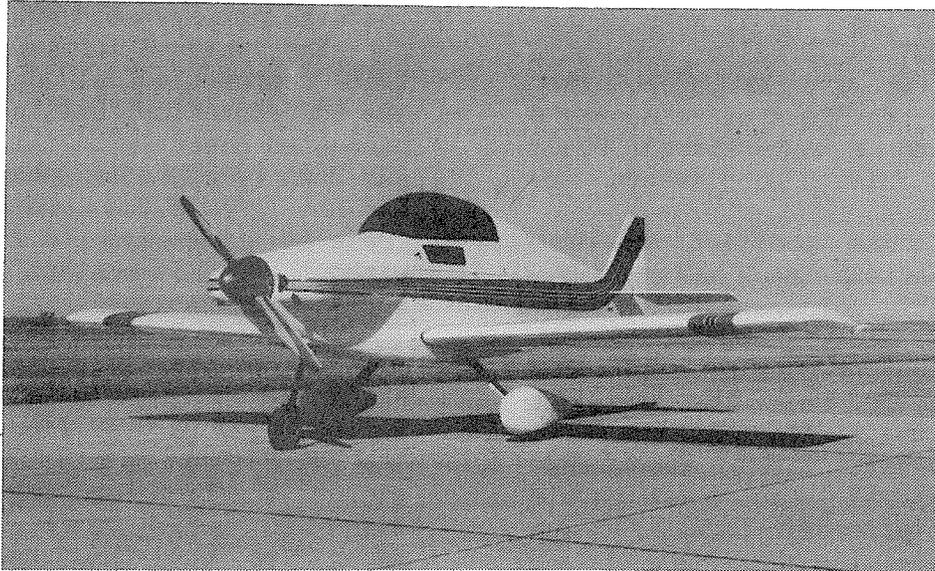


SONERAI

APR—MAY—JUN 1992
NEWSLETTER



LARRY WEST'S BEAUTIFUL SONERAI IILT
P.O. BOX 2572 APO AE 09464

Welcome to the Spring Edition of the Sonerai Newsletter. I finally got my airplane back to the airport after almost 4 months of flying inactivity although the time was well spent in rehabilitating the airframe after so many years. It will be an endless fight with the elements but she's in as good of shape as can be expected.

We have Sun N Fun to look forward to just about the time you all are getting this Newsletter, so I'll try to get it out a few days earlier this year. It looks like we'll have several of the local Sonerai people flying down together which always makes the trip more enjoyable. Dave Rawlings and Fred Keip are planning to go and we may have one or two more form up on the way. My new Comm is installed and working and new charts are on order so only the weather can get in the way.

Sun N Fun 1992

We have a Sonerai Forum planned for the convention again this year. I called

ahead to make sure that it didn't get changed at the last minute -- so here it is right off the SNF program. Tuesday, April 7th at 10:00 AM. Still, when you get there, read the program one more time. We will also be having a Sonerai Dinner with Dean Mc Ginnis's help some time about then also. Check at the forum or the Great Plains Aircraft booth for time and directions. We are also expecting the Second Annual Sonerai Air Tour of Florida on a day when the weather is far too beautiful to pass up. Leaving and returning to the Lakeland Airport isn't all that bad after the first busy weekend. And last but not least, we may see a Sonerai or two in the race pattern for the Sun n Fun 100 again. This will depend on the courage of our boys when the flag drops. They used to do a timed start up at the sports car races in Elkhart Lake, WI designed so that all cars would finish at the same time theoretically. That would be an interesting way to do this race! Then again, they only did it that way one time I think.

A Letter from Dean on Radio's

Your report on "Radio Wars Continued" prompted me to finally conduct a few tests of my own. The "Avionics Suite" of my Sonerai II consists of a Sporty's A-300 radio, and a Ray Jefferson PL-99 Loran, period. This supplements my K-Mart compass.

The radio was modified to draw current from a battery pack made from 6 C-cells in plastic holders bolted to the back of the front seat. The antenna was the standard "rubber-duckie" in a BNC mount on the turtle deck. The BNC mount is grounded to the airframe by a process which is best left unsaid. Best range with that system was about 50 miles air to ground and 75 miles air to air. It was a bit shakey receiving VOR stations and would not give me a reliable steer unless fairly close -- within 25 miles.

The Loran used the standard telescoping antenna and got me to Oshkosh and back. There were a few "inconveniences." First, the antenna has to be fully extended for the unit to "lock-on". No problem on the ground but decidedly a handfull in the air. I managed a couple of "cold starts" in flight (antenna down and canopy closed) with no problems. Also, due to my mount, the antenna sloped slightly to the left of vertical. Since it was in the foreground of my view over the nose, I found myself unconsciously flying in a slight right bank in an effort to keep the antenna perpendicular! I was halfway across Tennessee before the cause of my constant righthand off-course deviations was discovered. Another inconvenience was the vibration in the antenna. After about 30 hours in the air the antenna base gave up in disgust over the merciless flogging.

Enter Bill Joens. This crafty fellow and I met at Oshkosh where he informed me of an idea he had to mate an antenna pre-amp with a splitter and run both Comm and Loran through a common antenna. Of course, the rubber duckie would have to go. Bill's contrivance arrived in the mail soon after the aforesaid telescoping antenna had snapped so his timing was

excellent. Some other problems intervened such that it was yesterday before I could test the new system.

The antenna proper was a piece of 1/16" copper-clad welding rod adapted to the BNC connector. Bill's "black box" was connected directly to this and the Loran and Comm plugged in where indicated. I did not ground the pre-amp to the airframe as it seemed to function normally without it. It must be grounded through the antenna cable.

At about 2:30 pm yesterday, Jan 5th, I took off, firmly strapped to '74S, and headed North. The Loran worked slightly better than before. I could get all but the "X" station on the ground with the status function showing all as 8 or 9 signal to noise ratio. The new antenna managed to pull this one in at a 4 or 5 as well as maintaining the excellent reception of the other stations. The Comm worked out to 75 miles air-to-ground. The Lakeland tower reported some static at that point but the signal was usable. At 100 miles, they couldn't hear me, but an aircraft in the pattern heard me loud and clear, and when Lakeland tower transmitted, I had no problem hearing. I would therefore rate the improvement as 33% air-to-ground, and at least that well air-to-air.

I conclude that Bill has come up with an excellent enhancement for those of us who use really cheap equipment in our Sonerai's. His address will be elsewhere in this issue of the N.L.

Dean McGinnes 1503 Clairdale Lane
Lakeland, FL 33801

Bill Joens' Splitter

I believe you received a letter from Dean McGinnes concerning a splitter pre-amp I furnished him for his Ray Jefferson PL-99 loran. He was in need of a better antenna system. My solution was to take an STS loran preamp, add a splitter circuit, and connect it to a vertical whip antenna on the turtledeck. This allows the use of a single Comm antenna

for the communications radio and the loran. I have this setup in my Sonerai, using a PL-99 and a Terra TPX-720. The Ray Jefferson lorans put out interference into the aviation comm frequencies, as you have noticed in your "Pilot" loran. The splitter/preamp helps to reduce this "noise", but will not eliminate it. Ray Jefferson's fix involves spraying the inside of the case with a conductive-graphite coating. This helps a little bit, but still doesn't eliminate the problem. There is no total cure, but I have found that using the splitter/preamp is the best solution, and I can "squench" out most of the noise. Hand-held comm radios seem to be more sensitive to this loran interference.

The STS loran preamps require a DC voltage of 5 to 8 volts. Most lorans supply a DC voltage on the center wire of the external antenna BNC connector. You can measure this by powering up your loran and measuring the antenna BNC connector between the center lead and the outer ring with a DC voltmeter.

I've got a few of these preamps available, and can supply them for \$17. I can add a splitter circuit, so you can use one antenna for your comm and your loran for \$27. (I'm not in this for the business, but it's fun to tinker with this stuff. But as I say, if I can help a few people out, give them my name.)

Bill Joens 2706 NW 9 Ave.
Rochester, MN 55901
507-282-6413

Ed's answer ---Well Bill, this is the best I can do for giving a few people your name. Dean seems real pleased as our reader's can tell from the other article in this Newsletter. Dale Seavers agrees with you that the ICOM handhelds are probably the best for filtering out this unwanted noise from our "beloved" lorans. If there is anything that we can do to get Dean's antenna out of his field of view, it must be a step forward. He'll have to rig up a rear view mirror in order to keep his turtledeck antenna in sight for MVFR weather conditions.

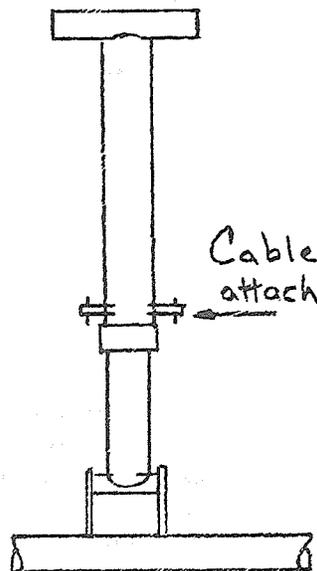
A letter from Ron Wegner

Received the back issues of the newsletter, thanks. Am on long service leave at present working on my 2 L. I must be making progress as visitors have stopped asking me if I am building a boat!

I have an idea for improving the brakes on the Sonerai; but as I am at least 12 months away from finishing, I thought I would pass it on to you in case any of your Sonerai owners would care to try it.

I would like to end up with individual control on each brake, and looked at both the toe operated and heel operated brakes, including some already worked out by builders here, but it seemed a lot of complication. This idea is an easy adaptation of the existing brake system.

It involves removing the loose washer off the 5/8" tube, setting up a piece of 3/4"x .035" XMoly with a 1/2" x.035 XMoly tee piece welded on top, and two little .090" stubs welded either side of the bottom of the 3/4" tube. This slips over the 5/8" tube and rests on top of the existing sleeve. A cable thimble is threaded through each of the two stubs and the brake cable is attached to the thimbles.



Cable adjusters are adjusted so that if you pull evening on the tee handle the brakes come on equally. If you twist the handle to the left as you pull back, this activates the left wheel brake and visa versa. You may have to displace the top of the tee handle a bit to the left to clear your leg. You can still loop a bungee over the handle for a parking brake.

If you can con anyone into trying this let me know how well it works out. I would be most grateful.

Ron Wegner Eacham Rd. Yungaburra
Nth Qld 4872 Australia

Ed's comments: Sorry this is a bit late in getting into the Newsletter, Ron, but you're not the only one getting left out. Your method of setting up individual hand brakes must be a good one since I have seen it done almost exactly this way on several Sonerai's. Anyone who has a need to make sharper turns than the tailwheel steering allows knows of a need for something like this. Several people have tried using foot operated brake pedals with the Azusa mechanical brakes, but I'm not aware of great success. The geometry and forces needed for operation are not easily solved. Add to this the problem of rudder pedals moving and it gets pretty tough. Of course if you bought some real brakes instead of these Kiddie cart ones it wouldn't be so hard to figure the hydraulics out. Anyway, I have two small handles sticking up about where your's are and do the cross-over routine when taxiing, sort of like in a Piper Tripacer. At least they don't leak.

Sonerai Wing Evolution

A number of people have shown confusion over the evolution of the Sonerai II wings. There are basically four stages that I am aware of in their development. Of course this is all old history with the final change dating back to 1984 (the S wing) but many of us are confused to this day. I hope I have it right for you.

The original Sonerai II wing was a 9 rib wing with both left and right facing ribs. When Monnett Service Bulletin #002 came out in 1983, this wing was down graded from 6 G's to 4.4 G's and the VNE reduced to 170 MPH. Basically, it became a Utility category wing by FAA standards. In order to return this wing to 6 G's you had to install the Wing Modification according to the Bulletin's plans sheets. This involved opening up the lower inboard wing skin and installing stiffeners to the ribs and spars. This is the famous Sonerai Wing Mod that seems to have a number of magazine editors and engineers confused lately.

In May of 1984, the "B" wing was introduced for the Sonerai II which had 11 ribs per wing with a spacing of 8" for the inboard half of the wing and 12" as before in the outboard section. Of course, the wing mod. parts were also included. Because of this 8" spacing, the first four lightening holes were omitted in the spars, which also meant it wasn't possible to convert from a 9 to 11 rib wing if the spars had the holes in them.

In Oct of 1984 the Sonerai II LTT was introduced to the public and came with a new designation for it's wing, the "S" wing. This was also an 11 rib wing with only one rib taking care of both left and right wings. A wing walk area was incorporated, the aileron counterweights were moved inboard, and the wing tip became a one piece affair. I believe this is when the full span aileron hinges also made the scene. As before, the wing rib and spar stiffening parts were called for.

So there are the four variations of the Sonerai wing that I am aware of. It all sort of happened quickly -- we went from the original wing to the "S" wing in less than one year. To my understanding there have not been any wing failures on Sonerai II aircraft that have incorporated any of the "mods". It seems to have done the trick.

Dale Severs
221 Southridge Dr.
Curnee, IL. 60031

Dear Ed,

I am taking advantage of the long Illinois winter days to catch up on things like ... write to you about what's happening with my Sonerai.

So I'll start with the maintenance stuff first. A year ago, and for no one good single reason, I took my engine apart @ 150 hrs. The man on my shoulder said do it! The small stuff that led me to just jump right in were:

1. I originally had a used case. I was having erratic oil pressure. I even Broke a sender when it shot up over 100 LBS. I think the pressure relief piston bores were worn and the plungers would hang up.

2. I had Happy dual ignition heads and the wires went through the valve covers. What a mess. I needed a valve job anyway.

3. I picked up a lot of vibration after adding an alternator. The problem was the mag drive was built for one dowel pin instead of 4 or 6. The bore in the thing was .015" larger than the gland nut. The entire magnet ring was running out, as it would bolt down to one side of the slop. I made a T shaped .007" wall sleeve washer. My new engine has A L O T less vibration.

4. In order to improve cooling, I made new super tight (cowl fit) box type pressure baffles. I also changed the flat lower sump baffle to a slanted - rear down box. I have 4 1" areoducts mounted to the fire wall side, facing forward. The air from the smile is cooling things instead of ramming the fire wall before trying to escape from the cowl. 1 to mag, 1 to gas, and 2 to a duct behind my top mounted oil cooler. I have an access door in the bottom for easy oil changes. The cylinder baffles extend out over the heads. Cyl. temps cruise at 350-375. Now I worry about low oil temps! 190 on a good hot day.

5. The teflon wrist pin buttons had started wearing on the cylinder walls. The rings did not seat in this area.

6. I had a happy prop hub washer. It did not look collapsed.

7. The rods and crank all magnifluxed k with no sign of cracks.

8. I changed my 29mm stock Posa from facing forward into an air box to straight

down with a 2" extension. Works great!
9. This installation was done so it could be maintained without take in everything apart. Yes, always time to do things over.

The exciting thing is the engine was overall in sound condition, and would have probably run a long time. I did pick up 100 RPM and 4 MPH and 50' per minuet climb. Maybe the used case or total seal piston rings were holding it back?

So - You have leaky valves. Well then you just aren't doing enough flying!!!! With brand new heads, my compression is outstanding. The valves will rust and start to leak if left idle in one week. If I use oily foam balls in the exhaust pipes, I can go about 2 weeks before the compression goes real soft. After the plane sits awhile the compression comes back after a couple of hours of flying. I have chased this and done valve jobs and compression tests and stronger valve springs and spring shims etc. I believe this is important: If after 2 hours of flying, you pull the prop through (CHECK THAT MAG) and find you have some REAL soft cylinders then you probably have serious leakage by corroded intake valves. You don't need to fool with a compression tester to figure this out. This causes some back flow leaning problems in the intake manifolds. The symptom is a 100 deg. or more difference in CHT temp. The result is you can not obtain a carburetor setting that works for all cylinders. Two can be run super rich and barf at full throttle, or two can be baked at 475 deg. until well done. I think this has resulted in a good many carburetor sales. When I have reasonable compression in all four I can set my Posa to a compromise that is good for an outside air temps from 20 to 90 degrees F. At 20 my cooling setup and cold air keep things cool but CHT. temps will be higher toward 400 due to lean mixture. At 90 deg. oil temps are up (190) but cht's are down to 325 due to rich mixture. The important thing is all cylinders are within 50 degrees. Warning! if you get it right the engine will produce more power and more H E A T. The egt values vary a lot. I cruise about 1250. Peak possible is around 1400, on a 70 deg. day. If it is not on the rich side, the engine will hesitate when the throttle is advanced. Too rich and it will run rough

at full throttle. I use a precision needle made by Neil Sidders. It is a B-x for extra long. No turbulence device behind the carb and the crossover tube between the manifolds. (1835cc, 1.89 to 1)

I have the mechanical brakes. I increased my braking action by taking the drums off and sanding or filing the shoes and brackets so that more than 20% of the shoes actually contact the drums. Now they over heat if used extensively, but work.

You mentioned some, like me, have the instrument panel forward of the cowl bulkhead. I have a happy gyrocopter prop hub that's real short compared to others. My first fuselage bay is 3/8" short. My cowl is moved aft 2". I do not recommend this. The cowl slopes down real fast on top and may interfere with the engine mount and fuselage. The short hub leaves little room for engine exhaust and baffling. Things are better left extended.

Yes, I also had to hold right rudder at cruise. My plane and engine were built straight as an arrow. I added a spring to the right rudder assembly, under the passengers seat. Through trial and error, the spring was stretched until it pulled the rudder exactly the correct amount. I can now remove my feet from the rudders and relax in flight.

Rigging means a lot in a Sonerai. Starting out it would only fly about 125 MPH. Too much down stabilizer and you loose the total up angle of the elevator. I have shimmed the stabilizer down about 1 inch and added some weight to the tail. I also have a stainless steel tail wheel assembly. I cruise at 140 MPH HANDS OFF with 1/2 tank of gas. If more or less gas then stick pressure must be applied and I loose 3 MPH. Full power is 150 MPH.

(3400 RPM, 52x42 prop, 950'/m solo climb) I tried changing aileron rig to up & level for more speed. DO NOT DO THAT. Stall went to 65 MPH and less climb speed. A small change in up aileron meant a big increase in the amount of aft stick pressure. I put it back to specs and left it alone. Speed also increase by shiming the rear spars so it would not roll hands off. The plane will not go 140 unless it is trimmed to fly hands off at 140. The Control inputs seem to cause significant drag. So maybe I shouldn't loose 10 LBS after all!

Rumor has it that if you don't use the correct airspeeds the Sonerai can be

a real " pain in the neck " to land. Well too fast or too slow does make an easy job a lot harder than it has to be. Things fall into place with 70 over the fence and starting the flare, or a little power can prevent an imminent high sink rate bounce.

I have often been asked what it's like to fly the Sonerai. It's like asking me "How's Your Wife". Well "Compared To Who". I wish I could describe how easy it is to fly the Sonerai and yet how exhilaratingly responsive it is. It is literally like riding a motorcycle on wings. Imagine cruising along and enjoying the scenery with the urge to go "that way". Just squeeze the stick into the palm of your hand. The plane smoothly responds by rolling into a beautiful bank. A little more of a squeeze and the nose comes up through the horizon. The airspeed slowly bleeds off. Relax your grip and smoothly roll back level as the nose carves it's own path in the farm fields below.

Just a small squeeze toward the left, and the speed stops climbing while you are on your way to the next curve in the sky. So next time you are on your bike, winding through winding mountain roads, it's just like that. Except the trucks. The Sonerai is not a hard plane to fly. I started with 150 hours of Cessna time and a little tail dragger training. It is NOT a squirley airplane. It is an honest and responsive airplane and one heck of a lot of fun to operate. My last check ride was in a 172 with a young flight instructor. I cranked in some aileron and rudder to slip down to the center line of the approach. She looked at me with wide open eyes and asked " what are you doing? ". " oh..... nothing...".

One of the hardest questions for me to answer on the flight line is " Can You Do Aerobatics ". Well, yes I can, and have in the Sonerai, but consider that my training is limited and I am not an authority. --- HOWEVER --- I have stalled, looped, rolled, and spun the plane. (I have avoided spins since adding the weight to the tail.) Stalls are cake if you have had any spin training at all. If not, you can slowly work up to them. Ease back to idle and slow it down. I get a solid buffet before it stalls. The ailerons will be real sloppy and the rudder is not real effective. When it breaks the nose will fall. you should

New Magneto Drives

recover as it will just start flying and pushing with maybe a wing low and soft control response. Don't shove the stick all the way forward and hold it there. As the nose drops, let the stick forward enough to positively allow the smooth buildup of speed. The speed will come quickly. If you were using the rudder and aileron to keep a wing from dropping, BE READY to neutralize the controls. The rudder feedback is nil, so put it where it belongs as the speed builds and the plane starts to fly. My first stall ended with my face pasted to the side of the canopy asking "What's Wrong With This Picture", then I took my toe off the rudder. The main thing to remember is the plane is more responsive after 60 MPH and your control inputs will mean a lot more as the speed builds. Seat Belt Tight!

Speaking of seat belts, I once heard someone describe how a Sonerai will stop rolling if it was inverted. Rolls are a real thrill. My plane will aileron roll left or right in less than 3 seconds. But I would NEVER NEVER EVER EVER do this below 5000 feet! I recommend that anyone who intends to do aerobatics install an aerobic seat harness. The Sonerai is just as responsive wrong side down as right side sideways. If you do anything inverted (and it's not hard to do) to go negative G up side down, then your legs and feet will surcome to gravity. They will tend to push on your arm. And the arm bone's connected to the - stick bone..... and we all know how responsive the ailerons are now don't we. Hey Ruth! Tom Cruse isn't the only one who can do a split-S. Spins and loops are conventional. The same things apply as already mentioned above.

I have logged 170 hours now but have a growing family. Thinking about my next family plane, or another project, has left me a little frustrated. There just isn't much around that offers the simplicity, performance, and economy of a Sonerai. There aren't any 4 place at all. What about a Soner-master, a 4 place tandem. How about a Soner-bi, with upper deck seating. Oh well I'll just have to settle for a 2+2, Hey Ruth! What do you think about your taking flying lessons?

Thanks Ed, For keeping us all together..... Well Done.....!

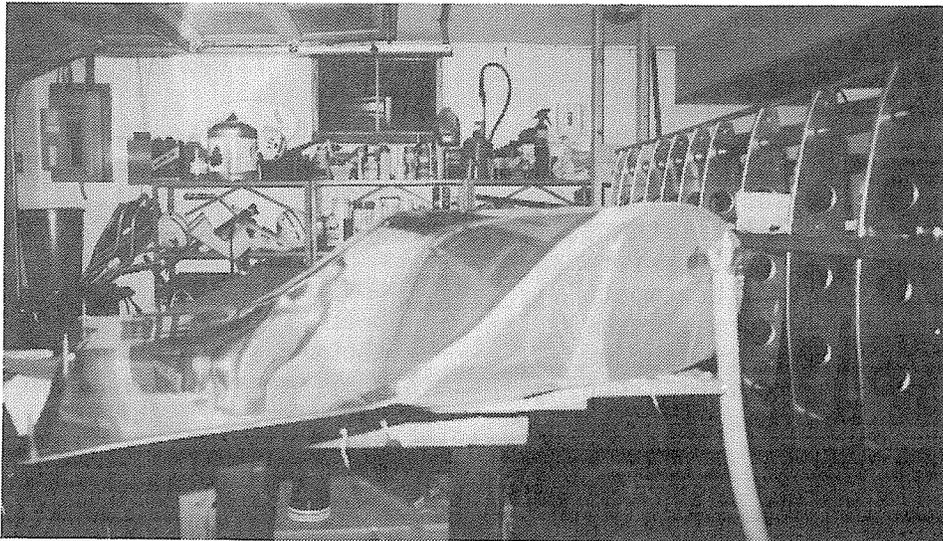
Great Plains Aircraft wanted to let you know that they have had a few of the phenolic magneto drives made up to fit the Monnett style system. Monnett's were made from aluminum in the past, but are obviously no longer available. I have been running a phenolic mag drive for about 6 years now and it has very little wear to show for those hours. These are made from the highest grade close weave Linen phenolic (read \$\$\$) and should wear well. Price is \$24.95, I believe.



Don Pierson in his Sonerai II in what looks like his first flight gear. The B-17 in the background must have been his chase plane. 5211 N.Val Vista Dr. Mesa, AZ 85213

One More Radio Thing

While looking for connectors to hook the headsets into my handheld radio, I ventured into Radio Shack and found that they had a Speaker/Mic normally used for police type radios that had the correct connectors and electrical compatibility for aircraft radios. So for \$17.00 (?) or so, you can carry your radio on your belt clip and have a nice speaker-/mic attached to your shirt lapel and hear all the Oshkosh noise without having your hand stuck to your ear. Just like all the cops on the beat! I figured all you radio guys already knew about this but apparently not.



A letter from Jim Slomer

I'm still tinkering away on my Sonerai II. I have both wings all drilled and ready to rivet. I'm going to attempt to use AN rivets instead of SS pops. I had Bob Avery make a skin dimpler with a 25" throat to dimple the skins and made my own rib dimpler with a set of dies and vise grips. Both have worked perfectly.

One of the jobs I dreaded was bending the leading edges of the wing skins. Earlier, someone had told me about using a shop vac for the bending so I surged ahead. It worked perfectly! I have enclosed some photos of the process.

All you do is align the sheet edges, duct tape the rear and flat sides, enclose the remaining sections of the sides with polyethylene sheet and apply the vacuum to the leading edge area. It is very easy and seems fool proof. All four of my skins came out well.

Jim Slomer 114 Deborah Lynn Ct.
Cheswick, PA 15024

Ed's comments -- I used the old 2 X 4 method for getting the leading edges formed and had no particular problem maybe because I'm so skinny and couldn't overbend them. Gregg Erikson, who worked with John Monnett in the beginning, mentioned the other day that they had some problems with Sonerai's having higher than normal stall speeds and traced it sown to a sharp leading edge radius of the skins. The airfoil wasn't what it should be and gave a sharper stall break than by design. Since most people bought their ribs from Monnett, the plans sheet for the actual airfoil layout was dropped from the plans so it was a little tougher to find out the correct leading edge radius. Do it right!



Eddie Sterba's first trip to Oshkosh 1991 in our Sonerai II. We came in No Radio as usual with only a few airplane's to contend with. He let his Dad make the landing, but may not next year.

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

For Sale -- Sonerai II N176EM TTA 81 hrs
TTE 12 hrs. Excellent condition 1700 cc
Monnett conv. Warnke adj. prop, Genave
radio, 519 lbs. empty. Has Monnett
spar beef-up done. Asking \$6500.00
Tom Kolb 216-257-7529
Ed Fisher 216-428-7947 after 6 PM

For Sale -- Sonerai IILT, great winter
project, light fuselage and wing surface
damage. HAPI 1834 engine 110 hrs.TT
\$3000.00 Chip LeLand 5414 Oakes Ave.
Superior, WI 54880 715-392-7644

For Sale -- Sonerai I Project: Welded
fuselage-tail-controls--primed-- spars,
caps, ribs and sheet stock, some hardware.
Manuals and video. \$2000.00

Bob Schank 313-697-7057 home

Wanted -- Aerospace Propulsion Power-
plants Book 4th Ed. Cargnino and Korvinen
---or let me know where to get one.

Bob 313-697-7057

For Sale -- Sonerai II midwing, HAPI 1834
dual ign., starter, heater, stab.trim,
under 100 hrs.excellent cond., trailerable
asking \$ 8500.00

Dave Zeidler 516-868-8827

3490 Stevens Rd Baldwin, NY 11510

For Sale -- Hapi Magnum engine 82 HP,
hydraulics, cooler, dual Electronic Ign,
35 amp alt., Supercarb, High torque
starter, Diehl case. 15 hrs TT
asking \$ 4800 Also, BRS-4 ballistic
parachute for Sonerai II \$ 1700

Ray Macaro

124 Longmeadow Brandon, MS 39042

601-825-8067 evenings

For Sale -- Almost new tailwheel &
casting fork \$25.00 Slightly bent 1/2"
landing gear \$30.00

Gary Eichhorn 4680 Glenridge Tr.

Stuart, FL 34997 407-287-3912

For Sale -- Sonerai II EV Cowling
\$200.00 plus freight

also Wanted -- Sonerai I Fuel Tank

Mike Kellems P.O. Box 507

Burkesville, Ky 42717 502-864-5658

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

For Sale -- Parting out Sonerai II with
220 TT airf. & eng.-- incl. HAPI 1834 w.
starter and alt., transponder, STS Loran,
Ellison carb, Hydraulic brakes, STS
handheld and headset, two props, & more.
Floyd Blaine 1127 Taylor Ave.
Godfrey, IL 62035 618-466-8996

For Sale -- Sonerai IIL project, fuse. on
gear - prof. welding, complete wing kit
w/ mod., cowling and tank. \$1600.00
Steve Steinmetz ph. 815-962-1772
428 N. Prospect St.
Rockford, IL 61107

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

For Sale -- Sonerai II 1850 Monnett conv.
427 hrs. TT, 35 hrs. on top OH, wing mod.
Genave radio, Sterba prop, asking \$7000.00
James Mc Dougall 13950 Oxnard St.
Van Nuys, CA 91401 818-782-9031

For Sale -- Sonerai II L 170 TT, 20 on
new engine, 720 Comm, Loran, excellent
workmanship Asking \$10,000.00 firm
Dale Severs 221 Southridge Dr.
Gurnee, IL 60031

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 -- Used Son. Super Vee Cowling
asking \$175.00 OBO, used Super Vee prop
extension housing, brackets and hub \$475
or best offer. Jim Meier 200 W.Beltline

Madison, WI 53701

608-255-6773 work

608-835-8300 home

Wanted -- HAPI accessory case, preferably
with starter and alternator. Will
consider complete engine. Have Monnett X
casting and Posa carb for sale. Looking
for used Ellison throttle body.

Bill Essenberg 608-637-2571 days

608-637-2663 eve.

Sonerai News

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SONERAI NEWSLETTER

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FRANKSVILLE WI 53126

