



For those of you who don't know the gentleman on the left, it is none other than Mel Lamb of Merrillville, IN with the first plans built Sonerai II. Mel still has the original 1700 cc VW and is pushing the 1000 hr mark. The picture was taken at the North Central EAA Fly-In at Rock Falls, IL this last Fall.

Welcome to this second issue of 1993 for the Sonerai Newsletter. I guess that Spring is just around the corner but it happens to be snowing at this time so that's a little hard to fully comprehend. N78 ES has been brought out of moth balls again, the exhaust pipes rewelded where the ends had been burned off (jet blast) and the engine started up for the first time in a couple of months. I usually run the engine several times over the course of the winter, but that didn't happen this year, I just turned it over about every other day and kept the old pipes closed off. It seems to have worked since the compression is almost where we left it this last Fall.

Sun N Fun is just over the horizon and the Sonerai activities are similar to those of the past. The Sonerai Forum is scheduled for 10:00 AM Tues. the 20th. This year the Sonerai Dinner will occur on Wednesday night, same as last year, however, since we sort of outgrew our surroundings, we will be moving to a new location courtesy of Vic Giles and Dean McGinnis. Please check in with us on the

flight line or at the Great Plains Booth for times and directions. This info will also be provided at the Sonerai Forum. We hope to see you there.

It looks like we should be having three Sonerai II's in the Sun 100 air race this year. If you can't make the race, you may want to check out Dean's offer of a video (see later). If only we could hook this into our Flight Simulator programs on our computers it might be really interesting. A Sonerai I would be a good addition to the Sun 100 air race this year, any takers ???

Dale Severs called the other day to let me know that the Discovery Channel will be airing the EAA Convention on their channel on June 11th at 9:30 PM. This is the show that had one or two of the "Guys" and their Sonerai's visible. They didn't exactly get Star status, and if you are a very slow blinker, then you might miss the whole thing. Dale said his mother would like to see him on TV at least once.



A Letter from Tim Thomas
5816 Gettysburg Dr.
Baton Rouge, LA 70817

Have been flying my plane now for over a year and have just over 30 hours total time on it. No big problems, just a lot of small ones. Had to take the engine off two times before I finally stopped the oil leak. The first time I replaced the oil seal it still leaked. The next time I took off the magneto drive coupling and sealed the dowel pin holes with sealer and that stopped the oil leak. (You told me to try that, thanks for the help.)

After about 8 hours I replaced the Posa with a Zenith carb. The engine never quit on me with the Posa but I just couldn't get it to run right. I recommend the Zenith, but I am having a little trouble starting the engine on these cold Louisiana winter days (40 F.) I use the choke but I think I need to install a primer system. Do you think that might help?

As for how it flies, all I can say is Great! Takeoffs and landing are very straightforward and it handles nicely in the air with very light and responsive controls. (Although a bit noseheavy.)

Thanks again for the help the times I called you with a question and hope to see you at the airshows someday.

Ed's comments ---- 40 degrees F., huh? You call that Winter?? I'll show you Winter!!! Why ----- Oh well, it probably is a lot more damp down there that it is up here. We all need to remember that 100 LL doesn't like to evaporate like car gas which is why real airplanes have a primer and most have to use them in the winter. Car gas might

solve that problem but I know can cause a whole lot more that are worse, so stick to 100 LL and solve that one small starting problem. If you have a hanger situation, then the easiest thing to do is get out the old hair dryer and a piece of 3" flex tubing to warm up the carb area for about 10 minutes. That is what I used to do when I had a hanger. The primer will do the trick too, but you are adding a number of potential air and fuel leaks to your simple airplane. See what you like best.

As to the oil leak, --- I had to look back through all the past Soneria Newsletters to see when this type of leak was last written up, and couldn't find it, so we will do it again here ----

If your magneto drive has dowel pins that protrude through the drive and are visible when the alternator magnet ring is removed, then there is a chance that oil can get by these dowel pins and look a lot like a rear seal leak. I replaced the rear seal twice before this came to my attention. There is an O-ring that is part of this drive that is supposed to stop this from happening, and apparently my O-ring failed some time ago.

The fix that I recommended to Tim was to remove the engine, gland nut and alternator magnet ring so the dowel pins are visible, then super clean the area by the pins, use some high temp gasket sealer to fill in the end of the dowel pin holes and reassemble the pieces letting the sealer squeeze out in effect create a new gasket. It is a lot of work, but not near as much as changing the rear seal twice as I did. If you can find this written up in past newsletters please let me know. I couldn't find it, but I seem to be losing things all the time now.

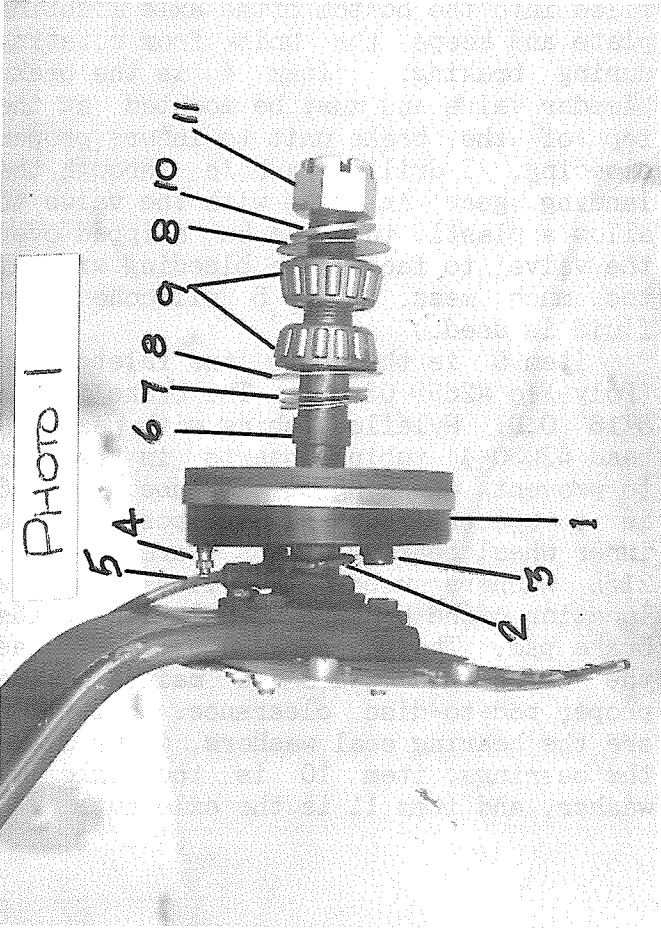


Photo 1

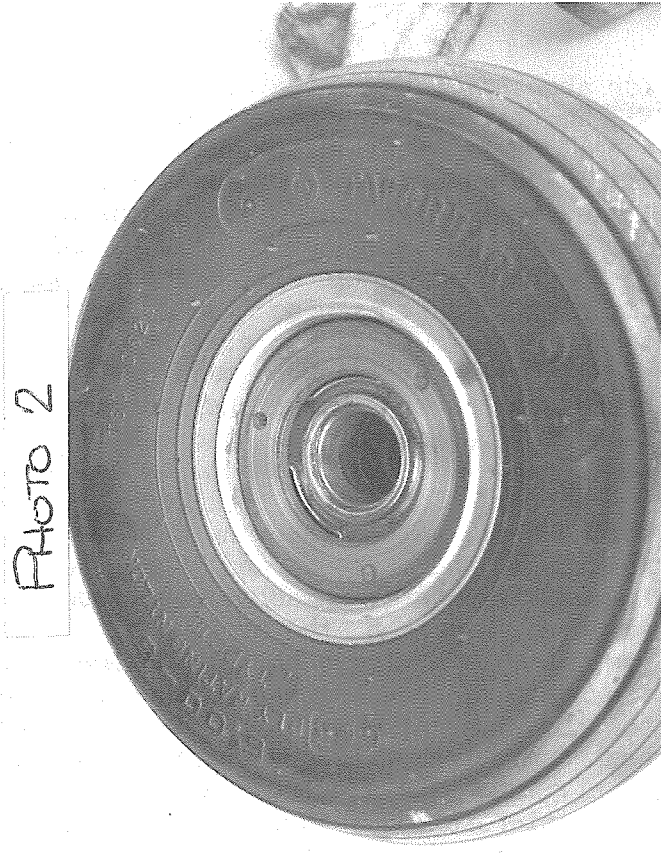


Photo 2

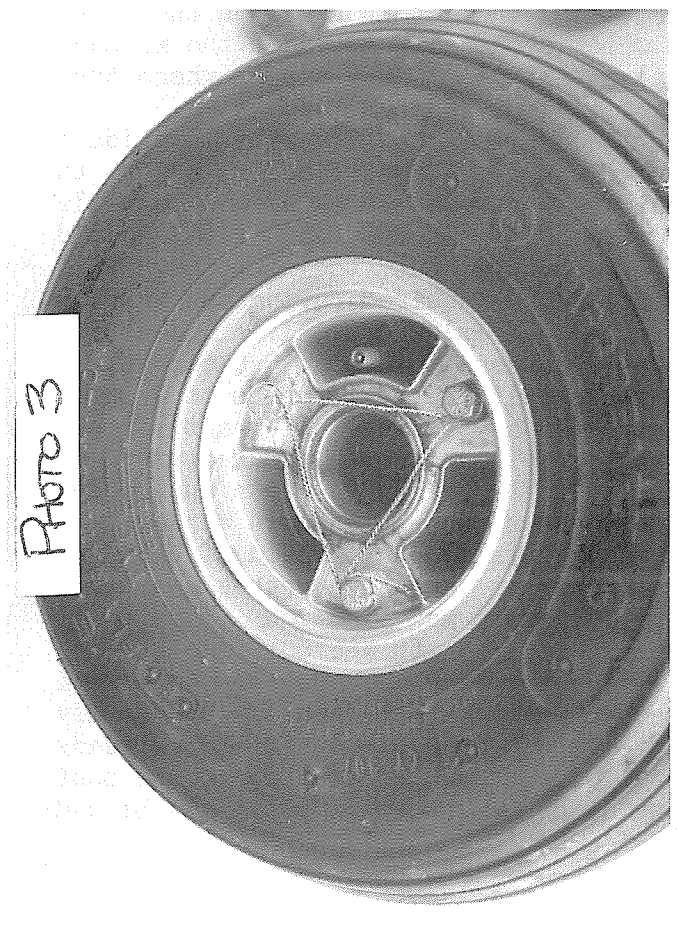


Photo 3

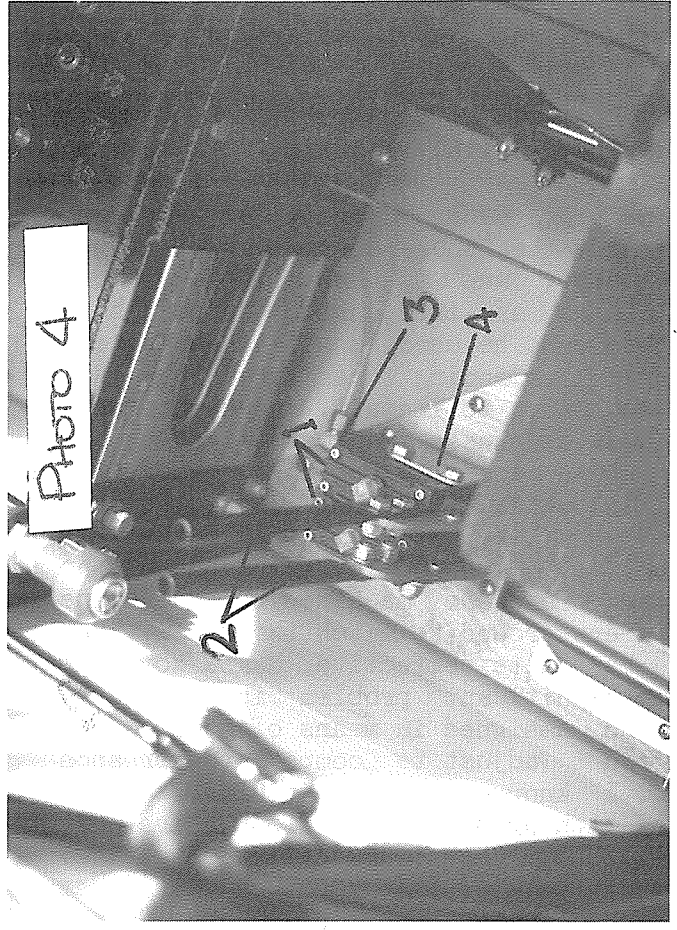


Photo 4

A letter from Fred Keip
11428 Six Mile Rd.
Franksville, WI 53126

One of John Monnett's goals in designing the Sonerai series of aircraft, I believe, was to keep the design as simple and as inexpensive as possible. To that end, he used Azusa mechanical, internally expanding brakes. They are simple, easy to install, and cheap. But, in their cheapness and simplicity, they also have some significant drawbacks.

First of all, as they come out of the box, they are at best only moderately effective. Some people have told me that if the drums are machined round and the shoes are ground to match the drums, they can be quite effective. Maybe so. The other significant problem is that they have no designed in means of adjustment. You can't adjust to compensate for shoe wear. I know all this stuff because I lived with my Azusa's for four years. At best, they were marginally effective, although people told me they would get better as they wore in. (They didn't.) The only way that I could adjust them was by rotating the actuator arm on the brake cam which eventually degraded the mechanical advantage to the point where they hardly worked at all.

In light of the fact that I couldn't stop very well, I was finally driven to consider hydraulic brakes as a possible solution. I looked at Cleveland and Matco set ups but they were both very expensive and required buying new wheels, bearings, and axles as well as brakes and master cylinders. Then at Oshkosh I saw the neatest little brake units on display in the Great Plains Aircraft Supply booth. They were manufactured by Enginetics for use on go karts and worked with my Azusa wheels and 3/4" axles. As a matter of fact, they would fit in the same space as the Azusa brakes and would not require any modification of my wheel pants. It also turned out that Enginetics made a master cylinder to mate with these brakes that could be easily adapted to the hand brake already installed in my Sonerai. And the best thing of all was that it could all be had

for about half the price of Matco brakes.

So, I bought and installed them. Photo 1 shows a slightly exploded view of the brake unit mounted on the axle. Item 1 is the Enginetics/Great Plains brake unit. It is necessary to do two things to it before you install it on the axle. First, you must machine the center bore to fit over your 3/4" axle. It comes with a 5/8" bore. Second, you must remove the brake pad return springs to provide maximum effectiveness and the ability to self adjust. This is done by removing the screws holding the brakepad assembly to the unit. After removing the springs, reinstall the screws and the spacers. Item 2 is a spacer washer that must be sized so that when the brake unit is in position it contacts both the spacer and the heads of the bolts holding the axle to the landing gear. This is so the brake unit transmits the braking reaction evenly into the landing gear. Item 3 is the anti-rotation screw. This allenhead screw comes with the unit and must be shortened so that the head bottoms on the brake unit without protruding through the other side. The head of the groove is filed into the bottom of the axle mounting plate and keeps the unit from rotating during braking. Item 4 is the brake bleeder valve and must be mounted at the top of the brake unit to insure proper bleeding. I drilled a hole through the landing gear in line with the valve to allow a plastic tube to be slipped over the valve to facilitate bleeding without too much mess. (DOT 5 silicone brake fluid is used.)

Item 5 is the brake line inlet elbow (Poly-Flo #269P-03x02). The brakeline is 3/16" O.D. Nylaflo tubing with Weatherhead #2030-4 tubing inserts in the ends to prevent crushing of the tube. Item 6 is a spacer required to position the inner wheel bearing. Items 7 are AN960-1-216L washers used to fine-tune the location of the brake disc relative to the brake pad. These washers are removed as the brake pad wears to maintain the proper pad-to-disc clearance. Items 8 are the bearing seal washers, items 9 are the bearings, item 10 is the axle nut washer, and item 11 is the axle nut.

Photo 2 shows the Azusa wheel/tire/-brake disc assembly. The brake disc is a 1/4" thick steel disc with three drilled tapped holes to accept the three wheel assembly bolts. The disc replaces the Azusa brake drum and the three nuts normally used to hold the two wheel halves together. When using the Azusa bolts, they must be shortened so that they do not protrude through the brake disc. The bolt heads must also be cross-drilled so that they can be safety-wired at assembly. (See photo 3.) Photo 4 shows the Enginetics/Great Plains master cylinders mounted in the Sonerai brake lever location. I'm using two master cylinders bolted together to provide differential braking. Items 1 are the master cylinders. Items 2 are the brake levers that are made from 1/2" x .035" wall 4130 tubing with one end flattened and bolted directly to the master cylinder levers. Item 3 is the same type elbow used on the brake unit. Item 4 is the mounting bracket.

As you can see, the Enginetics/Great Plains brake system is ideal for small aircraft like the Sonerai or KR, etc. It is simple, reliable, easy to install, and best of all, relatively inexpensive. Mine have been in use for two years and have been trouble-free. Not only that, they stop the airplane! Need I say more?

An Old Letter From John Giordano

As part of his letter he states -----

With autumn comes windy, gusty days and great performance, and it's tempting to brave the elements, but you've got to be careful.

A case in point: I went flying recently after the passage of a cold front. The wind was consistantly at 25, gusting to 40, but since I've flown in similar conditions for the last two years in the Sonerai, and the wind was right down the runway, I thought I'd give it a try. Any crosswind component at all, and I wouldn't have tried it.

After the turbulence had about shook out my teeth, and I was beginning to feel a bit woozy, I figured it was time to get all these parts flying in formation back on terra firma. I set up the final for about 85 mph, which I figured was plenty of margin. However, when I got closer -- about 100 feet AGL near the trees at the end of the runway -- it was as if the

bottom dropped out. Immediately, I felt the airplane shudder as it entered a stall, and I instinctively lowered the nose. (At this point, let me note that I've felt that shudder many times practicing stalls. If you haven't, you're gonna be in big trouble some day.)

I proceeded down final if you can call it that. Just as quickly, the wind picked up again, and it was more like levitating down. Straight down. So straight down in fact, that I kept looking at the airspeed indicator in disbelief. It was showing 75 or so, but my cues were way off. The trees weren't rushing by at the usual blur, and the airplane felt as if it wasn't moving. At this point, I remembered a crucial item in instrument flying: When your seat of the pants cues are off, believe your instruments! I must have touched down in one of those 40 mph gusts; a dog could have easily run alongside the plane. I couldn't have rolled more than 100 feet.

The moral of the story is that, in similar conditions, you've got to make darn sure you're carrying enough airspeed. You have got to know what an impending stall feels like in your airplane. And you've got to believe your instruments when your brain and your butt are telling you otherwise.

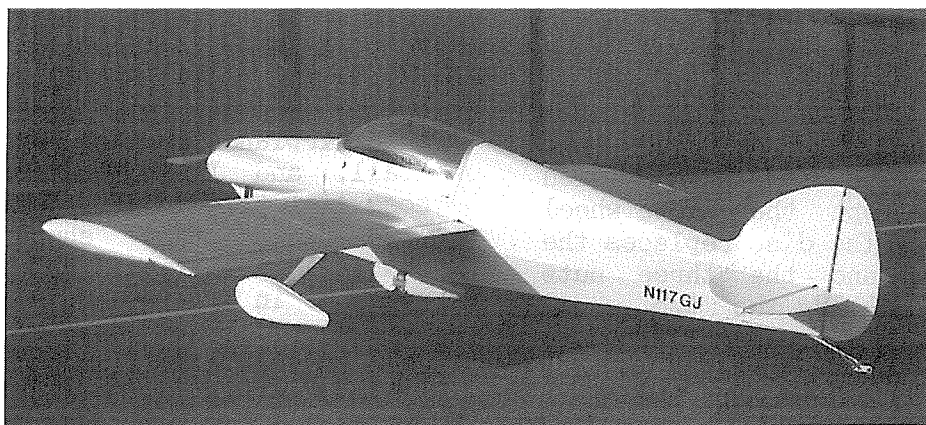
Ed's comments: Bob Brown and I did the 40 mph thing one time after going up to Oshkosh for a fly-in breakfast, but I don't remember it as being so gusty. The day hadn't started out to be so windy but you never know. We had to stay by our airplanes to more or less keep them on the ground and luckily got to use runway 27 on the way home and 26 at Lake in the hills airport. One advantage of our light wing loading is the Sonerai's ability to quickly fly out of a stall with very little loss of altitude, -- a Glasair III it is not. The power loading isn't too bad either so we can accelerate rather quickly if need be, but there is always that time you get just too far behind the old power curve and that is what the extra airspeed on final is supposed to protect us from. Spring can have it's share of cold fronts too I am told.

You can still talk to John at:

6916 Brentwood Dr. NE

Cedar Rapids, IA 52402

He should have recovered from his experince by now unless he has had another one since then.



Greg Jannakos' Sonerai II has his restrictions flown off. He planned to put his finish paint on this past winter. 2074 cc Empty weight 570, cruise 130 mph, stall at 55 mph.
Greg Jannakos 716 Zimalcrest Rd Apt 2814 Columbia, SC 29210

Stability? What Stability?

We had another new Sonerai II fly this past Fall, and it happened to be in our own home Chapter 153. Jim Stanek flew his LTS from Schaumburg Airpark for a total of two times as this Newsletter goes to print. For those of you that live in warmer climates it may seem hard to understand why he hasn't been just tearing up the pattern, but when the snow is piled up on the side of the runway giving no place to make any mistakes, well, it doesn't give any options if you don't make a good landing.

So Jim got in his first two flights and is waiting for better weather to come along. And there was another thing that gave him reason for caution. His second flight was under less than ideal conditions, --- there was a good wind blowing and the air was turbulent. Jim says that he didn't feel in total control of the Sonerai, and of course most of us would probably say the same thing about our first and second flights (or more). I've followed (in my machine) several other Sonerai pilots on their first flights and the wings were wagging a bit and they just about forgot where the home airport was with all the tension of the occasion.

Those first few flights need to be done under pretty good weather conditions if you are to enjoy them, and Jim's second flight wasn't. He says that the airplane was wallowing around the sky, and the turns felt not only out of coordination, but he was getting tossed around the cockpit. Not your best experience. Is there something inherently wrong with these Sonerai's that make them so uncontrollable in bumpy weather? Well, first off you have to compare them to any else most of us have flown before.

I usually tell people it is more like riding a motorcycle than a car, --- it's just more responsive in everything it does. The best reason for this is the light wing loading that we live with when flying solo (like your first 40 hours).

With a 530 lbs. airplane and a 180 lbs. pilot and 60 lbs. of fuel we have about 770 lbs being supported by 84 square feet of wing area. This is a wing loading of just over 9 lbs/square foot. Compare this to some of the homebuilts like a T-18 with around 14 lbs. wing loading and you can see why we react to the gusts more. And of course, our speed is up there compared to the low and slow airplanes with similar wing loadings. A number of Sonerai II pilots have commented that they felt their airplanes flew better with a passenger than when solo. That passenger pushes the wing loading up 2 lbs. to 11 lb/sf which might explain the smoother ride. Some of these same daredevils also feel the landing characteristics are improved since this is shifting the CG forward with a lesser tendency for the airplane to swap ends. Could be if you were the type to ever have landing problems.

So what can Jim do? Wait. The better days will come although it may not always seem like it this time of year. There was an occasion about 6 years ago when a bunch of us went to Reedsburg, WI for a breakfast and hit very unusual weather on the way home. The nose was pointed down, the power was off and we were going up at who knows what ft/min. This was followed by the opposite reaction a short time later. I don't think any of us will forget that for a while. In the meantime, get those first few flights under your belt while little birds and butterflies are having an enjoyable day.

Two Relatively Small Items

First, Jim Meier of the Madison, WI area has been rebuilding a Sonerai II and has it just about ready to go, with the FAA out this next week (early March). We have talked about a number of things over the last year or so and one of the last items to discuss has been the weight and balance paperwork needed for the Feds. Jim sent copies of his figurings and I dragged out my old Wt. and Bal. sheets to compare our findings. His numbers and mine were quite close as they should be since we both have kept the airplanes basically stock and light.

The talks degenerated into the settings for the stabilizer and the need for any ballast in the tail area. Jim put his Gell-Cell 5 amp battery back in the tailpost area to take care of that need and has lowered his stabilizer about 5/8th" as a good starting place. As we have talked before, if the stabilizer is all the way up, since it has a smaller leading edge diameter than the main spar, you start off with an up force on the tail rather than a down force which isn't so good on our type of aircraft.

While thinking about the C.G. and that sort of thing, I had the computer on and Lotus 123 on the screen. Within 30 minutes I had created a simple template for doing weight and balance calculations based on our airplane. So if anyone has a computer and uses Lotus 123 and doesn't already have anything for this purpose, for \$2.00 I'd be glad to send you what I created on a 5 1/4" floppy. Since this little thing only used about 4000 bytes of space on a 360,000 disc I have been thinking of putting it on there 90 times and cutting the disc into 90 little pieces to save postage. Maybe some of you who know more about computers than I do will let me know if this a good idea ???

Secondly, ----- Dean McGinnis is planning his assault on the Sun N Fun 100 Air Race again for this year. He is going to shoot an over-the-cowl video of the race course in both directions before then and make it available to all you readers. He didn't indicate if the camera was to be mounted in the spinner or on top of the vertical fin, but it probably won't be in the spinner (seems like an obvious place to me, they have these nice

small cameras these days.) Anyway, if you haven't run the course and don't plan to but would like to get a feel for the thing, you can contact Dean at:

1503 Clairdale Ln. Lakeland, FL 33801

If you would like to see what it is like for the Lancair IV and SX 300, just put your VCR on 2X speed or fast forward and sit back. And to really get a feel for the thing, tear up a stack of \$20.00 bills as you you watch.

Well, I Flew It !!

One of the benefits of writing a newsletter and being involved with the Sonerai parts business is getting letters and phone calls from you guys. I get the usual nervous ones just before that first flight and then the calls from builders that are now flyers. Just this last week Jim Meier from the Madison, WI area called to let me know that it is possible for a Sonerai to get off the ground and back down again.

Jim's Sonerai is a complete rebuild project that went down to the bare bones before being resurrected. We hope to have a picture for you in the next issue. The FAA inspection went off without a hitch last week, no gigs, so there weren't really any excuses not to fly it other than our unpredictable late winter weather.

Jim's post-flight call to me indicated some of the normal new Sonerai problems, none of them daunting. He had done high speed taxi testing which is frowned on by some people. I feel the key to this sort of thing is to not have the tail up in the air and full throttle on with the end of the runway coming up. If you chop the power at this point there are too many changes taking place too quickly for most pilots. When is the last time you practiced an aborted takeoff in anything, let alone a small homebuilt? So Jim did what I did and only approached the tailup position with a limited amount of power, not wide open. That way you've got the stick forward to force the tail up and reducing power just lets it fall to the runway.

Well, his first flight was accompanied by high CHT, the need to hold some back pressure and the normal excitement of landing a small airplane on a 2300 foot runway after several landing on a

long runway (Jim wisely chose not to try his first one at the home airport.) All went well in the end. But of course, he has some debugging to do.

The high CHT can be caused by a number of things not the least of which is the baffling. Jim chose to use a box-type system that encloses the top of the heads all the way out to the valve covers. We talked about the importance of getting air forced either up or down through the vertical holes in the heads by the intake and (especially) exhaust ports. My original box type baffling failed to do this and I was going through a valve job about every 75 hours it seemed. Only when I was able to modify the baffling to get air to this very important area did the CHT come down. At the same time my valve adjustments decreased dramatically and the incidence of dark oil strains inside the valve covers disappeared. And, looking to the log book of 78 ES shows this work was done in April of 1986 which also was the date of my last valve job (about 400 hours ago).

Jim has the Model 68 carb that Great Plains sells, the float type, which has a mixture adjustment. I told him that after all these years of Posa operation, I felt totally inadequate discussing any type of rational carburetor operation. (Too many moving parts for my mind to comprehend, maybe?) We all know that a lean mixture will bring the temps up and his carb has a mixture adjustment so it seemed to make sense to see if a richer mixture might help a bit. The normal

fuel burn for my flying buddies is about 4 gal/hr for an 1834 and 4.5 for a 2180 depending on many factors not the least of which is how far you put your "foot" into it. These numbers are for about 65% power at low altitude.

One additional temperature note was that Jim was using 5 W 30 automotive oil which is a bit lighter than I normally use. Maybe it was letting the engine friction get a little too high?

And finally we come to magneto timing which can really do a job on your temps. Jim and I had gone through the mag timing before and he felt sure he had it nailed down at 28 degrees, but might give it one last look to be sure.

It's hard to know if your airspeed will be giving out the correct information in the beginning so that first landing needs to have a bit of a cushion on the high side of 80 mph. Eventually an average Sonerai pilot should be able to see 75 or 70 on final without getting the tail on too quickly and this is what Jim had some trouble with on all those first tries. If you attempt to fully stall a Sonerai in the flare, you will have such a high deck angle before the touchdown that the poor tailwheel will leave the mains what seems like two feet in the air (which may really be only 6"). It isn't very good for the tailwheel and doesn't help the squat of your 1/2" main gear either. To repeat --- I don't think you can hold this little airplane off the runway the same way you can the Cessna 150 that you trained in, -- we just have the wrong attitude for it.

This isn't Fred Keip's Sonerai II but instead, probably the highest time racing Sonerai I in the business, "Blueberry". Originally built and flown by Ed Fisher of 7048 Lake Rd. East Madison, OH 44057 this is how it looks in it's 1992 racing trim. If you have a chance to see the Formula Vee Racers in your area, please do. Two firm racing dates for 1993 are:

July 24-25 in Dayton, OH Formula V Eastern Championships
Sept 11-12 in Virginia Beach, VA NAS Oceana Air Show



***** ** WANT ADS ** *****

For Sale -- Sonerai I Project: Welded fuselage-tail-controls--primed-- spars, caps, sheet stock for ribs and skins, some hardware. Manuals and video. \$1700.00
Bob Schank 313-697-7057 home

For Sale -- Canopy for Sonerai II, bronze standard size \$165.00 + ship
Bill Rossman 1754 Parkview Cr.
Palmyra, WI 53156 414-495-4370

Wanted -- Sonerai II Stand. or Stretch Finished or project
Mike Agin 614-872-4201

For Sale -- parting out Sonerai II LT airframe repairable, some wing damage, HAPI 1834 w/ starter, with trailer asking \$2000.00
Jim Poole Box 2483
Boone, NC 28607 704-963-4091

For Sale -- Sonerai II midwing 177 hr. TTAR, new -- tires, tailwheel spring, paint and fabric. Must sell \$6000 OBO
513-378-3040 after 4 PM

For Sale -- Sonerai II 1834 HAPI 100 TTAF with S-wing, folding wings, dual ign., starter, gen. Health forces sale. Asking \$6000. Dave Zeidler 516-868-8827

For Sale -- HAPI 55 hp 70 hr. TT POSA, hyd. lifters, starter, stub exh, dual elec. ign, Sterba prop, oil press & temp tach. \$2600 or best offer.
John Mitchell 402 S. Hickory
Shannon, IL 61078

Wanted -- Right wing for Son. II L and landing gear for Son II.
Jerry Van Nort 719-738-1290 day
719-742-3746 nite

For Sale -- Sonerai II midwing w/ 1700 Monnett conv. needing to be rebuilt. Aircraft partially disassembled. \$6000.
Tom Freeman 708-526-3180

For Sale -- Terra TRT-250 Transponder & AT-3000 Encoder w/ harness & antenna Asking \$750.00 call 414-835-7714

For Sale -- Sonerai I fuselage complete from seat aft including tail feathers \$200.00 + ship or u-pick-up. TPX Terra handheld w/charger \$250.00 Ray Jeff Loran \$200.00 A/S \$75.00 Alt. \$75.00 ROC \$50 009 Dist. w/ 90 cap \$30.00
Mike Kellems 341 Ellington Pkwy Apt D214
Lewisburg, TN 37091

For Sale -- Sonerai II LT, Great Plains 2180 (brand new), Sterba prop, hydraulic brakes, A/C on gear, needs canopy, fabric covering, some minor finishing, wings ready to skin. Owner actively working on project. Great project for quick finish.
501-968-2794 or 501-964-5384

Wanted to buy -- Sonerai II L w/spar mod, prefer elec.start, low time engine, good condition Harry Russell 1513 Pawnee Cir. Olathe, KS 66062 913-782-1620

Wanted -- 5/8" main gear, S-wing kit, taper pins, fabric, canopy, interior kit, wheel pants for 5.00 X 5 and 11.4 x 5 Lamb, rubber donuts for tri-gear, rivets and misc. hardware.

Darwin Mc Kinney 610 S. 318th Pl.
Federal Way, WA 98003 206-839-6531

Wanted -- Top cowling for Super V Sonerai II -- also handheld radio wanted
Bob Florence 513-378-3040

Wanted -- Clecos and Rib Forms used to build Sonerai wings.
Walt Augustine 6948 Neptune Ct.
New Orleans, LA 70126 504-245-8940

For Sale -- Sonerai II midwing w/spar mod done 1835 Monnett conv. 320 TT currently undergoing TOH, electrics, no radio, new tires, hyd. toe brakes asking \$6500.
Mica Doane Rt 2 Box 82
Meno, OK 73760

For Sale -- Sonerai IIL low time 1834 engine w/ HAPI acces. case, starter and alternator. Ellison TBI, VSI, T & Slip, STS radio w/ VOR. Wing tip lights strobe 5/8" landing gear. \$ 5000 O.B.O.
Doug 714-528-7061 So. Calif.

For Sale -- Early Monnett engine mount casting w/ bushings and 4016 Slick mag unused \$300.00 O.B.O. Also -- V-Witt extension casting (Larson) machined per Wittman's drawings, Best Offer.
Bill Spellman 1408 Josephine
Waukesha, WI 53186 414-544-6252

Wanted -- Sonerai IIL plans. My set #1493 and photo documentation were stolen! Anyone seeing plans or photos of N19JK please contact :
Joe Koch 23 Robinhood Dr.
Fallington, PA 19054 215-736-2247

For Sale -- Sonerai II midwing, Hapi 1834 with Monnett mount, x-over exhaust, Posa w/ mixture, top mount oil cooler, baffled Great America 52x44, Eng. and VFR instr. Wing Mod done Firm price of \$4000.00
John Danak 2015 Yorktown Ct. North
League City, TX 77573 713-332-9976

Wanted -- Sonerai II Builder looking for Engine and airframe parts
Martin Roy 1342 Magnolia Ave.
Escondido, CA 92027 619-743-2144

For Sale -- 1/2" Sonerai II landing gear slightly bent, also mech.brakes/wheels Make offer Kelvin Anderson
8 Monterosa Ct Sacramento, CA 95823
916-427-5202

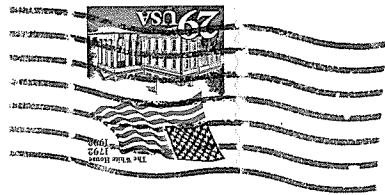
For Sale -- Sonerai II L Hapi 1834, Aux.tank, elec.start, fib. tailspring Nav/com, folding wing, EGT/CHT all four \$8900.00 Chris Russell 614-366-7071
289 Gladys Ave. Newark, OH 43055-3003

FRED KEIP PD 93
11428 SIX MILE RD
FRANKSVILLE WI 53126

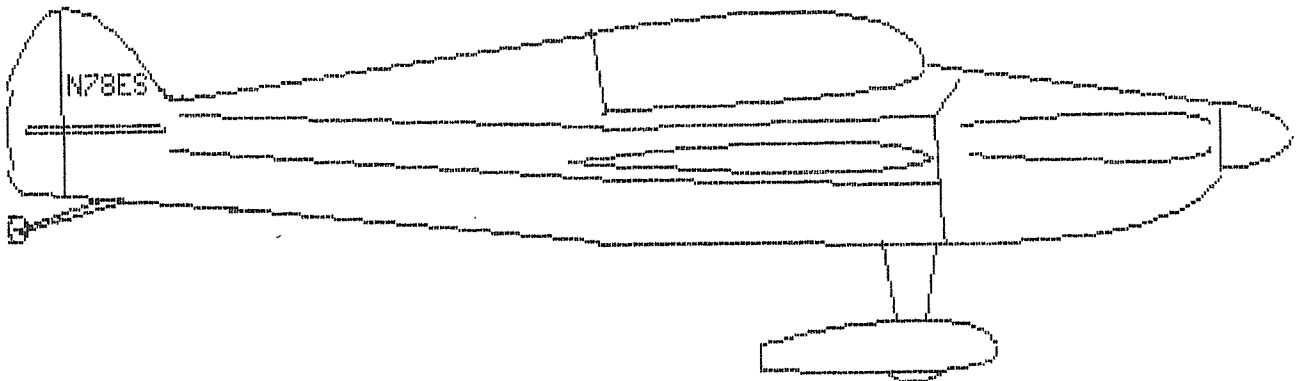
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SONERAI NEWSLETTER
C/O Ed Sterba
412 S. 5th
Delavan, WI 53115
414-728-1367
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Sonerai News



Fly High, Seek Peace SONERAI II



The "Fly High, Seek Peace" is from a great Dinosaur book the Kids have. Of course most of you Sonerai guys would say: "Fly High, Seek Cessnas"