and a new price list for the Engine Conversion. Otherwise, nothing is news to you. Except of course the 2-Place Sonerai!! Needless to say, I made many references to it in past newsletters. But I guess I never came right out and told you about it. It was flying the Monday before Oshkosh. John managed to log 10 hours before the Friday that we left for the convention. The local GADO gave him a waiver to fly it up there so Gregg flew the Single Place and John the 2-Place. While at Oshkosh, he also got a waiver to fly it so it was a fantastic 10 days for us. Our booth kept us all busy, the Fly-In was a huge success, and John collapsed and slept for two days when we got home - as usual!

Since Oshkosh John has put 60 hrs. on Sonerai II. He is extremely pleased with its performance. It really goes and I can't wait to have a ride in this "super" airplane! ( at 75 hr.) We just got the planes back from an Art Gallery at Illinois Wesleyan University where John had a one-man show. He used both Sonerai I and II, a covered fuselage painted to silver, and a welded fuselage not yet chromated. Plus he had a couple of related sculptures and ten related drawings. It was his first one-man show and was quite a success. There were people in the Gallery who would never have attended an art show otherwise!

I have been holding off on writing this newsletter until we have some loose ends tied up - on "Lake" Carb, Rivets, Engine parts. But they are not yet all worked out so I can only report slow progress. The final price on the aircraft version of the "Lake" is a lot higher than we thought it would be but we have had little satisfaction from the manufacturer on understanding our philosophy or attitude: i.e. People who build airplanes do not necessarily have the money to pay "aircraft" prices! That's the whole idea behind homebuilts. Unfortunately, John can offer no better alternatives at this date.

We are now handling "Cherry N" Rivets. These are a pop-type rivet, stainless steel with a stainless steel mandril for flush riveting the wings. We are awaiting a final OK on our dealership. We will be happy to supply prices and a catalog to you upon request.

John now has in stock a fairly complete line of V W Engine replacement parts for 1600 cc and up : i.e. crankshafts, pistons and cylinder kits, connecting rods, crankcases, etc. We are in the process of pricing it and will be getting this info out to you soon. Write if you are interested.

A couple of things on the plans from John:

1. Make lightening holes in the spars  $3\frac{1}{2}$ " unflanged not 3".
2. For taller people - you may want to raise the turtle deck height from 14" to 15 or 16" to allow for more headroom, or more padding on the seat.

I am sorry about the very poor quality of the drawings in the last newsletter. Here are better copies of the wing jig John used for the preformed ribs, the engine mount for the Engine Conversion, and also a sketch of how to assemble the tailspring and tailwheel we sell.

Until next time -

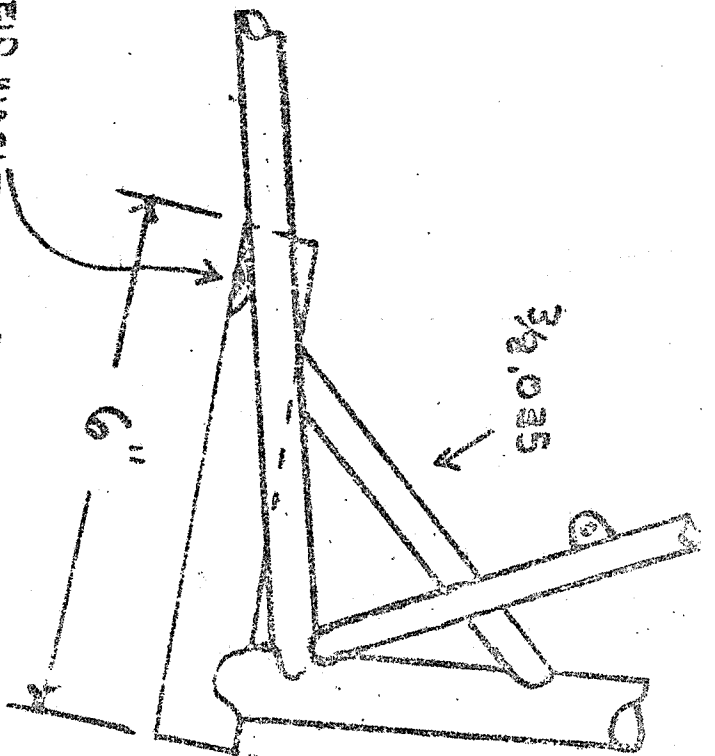
The First SoneraiIII Passenger,

( I better be! )

Betty Monnett

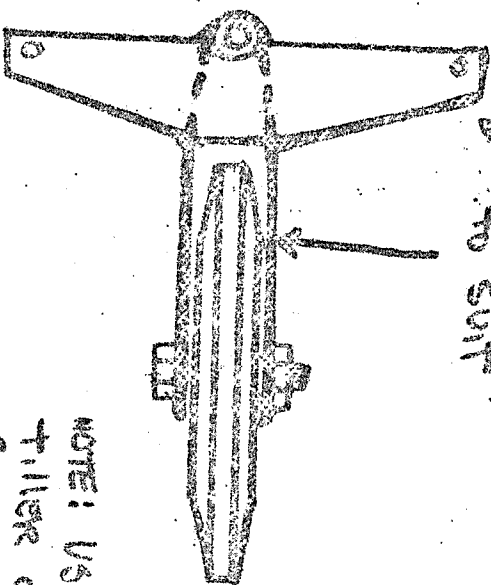
WELD WASHER  
FOR REINFORCE-  
MENT.

DRILL + TAP  
5/16" N.F.



3/4 x .035

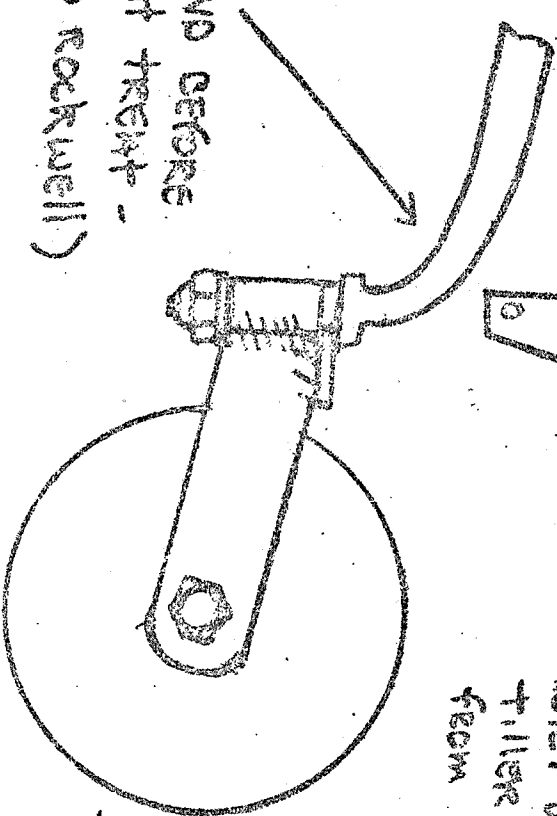
5/16" BUSHING



← .090 x moly  
to suit

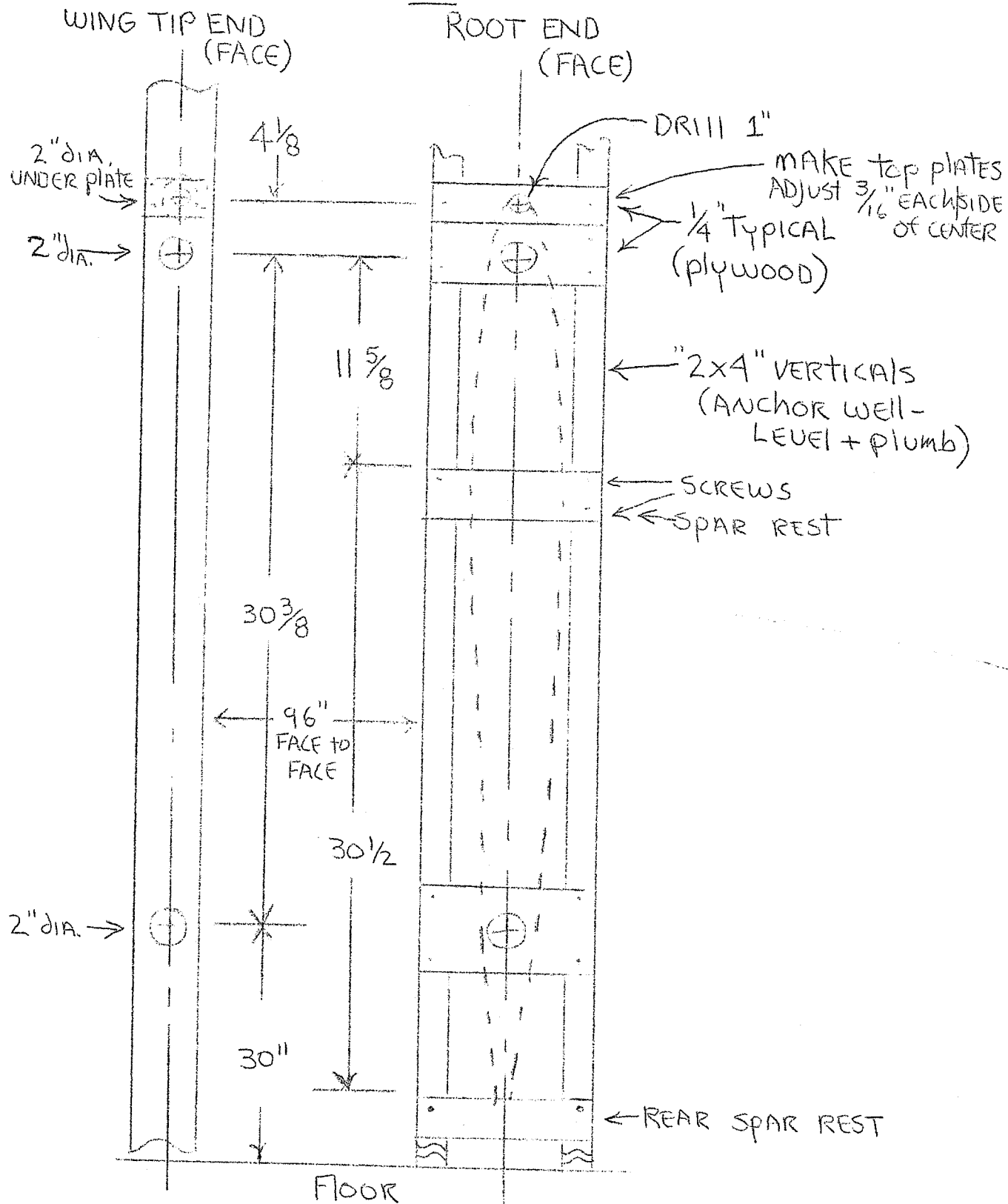
NOTE: USE 3/32"  
TILDER CABLES  
FROM RUBBER HOSES.

BEND BEFORE  
HEAT TREAT -  
(30 Rockwell)

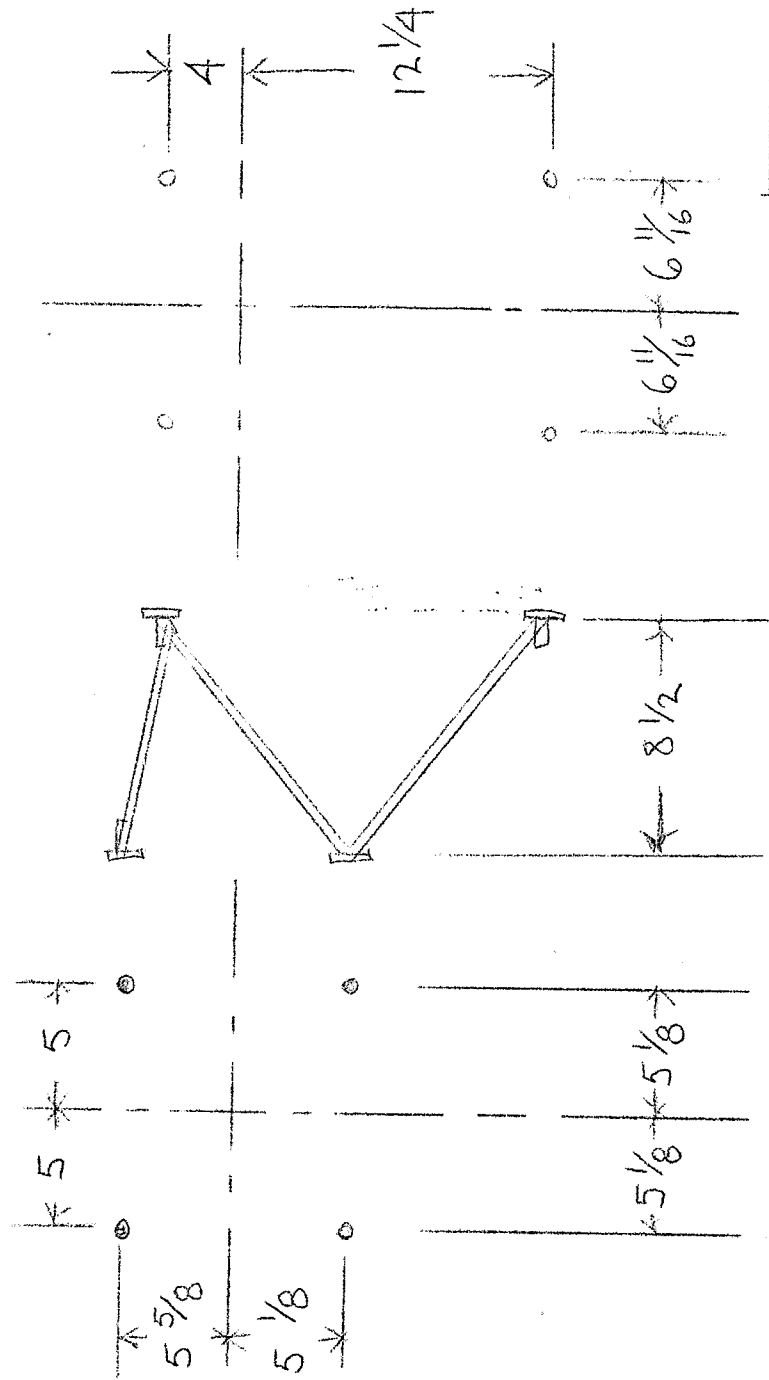


TAIL WHEEL MOUNT + CASTER

# WING JIG



NOTE: USE 3/4 CONDUIT FOR L.E. Support  
 2-1 1/2" WATER pipes for Rib ~~Align~~  
 ALINEMENT (8 1/2' LONG)



NOTE: MATL. + PLATFORM  
SAME AS ORIGINAL.

REVISED ENGINE  
MOUNT DRAWING  
FOR MONNETT CONV.  
+ NEW SONERAI COWL.

*[Signature]*