

SONERAI

OCT-NOV-DEC 93 NEWSLETTER

John Giordano's
Sonera II
On Floats



P.S. You Try
Explaining
It To Him

Welcome to the 4th issue of the Sonera Newsletter for 1993. This one also happens to be the 25th issue put out by yours truly. For your further enlightenment, since we do 4 issues a year, that means the first one was done in Oct. 1987 which also means another 6 years of my life is gone by. Now I'm too depressed to go on. It seems hard to believe that it was that long ago that Steve Bennett convinced me that we should go into the "Sonera Business". The mail and your phone calls have sure made our lives more interesting. Steve's favorite phone call last week was an inquiry as to the merits of using the "Sonera to explore the Islands of the Carribean." Maybe the bottom of the Ocean off the Islands of the Carribean.

Well, we had Oshkosh not too long ago. Aside from a few rather damp areas on the flight line and in the camp ground, all went quite well. We had a good turnout at our Saturday noon forum on the Back Porch, and a quite full tent for the Monday Forum too. This year we had 12 Soneras show up, which is down a little from years past. A few of the regulars (including myself) didn't get their machines there so we would have been in the mid to high teens as before.

The following Sonera's and their owners showed up :

John Leone	Bob Scannell
Tim Buechle	Jim Meier
Earl Folsom	Bill Nelson
Dennis Overson	Brian Koole
John Giordano	Mike Hunton
Lou Novak	Dean Mc Ginnes

The following awards were given out:

Best Sonera	-- John Leone
Best Interior	-- Tim Buechle
Best Paint Job	-- Jim Meier
Most Innovative	-- John Leone
Early Bird Award	-- John Leone
Longest Distance	-- Dean Mc Ginnes
(a tie as far as we could tell)	and Brian Koole

Since Oshkosh has changed the startup dates to Thursday and I have been assured that it will be the same for next year, we have rescheduled our Sonera Dinner for Saturday the 30th (?) for 1994. We had 80 people at the Sonera Dinner this year which was substantially higher than we expected right up to the afternoon of the dinner. Many people were planning to leave before then since they had been there 5 or more days, but they stayed for Monday night. So the consensus was to move the Dinner up earlier in the week. That has been done. We now have to fight to get the Sonera Forum moved up to Friday or Saturday for the same reason, we'll see how that goes.

Plugs and Gaps

I just got back from the North Central EAA Fly-in over in Rock Falls, IL where the normal 1993 weather played out it's bag of tricks and really kept our attendance of Sonerai's and other machines down. Jim Stanek with his new LTS and Mark Elyea were able to make it but that was it. Thanks for braving the WX you guys.

One of our previous Sonerai owners was also in attendance with his Champ. This incident didn't involve a Sonerai but it did point out something we have brought up in the past. Spark plug gaps. The Champ resisted the efforts of several grown men to start when it came time for that to happen. But, first the particulars -- there was no electric starter, and surprising to most people there, the magnetos didn't have impulse couplings. None. So in order to get the engine going it had to be swung pretty hard. And from what I could see on the sidelines, it sure was. The metal prop had enough inertia to pull it through 3 to 4 compression strokes a shot. It wasn't enough.

So eventually, the top cowl came off and the plugs were pulled out for a look-see. The gap was later measured with a flat feeler gauge (the only one around) and found to be .025 to .030". My reasoning was that this almost had to be the problem since the lack of impulse couplers meant that there was a minimum of volts being put out (lack of impulse again) trying to jump a pretty wide gap. We should have any magneto fired plug at .016 to .019".

Well, the gaps were all brought down and the cowl went back on and the engine fired on the third pull. But of course none of the people that had pulled so hard for so long was around to appreciate this remarkable achievement. Aren't most of our brilliant accomplishments left to die in obscurity?

If it won't start, try the plugs just like you used to do on your car.

The Tailwheel Did Lock

Last issue Jim Meier told about his thoughts on the possibility of the tailwheel steering rod going over center and locking the tailwheel to one side. We sort of thought it might be one of those things that you should keep in the back of your mind but not worry about. It wasn't more than a week after that issue went to press than I received new copies of the FAA Safety Bulletin Board from Ben Morrow. Ben sends over any new and interesting items that make it to the bulletin board.

One that caught my eye was from one of our Sonerai pilots who stated that he had been forced to make a full left rudder pedal input on landing rollout. At that point the rudder became locked in the full left position and the aircraft departed the runway to the left. The result of that excursion was not indicated.

So maybe if you are using the pushrod for tailwheel steering you should move the thought from the back of your mind to about the middle of your mind or somewhere around there. Apparently it has happened at least once. Those of you using the tiller cables shouldn't have any problem. I believe it was Bob Brown who put a stop on the push rod, or maybe on the tailspring itself, that would not let such a thing as going over center happen.

Maybe our pilot had just received his latest Newsletter and went out to see if it was really possible to do such a thing. In this case, it is Jim Meier's fault that his aircraft was picking flowers. Way to go, Jim! We're not going to listen to you anymore.

Flash

Oshkosh Sonerai Dinner Update

I just received a letter from Headquarters indicating that they would like to have all Type Clubs (like us) NOT have their dinners on Saturday night since it conflicts with the official EAA Homebuilders Picnic at the Theater in the Woods. So, now I'm not sure what to do about next year. We'll keep you posted.

A Stuck Brake
Dean Mc Ginnes
1503 Clairdale Lane
Lakeland, FL 33801

The old U-Haul wheezed past the ancient, crumbling TVA terminal at Muscle Shoals, AL and trundled out onto the highway. With its various parts lashed firmly to the inards of the van, my Sonerai began the final 699-mile portion of my trip to Oshkosh. It is Thursday, August 5, 1993, my birthday, and it will be late the next day before the ordeal will finally be over. Needless to say, this isn't the way I planned it, however, at least I am alive to tell the tale.

It all started innocently enough. I left Oshkosh on Tuesday morning at about 9:00 AM. After skirting some rough weather near Rockford, IL I landed at Decatur, IL and continued on to Muscle Shoals. A thunderstorm was in progress about 2 miles from the field and light rain was falling as I streaked across the Tennessee River. I landed in a howling crosswind and rain. On rollout my right brake fell apart, locking the wheel solid, spinning me around I don't know how many times. I came to rest pointed the way I came and looking at the wrong end of a Learjet on short final. While I struggled in the rain to drag the plane off the runway the Lear had to hold about 10 minutes in the soup. Finally some help arrived with a mechanic's creeper and a tug. We muscled the disabled wheel onto the creeper, hooked the tailspring over the back edge of the tug, and trudged through the rain to a hanger.

The right brake had just about disintegrated. The lining was off both the shoes, and one shoe was twisted well out of shape. The decision was made to reassemble the wheel sans brakes and continue on the next day. After all, I seldom use the brakes anyway and besides, I planned to land only twice, and at large airports. I did have to make a new steering rod and had to wait the next day for the hardware store to open to get some steel rod.



The next day dawned rainy. By 10:00 AM I was ready but several major storm cells were moving through the area. After lunch, a radar consultation showed an opening. I decided to try to get off. Returning to the hanger, I did a quick pre-flight, pushed out into the light rain, and cranked up. A quick test showed that with brakes on the left side and a little right rudder, I could slow the plane.

Upon takeoff, I noticed oil on the canopy and realizing I had not replaced the oil filler plug, elected to land. With a nearly opaque windshield, I lined up with the runway and gently felt for the ground. The scraping noise that greeted my touchdown let me know that my

tailspring had broken. I have seen one Sonerai land with a broken tailspring and heard of several others. They all seem to roll along until slowing almost to a halt and then they go around. Unfortunately, such was not to be. Still going at least 30 mph, the plane swerved suddenly to the left. I knew it was all over when the right gear leg folded under. Almost instantly I was halted, 90 degrees to the runway, on my nose, with pieces of my new Sterba prop clattering around me.

After securing the aircraft, cancelling my flight plan (naturally), and satisfying all the emergency type people who descended on me, I looked back to determine where the tailspring broke. Only problem, -- it wasn't broken! The nut had come off! Evidently, while under tow the day before, the cotter pin which secures the nut had been broken off. While that could easily be blamed on the line boy, three guesses whose job it is to preflight the aircraft! That's right, I had a bad case of get-home-itis, and how many pilots has that disease killed--a bunch. I'm thankful it wasn't worse.

So therefore, how many of you are going out right now to check that cotter pin. They can be broken many ways. Little stones can get up there and wedge themselves temporarily between the nut and the casting, weeds and stuff from grass fields regularly attach themselves there. Another consideration is tailspring breakage. I had the old, lighter spring with a heavier one for a spare, waiting until I broke the light one. From my experience, tailspring breaking can be a rather violent thing -- far from the benign walking-speed groundloop as I had supposed. Great Plains has the heavier springs. I highly recommend their use.

Ed's comments --

It's always either too hard or too easy to comment on one of Dean's escapades. We have to assume from the facts of the case and the pictures that came in the envelope, that the lining of the brake shoes just sort of came loose and wedged themselves in place. I have heard of this happening before but don't remember it locking the wheel up as it did this time.

Those of you that have lived with Azusa's know that the steel on the brake shoe is much softer than the steel of the operating cam, so the shoes tend to get groove worn in them from the cam and then they tend to stick "on" when the cable is pulled hard. When this happens you either rev the engine to break the wheel loose or if you are just pushing the plane back to it's tiedown area, you can usually reach in with your fingers and push the lever down.

Dean's takeoff the next day from Muscle Shoals and the subsequent oil leak is one of those things that happen to most all of us VW people. I forgot to tighten the plunger on my filler plug once and made a quick return to the airport myself.

My tailspring broke this summer while landing. I was down to about 15 mph when it happened, used differential braking to keep it reasonably straight, and got so cocky that I figured to just add some power to taxi off the runway. This worked for about 3 more seconds when there was a bigger "clunk" and the nose went up another 10 degrees into the air. The spring broke off flush with the bottom of the tailpost! It was time to stop, and walk the old Sonerai home. How did those guys do it back in their Neiuports and Spads ??

Australia needs help still----

A while ago we had a request from an Australian Sonerai IILTS builder to have some of you Stretch Sonerai builders here in the States fill out some forms so he could get his CAA to approve his aircraft for flight. I received such a request again from the Sport Aircraft Association of Australia for the same information. They would like to have 10 of you builders with flying aircraft that are approaching 100 hours in the air send in a form for them.

I don't know who has that much time in their Stretch Sonerai's but I feel that anyone flying with just about any hours at all should be able to do the form. If it is flying well after 10 hours, it usually flies just about the same after 100.

So please, if your Stretch is in the air, drop me a note and I'll send you the form. It is only one page in length. Their CAA considers the Stretch to be an entirely different aircraft than the Standard length machine. Maybe our FAA could be more difficult than they are.

July 22, 1993

Hi Ed!

You did the usual good job on the newsletter -- very clever, too. Apparently, you used Brian Dempsey's speed secret to attain the 500-knot speed to Florida.

Also a good story on Dave Rawling's engine -- especially good because you tell it like it is and don't pull any punches. Some very valuable information.

We all know the Sonerai is on the descend side of the popularity curve, but I hope you can keep the newsletter going for a while longer. You probably figure what's the use at times, but you are performing a valuable service to those still building as well as those still flying. The newsletter often reinforces my belief that we have a very nice design in the Sonerai and it's worth hanging onto. The more I fly mine (this is the fifth year) the more I like it.

You may remember that I routed my exhaust pipes entirely inside the cowl and out the bottom. This method kept the airplane a little cleaner and quieter, but I always suspected that the increased back pressure was slowing the airplane down. This year I decided to go to straight stacks to see for sure, and I was right. Boy, does it run better! What a jerk I was. If anybody ever asks, tell them what a stupid idea it is. I did have an exhaust valve burn up pretty early (remember my diversion to Juneau, WI?) which was probably due to increased heat and back pressure.

Enclosed are two pictures of my Sonerai as entered in the Monticello, Iowa 4th of July parade. The Monticello chapter of the Associated Pilots of Iowa prevailed upon me to participate in the parade because the wing span is short enough to tow it through the streets. We did, by golly, and it was a blast. You should have seen the looks on the faces of people when we turned corners. It was a heck of a lot of fun. So now we've seen one more way to have fun with a Sonerai.

PLEASE return the pictures. They're the only two I have.

I will fly to OSH but I have to teach a class through Friday afternoon. If the weather's OK, I'll be there that evening. You might save me a space on the flightline if you can do such a thing. This is assuming, of course, that the big Bermuda high pressure in the east and the low in the northwest move, allowing us to have some decent weather for a change. And that probably won't happen until the Mt. Pinatubo dust in the atmosphere dissipates and the El Nino current drops in temperature. And that, in turn, is assuming that we're not really in some kind of last days apocalypse.

Like my father used to say, "Life is just one damn thing after another."

See you soon.



John Giordano

New Taper Pins

The main spar taper pins that have always been used on Sonerai's are no longer able to be found in these United States. Steve Bennett has looked high and low and if he can't find them, very few other people on this planet could. So what's to be done? My idea was that if Bondo was good enough for holding my wing skin rivets in place, then by golly, it ought to be good enough to hold the whole wings in the main spar. Made sense to me, but not to Steve.

In the very near future, if not today already, Great Plains will have custom made Main Spar Taper Pins available at the price of about \$10.00 each. They are made from aircraft grade material and should be a direct replacement for the originals. We have had calls from people that have torn theirs up getting them out or are simply getting to that point in the construction process. P.S.--- the smaller rear spar pins are still in the pipeworks and are also available from Great Plains

And while on this subject --- is there a correct way to remove those pesky pins? This was written up here a few years ago but for the new guys, a few lines of type may be in order. First, either grind some flats or a hex or a screw driver slot on the fat end of the pin to keep it from turning while the nut is being loosened. Just beating on the pin with a big hammer won't do your spar box any good and most of the force is dissipated in all the give of the spar. If wings are made to bend, then so are spars. I use a 6" c-clamp and a socket to apply direct pressure before the hammer is brought into play. Concentrate the force where it will do some good.

Also, it may be worth your while to have the rear pins with the nut facing forward since I didn't and every time the washers and nuts have to go back on, it's a pain to be working backwards with the socket wrench. It's bad enough to be working sitting in the pilot seat facing backwards, but you have to bend over in a very un-ladylike way. Of course if you were the belly gunner in a B-17 in WW II then it might not be so bad.

Shoulder Harness Inst.

I received a phone call from Bob Barton the other day relating to his shoulder harness installation. Bob had an "incident" with his Sonerai II that left the aircraft pretty heavily damaged after it met up with another certified airplane on takeoff. Bob wasn't hurt too badly, luckily, but his shoulder straps pulled so hard on the attach point that the diagonal tube that it was fastened to broke free and the tube ended up sticking through the side of the fuselage. Just so you get this right, the welded tube itself broke free and in effect probably cushioned his stop. I didn't ask what "G" forces were involved to do this and I doubt Bob wants to remember exactly.

On my Sonerai II, I have the shoulder harness routed through an inertia reel taken off my old VW Square-back. The inertia reel is fastened to the cross member at station 115. This makes it run through the center of my baggage compartment but at least allows me to lean forward for switches, etc.

Both of these installations have the belt coming over our shoulders at a low angle and in a hard deceleration, as we were thrown forward, would be pulling down on our spine. This is not the best way to do this we are told. The shoulder strap should be higher over our shoulders so as we lean forward it tends to pull straight back.

How can we do this with our installation? Well, if you haven't covered your fuselage yet, it would be easy to make a horizontal cross tube just behind your head at the A frame of the first station of the turtleneck. This would serve two purposes -- to get the correct angle on the shoulder strap and to get that belt out of the way of your matched Sonerai luggage. If your aircraft is flying or covered, then you will need to make the cross tube quite strong in order to handle the forces involved. Whether some type of clamp would be sufficient or not will be up to you, but after talking to Bob, it better be rather hefty.

Does anyone have any ideas for an airbag installation?

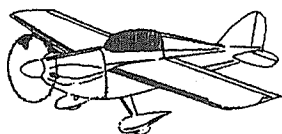
Bob can be reached at:
3333 Hidden Acres
Doraville, GA 30340



Clyde Schnars' Sonerai II L

Clyde's airplane is for sale with an 1834 VW.
For information call 404-442-0624 Roswell, GA

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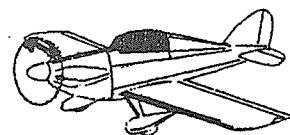
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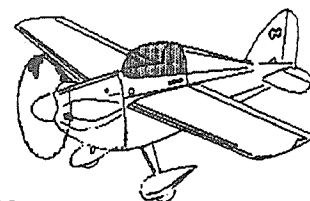
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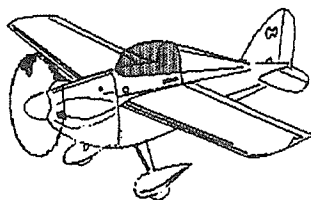
Co-Pilot

Future



Pilot

N99FK



First Flight

June 8, 1986

SONERAI TO SUN'N'FUN by Fred Keip

I think everyone thought I was crazy. I know my wife thought I was crazy. She told me so, more than once. I know some of you guys thought I was crazy, too. Fly a little, single ignition, Volkswagen powered airplane all the way to Florida, particularly considering the early history of my machine. That's nuts. Well, it may be crazy, but it was something I've wanted to do for some time and this year the opportunity presented itself. So, I decided to do it no matter what everybody thought.

For starters I'm not going to go into all the gruesome details. If you want those you'll have to come to the May Chapter Meeting where I'll tell the whole tale and show slides and all that good stuff. Right now, I'll give you a few highlights. First of all for all you doubters of the VW engine, it ran nearly perfectly the entire flight. There were a couple of instances of rough running which I think were attributable to carb ice, or perhaps a bit of junk in the fuel. I don't know for sure. Also, absolutely everything worked exactly as it was supposed to; the loran, the aux. fuel system, the elevator trim, everything.

The adventure started on Friday morning, April 3, at 7:15 am as we (the Sonerai and I) left Burlington for Lakelawn to meet up with Ed Sterba and his Sonerai for the flight south. This was Ed's tenth flight down, so he was a good partner to fly with. Our destination and first stop was Huntingburg, IN. It took us 2.7 hours and we froze our proverbial tails off since the air temperature at departure was 29 F. We then flew to the Marion Co. TN airport. Our goal was Rome, GA but Ed's aux fuel pump wouldn't transfer all the fuel, so we had to stop short. We then headed for Cordele, GA where we spent the night.

On Saturday morning, we did a little work on Ed's engine and then departed for Ocala, FL where we stopped to refuel before the last hour's flight into Lakeland and had lunch. After lunch, we headed for Lakeland and an hour later were on the ground at Sun'N'Fun. Total time enroute was 10.3 hours.

Sun'N'Fun was great. Sunshine, warmth, lots of airplanes (They claimed to have broken all attendance records.), good fellowship, and a marvelous time. We had eight Sonerai's there with four of them coming down from the North. There were lots of beautiful Eze's, Glasairs, RV's, KR's, warbirds, antiques, and classics. There were also a couple of new designs. One was called the Stilletto. It was a two-place, side-by-side, low wing composite construction machine powered by an 85 hp Subaru with an AMX belt reduction. A nice looking airplane.

I stayed with Ed, and Steve Bennett of Great Plains Aircraft Supply, in a condo they rented about five miles from the airport. It sure beats the hell out of camping or staying in a motel. At one time, there were six of us sleeping there. Great accomodations and the price was right.

I left for home on Thursday, April 9, at about 10:45 am. (I had to wait for some fog to burn off.) Ed decided to stay until Friday since he was there to sell props. My first stop was Albany, GA after 2.5 hours of flying, for fuel. The next stop was Huntsville North airport where I decided to spend the night because there was this huge nasty thunderstorm over Tennessee directly in my path.

The next morning, I left Huntsville and flew up to Huntingburg, IN in two hours and ended up spending the rest of the day and night there because the weather to the north was lousy. But the weather was warm there and I was on vacation, so I didn't mind. Besides I got myself signed up on Contel DUATS and learned how to use it.

On Saturday morning, I deemed that the weather was good enough for me to get to Danville, IL, so the Sonerai and I left and flew there in 1.3 hours. And guess who was waiting for me on the ramp as I taxied in? Yep, Ed Sterba. We spent the rest of the day there because there was a cold front between us and home.

The next morning dawned clear and cold, so I put my warm clothes on from the previous weekend and proceeded to freeze my butt off again for the last two hours of the trip. But it was good to be home. The trip home took a total of 10.4 hours.

The total trip took 20.7 hours of flying over six different days. The Sonerai burned 87.5 gallons of 100LL for an average burn of 4.23 gallons per hour. Not too bad. Now you ask if I'm going to be crazy enough to do this again next year? I don't know. Ask me next year.

***** 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 Roseman 1754 Parkview Cr.
Palmyra, WI 53156 414-495-4370

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

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 L rubber donuts for tri-gear, rivets and hardware.
Darwin Mc Kinney 610 S. 318th Pl.
Federal Way, WA 98003 206-839-6531

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

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 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, fuse. primed, canopy finished, 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

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

For Sale -- Ray Jeff Loran almost new, in box w/STS amps and splitters \$ 175.00
Russ Larson Box 124 Somera, MT 58832
406-857-3304

For Sale -- Spar kit \$200, Cap strip kit \$150, Pr. ailerons \$225, or all for \$550
Rob Bastian 919-595-9028 before 2 pm EST

For Sale -- Sonerai IIL 1700 VW, 1000 TT 100 STOH, new ICOM A21, Intercom, new interior, excellent paint, 110 mph on 3.5 gph \$8000 Runs Flys and looks great!
Steve 605-336-7791

For Sale -- Sonerai IIL 250 hrs. 2275 VW Sterba prop, Loran Days 708-837-8130
Ev. 708-639-0246 \$5600.00

Wanted -- Sonerai parts
John Bauer 14601 SW 272 St.
Naranja, FL 33032 658-8357 beeper

For Sale -- partially complete Son II LS on gear with hardware. \$ 800.
Bob Maassel 219-485-8755 Ft. Wayne, IN

For Sale -- Smith Miniplane 40 TT O-290 40 SMOH Stretched-widened, txp, enc, com elt, room for 6'2" 200+lb pilot \$15,000
Robert Wray 1806 Kansas Ave.
San Angelo, TX 76904 915-949-5813

For Sale -- Sonerai I project, airframe professionally welded, wings done w/cowl, bubble, tail, gear, wheels, brakes, tank, engine mount for A-65. \$2000 With O time A-65 \$6000.
Ann Harner 706 N. Green Rd.
Goshen, IN 219-533-7325

FRANKSVILLE WI 53126
11428 SIX MILE RD
FRED KEIP PD 93

To:

414-728-1367
DeLavan, WI 53115
412 S. 5th
c/o Ed Sterba
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Sonerai News

Thanks, Fred



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

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 -- 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 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 -- Sonerai II L 2180 Great
Plains w/ Force 1 hub. 250 TT 110 eng.
Cleveland brakes and wing tanks.
Bob Brown 720 Woods Creek Ln.
Algonquin, IL 60102 708-854-3250