



I know it must be some sort of sacrilege to have something other than a Sonerai on the cover of a Sonerai Newsletter, but Gene Mueller's beautiful Turner T-40 ended up in the shot. Gregg Erikson took this picture from his Tiger as I was demonstrating the ease with which Sonerai's can maintain formation while in knife-edge flight. This little trick can really impress people unfamiliar with our machines. This is probably old hat to most of you, but there are still Sonerai's taking to the air for the first time and something like this on your first flight is a real confidence builder.

Once again, this is not your Sonerai Newsletter. It is your Sonerai Newsletter Re-Up Notice. Apparently most of you decided that I need to jump through the hoop one more time in order to get you back on the list. This must be normal human behavior because I do the same thing all the time. The Jan-Feb-Mar 92 issue is in the works and should be out on time the first week of January or so. As in the past, the cost is \$12.00 in the USA and \$15.00 overseas. The Newsletter-on-a-disc is going pretty well these days at \$10.00 a copy (IBM style).

N78ES is still out at Lake Lawn Lodge Airport waiting for it's last few flights of the year before coming home, but we are looking at a cold snowy Sunday right now. I usually try to fly on Nov. 25th which happens to be the anniversary of it's first flight, but this year may be tough. This would make it 13 years since that day and I guess my life has changed a bit over that time. I'm on the last page of N78ES's third log book, and writing these articles forces me to go back through them all once in a

while. If a flight was made with anyone on board or just in formation, then the name goes in the book. It's like the roll call of Hillybilly Heaven to look back into it some times.

The Escort 110 has found a new owner, and I have about decided where the solar cells will be mounted for this next year. (The wing if I use my small ones, or the turtle deck if I get the larger flexible ones.) Should be picking up a handheld Comm this next week or so. There is corrosion control to be fought in the wings and fuselage and a few other mods to attend to but overall, she is running good. Back to the airport in early March, weather permitting, to get ready for trip # 10 to Sun N Fun. That would make it about 22,000 miles back and forth there over the years. It's way too slow to be called Jet lag but there must be another name for it. Maybe it's time to plot out another route for a change of scenery, but whether the winds are good or bad, it's hard not to make a bee-line. Tennessee is so nice to look at from the air, I'd hate to go farther West and...

## The Trip to Seward's Fly-in

We're getting back into pretty old stuff here for this re-up newsletter. The year is 1986 and Steve Bennett talked me into going to the 4th Annual Nebraska Fly-in at Seward. He was from that part of the country originally and knew a lot of the folks in the area. The date was June 21st and we had been having some real hot weather but the forecast indicated a change was due so we thought the weather wasn't going to be too great a factor.

Steve still had his KR-1 with an 1835 and we'd done enough flying together to know the limits of each aircraft -- in other words, he had the speed but I had the cargo carrying ability, so the airplanes we're loaded proportionally and we started off into a real hot muggy morning. Our communication ability was about normal, meaning we couldn't hear a word from each other but everyone else came in fine, so it was hand signals as usual. Since we were heading into his territory, I had graciously given him the go ahead on all communications with anyone important. I'd fly his wing into the dust if necessary.

We had an unintentional pit stop at Tipton, IA for fuel (and you know what) and came to appreciate just how hot the day was going to get. It was already in the 90's at about 10:00 AM. Steve had been flying in and out of Des Moines for a long time and knew we could get lunch there so I told him to lead the way. He said it was an TRSA so we would probably get radar vectored around a bit and I should listen to the Approach and Tower but let him call us as a flight of two.

So we took off from Tipton and sweated our way the short flight into Des Moines. There was a south wind going along with the high temperatures and we got the scenic tour of downtown Des Moines as expected then were sequenced in with the commercial flights but overall, it seemed this TRSA stuff wasn't so bad after all. The plan on the way out was to just give them a call and then declare

"negative Stage III" so we could go our merry way without all the airborne control stuff. Steve used to do it that way all the time. So we got fuel and had a walk down for lunch to discuss the hot weather.

Well, when it came time to go we just so happened to be parked literally at the base of the control tower, so we got both engines fired up, stuffed ourselves into the cockpits and sat there idling while Steve made the necessary call on Ground. When he got to the part about "negative Stage III", things sort of started to fall apart. The tower was not giving the type of response that we were expecting --- something about this airspace now being as ARSA not a TRSA and we had to declare a route and altitude to cruise at. Steve looked at me and I looked back with a vague understanding forming about the differences between the two types of airspace. At least I had heard of ARSA's and therefore tried to get my two cents in which really confused the boys up above. I tried to explain that I was also with the flight of two and had heard of ARSA's but the tower guys were not impressed with either one of us. So there we sat! Blip-blip-blip. I looked up at the big glass windows as if they were going to crank them open and yell out instructions. It didn't happen.

Finally, one of us, and I really forget which one, asked what we had to do to get off this airport (if we promised to never come back). The man said we had to indicate a direction of flight and a cruising altitude. Hey, if that's all they needed we could do this ARSA stuff. So Steve said "West" and "8000 ft". That seemed like a good direction but an awfully high altitude to reach within the 20 mile limit of an ARSA when the temperature was well over 100 F. but anything sounded good if they would just let us go. We got off O.K. without burning out our engines and headed off West with an ear to Departure control. About every two minutes they would call for an altitude check and get a mumbled reply of "2200 ft" followed by "2500 ft" etc.

There is no way a VW powered airplane is going to get to 8000 feet in 20 miles or 50 miles on a 100 + degree day in Iowa. So when the 20 miles seemed to be up, we looked to our future not our past, changed frequencies and pushed on West.

The fly-in was just starting when we got there and all I remember is sitting in the flight office with the air conditioner going and trying to figure out why it was so hot. The activity finally picked up and we had a good time with the other homebuilders. We planned to spend the evening at Steve's in-laws near Omaha and prepared for the flight to Flightland Airport before losing our daylight. Steve's most memorable event from the trip was having his canopy blown open by a departing aircraft and slammed onto the wing. The mechanism wasn't broken enough to need immediate repairs but it was our final sign to call it a day.

That night the very hot weather played out it's song by raising quite active thunderstorms. For a Sonerai that had spent most of it's life in a hanger it was quite an experience. I didn't own a canopy cover at that time and we found out the next day that dripping wet carbon microphones don't work all that well. But then we had promised not to go back to Des Moines and our communications were non-existent anyway, so not much was lost. The stormy weather did bring in absolutely some of the best flying weather either one of us had seen and we got to play around the cumulus at 3500 ft. with a good 15 to 20 kts. tailwind. It doesn't get much better than that.

Postscript ---- For those of you that feel some of your mini-mods to your Sonerai are usual (you know, the way you have wired in your radio, or the parking brake attachments, -- that sort of thing) it would pay to see Steve's auxiliary tank fuel pump. On our landing at Iowa City Airport, he had to make a hot approach since he had been unable to transfer his aux. fuel and the CG was at the back of the envelope. The aux. pump was inop. Actually, his pump was a

regular automobile diaphragm pump mounted in the panel that was actuated with his thumb. So to transfer fuel you hand pumped the stuff one thumb at a time! I think he could probably do chin-ups with his thumbs. Be careful if you shake Steve's hand if he's in a bad mood. I know I am.

Kitplanes says ---  
"Just say No!"

Well we almost made it into Kitplanes magazine with a Sonerai article this past few months. The word came from Dave Martin the Editor that there would be no articles on the Sonerai until there was a final cause for Rick Leonard's Sonerai I accident out at the Davenport Air Races. The article was all finished and some of our Sonerai members went out of their way to have inflight photo's taken just for the article after being interviewed by contributing editor Gary Jones. If this is going to be their new policy for all homebuilts, then there won't be much to print within a very short time. We were looking forward to Gary's article since he seemed to do a good job getting a cross section of Sonerai owners. Their number is :

714-855-8822

At this time I am not privy to the final report on Rick's accident, but I don't think the FAA is going to expose anything not already known.

# Sonerai News

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SONERAI NEWSLETTER

c/o Ed Sterba

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## To:

FRED KEIP PD 90 PD 61  
11428 SIX MILE RD  
FRANKSVILLE WI 53126



For Sale -- Sonerai II midwing, HAPI 1834 dual ign., starter, heater, stab, trim, under 100 hrs. excellent cond., trallerable asking \$ 8500.00  
Dave Zeldner 516-868-8827  
3490 Stevens Rd Baldwin, NY 11510  
parachute for Sonerai II \$ 1700  
asking \$ 4800 Also, BRS-4 ballist  
35 amp alt., Supercarb, High torque hydraulics, cooler, dual Electronic Ign  
For Sale -- Hapi Magnum engine 82 HP  
For Sale -- Sonerai I Project: Welded fuselage-tail-controls--primed-- spars, caps, ribs and sheet stock, some hardware. Mannale and video. \$2000.00  
Bob Schank 313-697-7057 home  
For Sale -- Sonerai IIITS project, fuse, welded, have rest of kit to finish aircraft including Stits material, two tanks, no engine \$ 3000.00  
Pete Fidler 708-526-3022  
Gear - prof. welding, complete wing kit w/mod., cowling and tank, \$1600.00  
Steve Steimetz ph. 815-962-1772  
428 N. Prospect St.  
Rockford, IL 61107

For Sale -- set of Sonerai I wings, ethe complete or as kit (damaged??)  
Mike Keljems P.O. Box 507  
Burkessville, KY 42717 502-864-5656  
For Sale -- Parting out Sonerai II with 220 TT airt. & eng.-- incl. HAPI 1834 w. starter and alt., transponder, STS Loran Ellison carb, Hydraulic brakes, ST handhel and headset, two props, & more.  
Lloyd Blaine 1127 Taylor Ave.  
Godfrey, IL 62035 618-466-8996

For Sale -- Sonerai II 1850 Monnett conv 427 hrs. TT, 35 hrs. on top OH, wing mod Geneve radio, Sterba prop, asking \$7000.00  
James Mc Dougal 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 \$15,000.00  
Date Severe 221 Southridge Dr.  
Gurnee, IL 60031

For Sale -- Canopy for Sonerai II, bronz standard size \$165.00 + ship  
Bill Roseman 1754 Parkview Cr.  
Palmyra, WI 53156 414-495-4370  
Wanted -- Monnett X-Casting  
Wally Beckett 105 Maringouin Ln.  
Hondville, LA 70448

For Sale -- Sonerai IIL Kit -- all welding done, 50% completed. \$1500 + Limbach engine and accessories. Trade?  
303-666-5494  
For Sale -- New Sonerai Spinner \$30.00  
Tail spring \$30.00, slightly bent 1/2".  
Landing gear \$50.00, axles-wheels-- mech.  
Gary Eichhorn 4680 Glenridge Tr.  
Stuart, FL 34997 407-287-3912  
Wanted -- set of Sonerai I wings, ethe complete or as kit (damaged??)  
Mike Keljems P.O. Box 507  
Burkessville, KY 42717 502-864-5656

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 IIL Kit - all welding done, 50 % complete, 1900 Limbach engine and access. \$ 6000.00 or best offer  
303-666-5494

For Sale -- Sonerai II N176M TTA 81 hrs TT 12 hrs. Excellent condition 1700 cc Monnett conv. Warmke adj. prop, Geneve 100 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

\*\*\*\*\* WANTED ADS \*\*\*\*\*