



***Jim Meier and Tim Buechle leaving Oshkosh 1993 in their similarly painted Sonerai II's . Jim's airplane was rebuilt last year and Tim makes the Sonerai awards given each year.***

Welcome to the July issue of the Sonerai Newsletter. This is always our lead-in for Oshkosh and we should have your regularly scheduled activities for you again this year. We start off with the Sonerai Forum, on Thursday, the first day of the Convention at 11:30 AM in Forum Tent 8. This is the general purpose forum for you builders and flyers and the rest of Sport Aviation. As always, your attendance is greatly appreciated as I try to include you owners as much as possible answering questions and giving of your vast Sonerai Experiences. It is usually a good time for all.

The next Sonerai event is the hour we get at the Homebuilders Corner on the flight line. This is scheduled for Saturday at Noon. Since the general public is not normally at this event, we are able

to talk in greater detail about problems and then, hopefully, solutions to those problems. Some of discussions have been a real eye opener over the years. I believe I once heard two people disagree about mag timing, if you can believe that! If you are involved with Sonerai's in any way, then this is the place for you.

Finally, we have the Sonerai Dinner scheduled for Saturday night also. The big change for this year, aside from the date, is the location. We will be dining at John Monnett's hanger on the field. We will have maps available to find the place at the forums and also at the Great Plains Aircraft booth.

We look forward to seeing all our old (and older) friends and meeting the new ones that are just starting out on the Sonerai Journey.

It Talks and Computes, To.

I have worked my way into a new computer and printer using Microsoft Works and Office so those of you sending in articles can do so in just about any format and I'll convert it over. The best bet is still to send in a disc but paper is O.K. too. Since I am usually 5 to 8 years behind the cutting edge and am now only 2 or 3 years behind a paring knife (it's progress), maybe this Newsletter will look a little better, but probably not make any more sense. Aside from finally having spell checking, I was surprised to find that Soundblaster also will read your text out loud after typing. As a matter of fact, it reads the back issues too. So you type in your stuff, spell check it and then have it read to you in a rather foreign voice. (It sounds

a bit like Steve Bennett to me.) If the spelling is right, but you made so dumb gramatical mistake, you can generally pi(it) it up. Pretty weird!

Also, I have just started sending in my film to Seattle Film Works to have the pictures developed and for an additional \$4.00, they send the pictures back on a computer disc. You can then do a slide show on your computer in color or convert the photos into any format you want and then have them "imported" into your documents. The quality isn't as good as having half tones made for this newsletter so I won't be doing that, but it is now possible to have my back issue disc sent out with 10 to 15 color pictures on it. If interested in the idea, contact Seattle Film Works at:  
1-800-445-3348.



Our three Sonerai's on the flight line at Sun N Fun 1994. Danny Kight, Mark Elyea, and Keith Embree. We have usually managed to have 6 or more airplanes there and hope to do so next year.

## To Sun N Fun by Danny Kight

I made it to Sun N Fun in the Sonerai this year. The trip down from South Carolina was very pleasant. I had intended to fly down in formation with a friend in his 172, but shortly after takeoff, we lost sight of each other. Due to a lack of prior communication, he was flying VOR to VOR and I was going direct with my handy-dandy Ray Jefferson PL-99 loran. Before losing radio contact, we agreed to meet up again at our planned fuel stop in Waycross, GA. We finally got our plan straight, and proceeded together to Ocala for a final top-off before getting into a possible holding pattern over the lake at Sun N Fun. We needn't have worried. The traffic was surprisingly light for Saturday afternoon, and getting in was a breeze.

There were only three Sonerai's ( what is the plural of Sonerai, anyway? ) in attendance this year. In the picture, my II LT is on the far left. Keith Embree from Ohio parked next to me. A wayward tailwind somehow got mixed in with us, and Mark Elyea's beautiful machine completed the Sonerai trio. Keith and I both flew in the 100-140 mph fly-by on Sunday. John Monnett was at the show promoting "Sky Struck", and he hosted the Sonerai forum. It was fairly well attended, and we all learned a few tidbits of Sonerai history.

Due to the weather forecast, I left for home on Tuesday, so I missed the dinner. However, I received a wonderful compliment as I was preparing to leave. There was note on my canopy from Mary Jones (editor of "The Experimenter" magazine ) asking if I would be interested in doing an air-to-air photo shoot for a possible cover! Was I interested? Are you kidding??? I went to the media headquarters and found Mary. She introduced me to the photo plane pilot (whose name escapes me), and to Jim Koepnick, who takes many of the photos found in "Sport Aviation" and "The Experimenter". We worked out the logistics and took off. The photo plane was a blue and white Cessna 210 with a special photo window in the left side. We climbed to 5500 feet to get above some

scattered clouds, and formed up in silky smooth blue sky. The 210 flew lead, and I stayed slightly below and to the left about 50 feet away. We made some pretty steep turns (45 degrees) in both directions, then I did some Dutch rolls for them. Finally, they told me to pull in for some close up shots. Have you ever noticed the pilot's face in those close air-to-air photos? Now I understand that wide-eyed look of total concentration. It's because you're doing 100 kts, over a mile up, 15ft. away from a machine that costs more than your house. It is exhilarating! Anyway, after 3 or 4 rolls of film, we said goodbye and I headed for home.

The only noteworthy event during the trip home occurred during a fuel stop in Vidalia, GA. After taking off, I smelled fuel (lots of fuel) and my feet started getting wet. I made a very short pattern and landed again, being careful to fly the plane first and worry about the fuel second. On inspection, the expanding rubber part of the fuel cap had not made a tight seal with the tank. It would not come out, but it was slightly loose at the neck. That was enough to let a good quart of 100LL pour into the cockpit. I didn't dare touch an electrical switch or key the mike, and I was starting to get queasy by the time I touched down. Some fresh air and a little adjustment to the fuel cap solved the problem, but I learned an important lesson. Always check the integrity of the fuel cap before flight. Even a little slop in the fit can cause major problems.

Since Sun N Fun, I have taken the Sonerai to Cincinnati for a weekend visit, and I have flown 12 Young Eagles so far. I won't be able to get to Oshkosh this year - we are expecting our third child in mid-August! See you at Sun N Fun next year.

Danny Kight 1007 White Oak Dr.  
Anderson, SC 29621

Ed's comments --- Danny sounds like he had an above average trip to Sun N Fun, especially taking the picture session into account. The fuel cap incident is one of those things that have either happened to you before, -- or is going to happen !!

A letter from Jay Warren

Well, I suppose the reason I haven't received my Spring newsletter is because I haven't paid my bill. So here's the check and thanks for sending the first issue anyway.

The reason for the delay is I've been very busy. As you can see, from the address, we've moved from Highland to way out here in western Nebraska -- almost the Wyoming line -- field elevation is 3995 ft.

Oh, another thing that has kept me busy is the first flights of 107 VV. Imagine my surprise last November 9th when I was able to say to myself, "What do you know, this thing does fly!" followed by my second thought, "Well, now that it's flying I guess you'll have to land it!". I'm thankful for a big wide and long grass strip at the Greenville, IL airport.

Well, after a couple of flights last fall, I loaded it on a trailer and moved it West. Now this Spring when the wind isn't blowing above 90 mph, I get to fly it from time to time. Here we have an 8000 foot runway (at Scottsbluff) so the extra elevation isn't much of a problem.

My biggest problem has been getting the Posa on my Revmaster 2100 adjusted right. I've got about 10 hours on the plane now and it's running very smoothly. I still don't get as much RPM as I think I should -- 3100 max. So I want to see if the top end mixture is optimum and if so, I should probably look at the prop pitch. Maybe the 52 X 48 is a little strong. No I haven't checked the tach yet, I guess I should do that.

Otherwise the plane is great fun -- sure is a lot quicker than the c 172 I've been flying. I don't know if I'll get it to Oshkosh this year but I hope to sometime. Will a Sonerai fly that far?

Thanks for all your help through the newsletter. I'll probably be calling you about the prop some day.

Jay Warren 210092 Wildcat Dr.  
Gering, NE 69341

Ed's comments -- It's good to see new Sonerai's taking to the skys, although if the winds in Nebraska have been like they

are in Wisconsin, it is hard to keep anything on the ground.

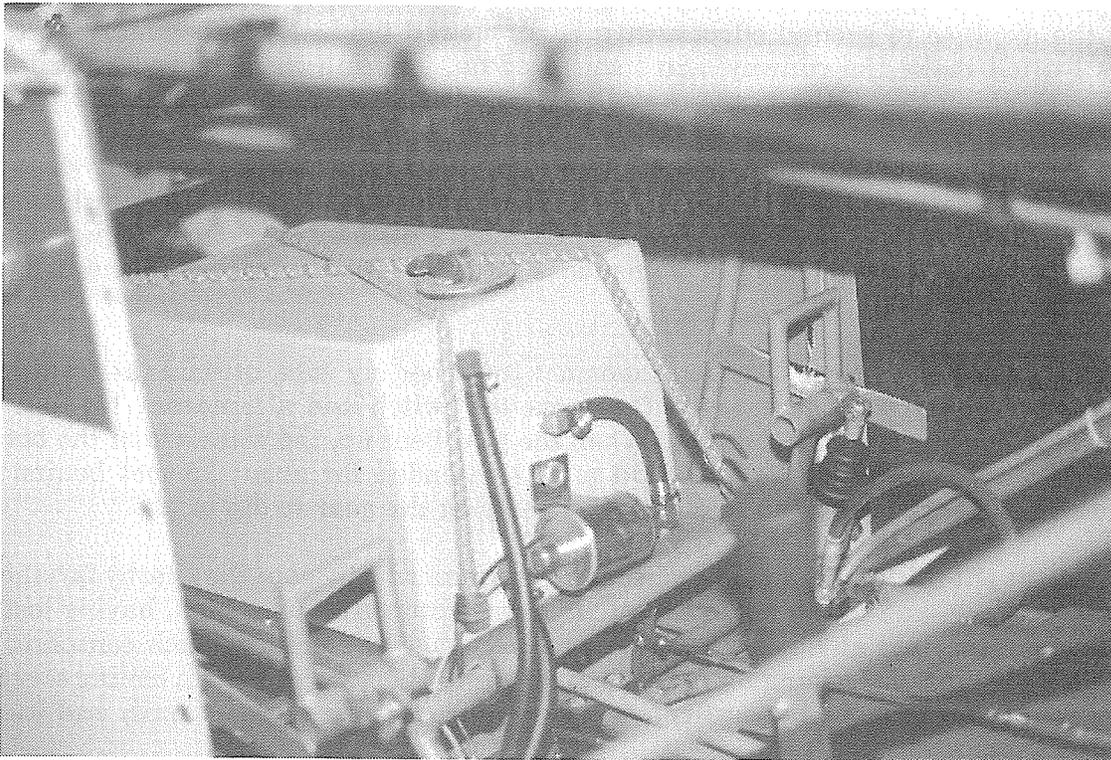
Jay's comment about low RPM is pretty common for new airplanes. We all have to spend the first few months (years?) getting all the bugs worked out. The Posa is usually also up there high on the list, along with high engine temperatures which he didn't mention. Very often these last two items go together when the engine is running at a lower than normal speed. The picture shows that at least some of the flights were made without wheel pants. They are worth about 8 to 10 mph on the top speed and 100 RPM or so. So you really didn't think the war was over when your Sonerai took to the skys, did you?

Yes, Sonerai's and most small planes are quicker than anything you can buy from the airplane dealer, which is why we make them to start with. As for Sonerai's being able to fly from Nebraska to Oshkosh, well, I personally don't think that is possible.





Jay Warren's Sonerai II L



**Mike Smith sent in the article about his Sonerai with the smoke system for our last newsletter and recently brought these pictures to my attention showing how the smoke oil tank is installed in the front seat. This is the same method used by a lot of us for pumping out our auxiliary fuel tanks. Also, you may want to notice his toe brake installation, it looks pretty clean and simple. You must always remember your passenger's width when making this type of brakes.**

## The Shortest Flight Ever

Finally! After six weeks of working in a cold garage, I had the Sonerai ready for the first flight of the season after rebuilding the cylinder heads and baffling, a fresh annual, and even a wax job. I taxied McBride runway several times at full throttle; the engine felt strong and raring to go.

I made a commitment to myself to take off, ran through the checklist one more time, and advanced the throttle. The Sonerai and I both felt our spirits lift as we rotated, heading northwest.

The engine immediately began stumbling, so I turned north to get away from our subdivision. The engine felt as if it was starving for fuel, so I tried different combinations of throttle and mixture, trying to do something, anything! I started a right turn to get back to the airport, barely clearing some power lines.

The next 30 seconds or so are a blur. I managed another right turn as the engine began winding down. I was now headed south, straight for the middle of the runway about a quarter of a mile away. As I was descending anyway, I increased the descent momentarily, placing the airplane in ground effect over a level, plowed field. I was beginning to think perhaps I could make the runway! So I soldiered on, ignoring the airspeed indicator. I remember thinking that if the airplane stalled, I couldn't get hurt too badly.

The astute reader can probably finish this story. It finally did stall and immediately dove into the soft earth. The underside of the spinner and the gear hit at the same time, which splayed the gear out and shattered the prop. The shoulder restraints kept me from experiencing the same fate, but I remember feeling a tremendous force trying to extract my head and eyes from the rest of my body.

Then there was utter silence. I sat for a moment to gather my wits, uttered the traditional airplane-crash expletives, and turned off the master switch and alternator. No fuel was leaking. I got out to assess the damage. When the gear bent up, the wheels bent the bottom skin of the wings and several ribs. Skid marks extended for about 75 feet behind the airplane. I had hit the furrows the wrong way, causing the gear to dig in.

The next event put things in proper perspective. The man who lived in the nearby farmhouse ran out to help me, and I recognized him from news accounts on television, having lost his son in a tragic accident at home. It was an odd exchange of emotions, each consoling the other for his loss, me apologizing for his consoling. Since then, when I begin feeling sorry for myself, I remember that the Sonerai is just a plaything, nothing more. Family and friends are far more important.

Why did I decide to "stretch" the glide? I don't know. It seemed to be a reasonable decision, given the circumstances -- the airport dead ahead and airplane in ground effect. In retrospect, I should have committed to a landing in the field and made a normal descent and flare.

I still retain a conflict of emotions. I feel gratitude, disgust, relief, sadness, and anger all the same time. The airplane will likely require engine teardown at the least, new landing gear, wings rebuilt, and possible fabric and tubing repair -- at least two years and \$2,000 worth.

In the coming months I'll try to remember my gratitude to God and my new friend for the lessons learned. I might even begin working on the airplane. But it'll be a while before you see the Sonerai at fly-ins.

-- John Giordano, Sonerai N2EX

John has been a contributor to the Newsletter for many years, always willing to bare his soul any time he came across a problem or found he had created one. I like to think most of are the same way. That is the spirit that is looked for on the back porch of Homebuilders Corner up at Oshkosh. If you made a mistake and there is the chance of helping someone else avoid the same problem --- then lets talk about it. I hope that John has the time to rebuild his Sonerai and is able to discover the cause of the problem.

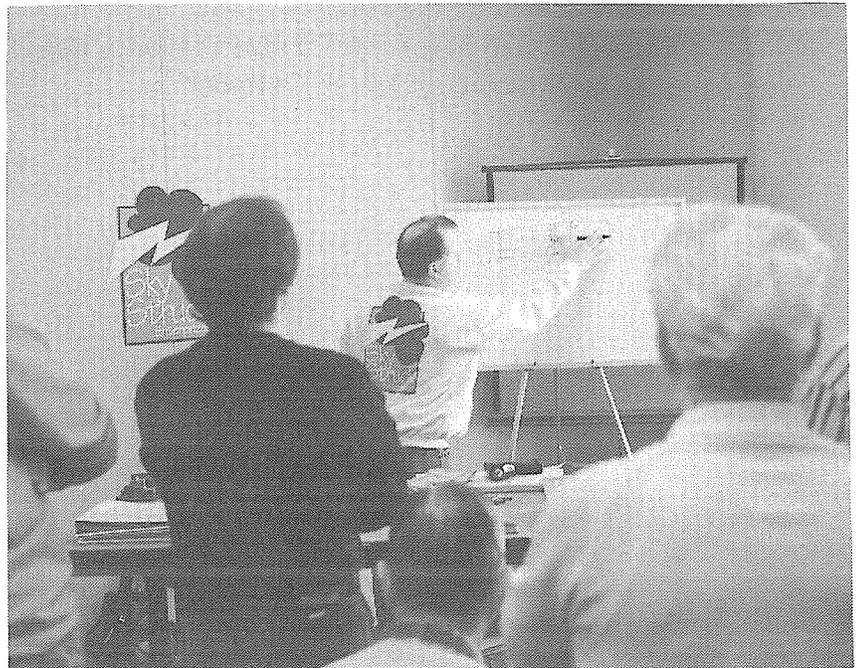
#### --- WING RIB NOTICE ---

For those of you contemplating purchasing wing ribs from Great Plains Aircraft Supply, please note that the preformed ribs are NOT flanged as they used to be from Monnett Aircraft. Great Plains ribs have all the holes punched out in them with the holes flanged, and the stiffening ribs pressed in place. A full

#### FAA's Homebuilt Service Difficulties

For those of you that have't seen the FAA's computer bulletin board for homebuilt aircraft problems, the above is a copy of one of the latest reports sent to me by Ben Morrow, the man in charge of the service. If you don't have a computer but are involved with our Sonerai's or some other homebuilt, it would be worth an evening or two with a friend that can hook up by modem to the bulletin board. Browse at your leisure through the many types of reports until you find an area of interest. It probably will end up being a longer night than you thought.

This particular report is relatively new, dated April 21, 94. All reporting is anonymous although sometimes I seem to be able to relate one of the reports with a phone call from one of you guys, but I can never be sure. This report deals with a subject that has been dealt with before in the Sonerai Newsletter --- auto fuel and vapor lock possibilities. No need to go into details, but we just seem to have too low a fuel pressure and too small fuel lines to use the auto fuels on the market. While there may be no problems for quite some time under favorable conditions, you never know when the fuel will be blended differently or you buy from a different supplier, and on the next flight things get very quiet when they shouldn't. 100LL is the recommended way to go in my book. Meanwhile, try to get some time on the Bulletin Board, it can be very informative.



size template is provided so the builder must cut each rib to shape and then make a forming block to bend the rib flanges. Many customers have been disappointed that the ribs aren't flanged and so are we, but it has not been possible to have this done. As always with the Sonerai, you may buy metal and make your ribs from scratch like most of the other parts.

## Sonerai Workshop Offered

What fun... Sonerai Builders attending a workshop again... some were beginners, some almost flying...and some stuck in between! The workshop seen in photos was held on March 26th & 27th. Ed Sterba and his great kids came up to help us kick off the occasion. (Thank you Ed!) Steve Bennett was getting ready for Sun 'n Fun and unable to attend. (See you at the next one Steve!)

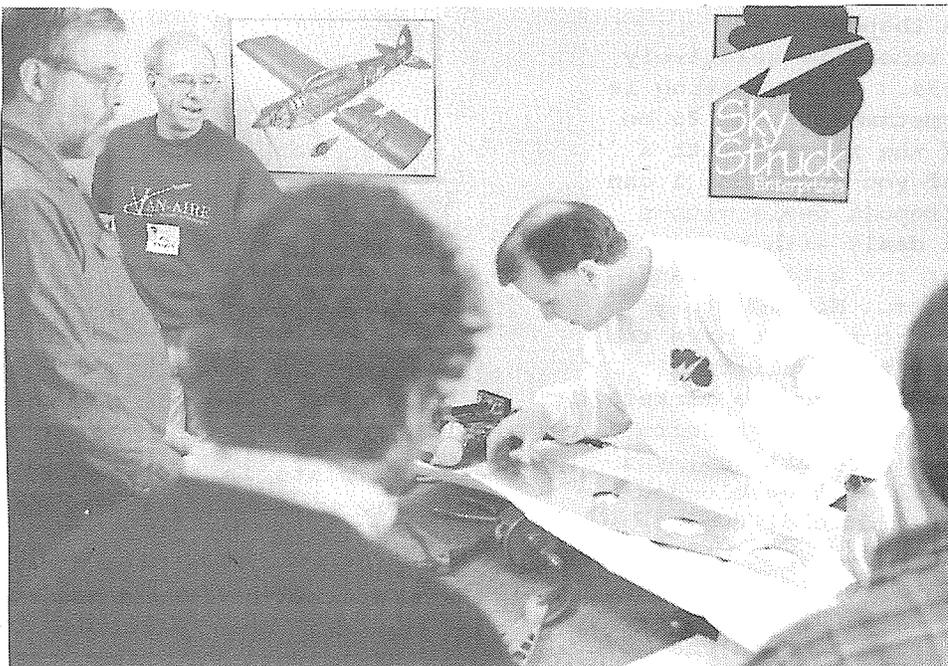
As some of you will remember, we used to hold Sonerai Workshops at Monnett Experimental Aircraft. Their purpose was the obvious: to answer a lot of builders questions, demonstrate short cuts, and teach needed skills. But the thing we heard most about the workshops was the comradery among builders they developed over those two days. And more importantly the motivation and inspiration they gave to everyone who attended.

Well... we are doing it again! John is providing Sonerai Seminars through Sky Struck Enterprises. That first one was interesting as John "dusted off the cobwebs" recalling details during the two day seminar. Since we disappeared from Aviation seven years ago, we have both missed it greatly. Thanks to Rj Siegel, our partner in Sky Struck, we are back in another business. We are doing seminars in Oshkosh designed to meet the needs of builders we see in the market place. So far our most successful workshops have been the design specific ones.. Sonerai, Tailwind, Piper Ragwing Restoration, Zenair.

We have two more 1994 Sonerai Workshops to announce: July 26th & 27th, and September 10th & 11th. They are \$199.00 for the two days, which includes seminar, lunch both days, and an evening hanger flying "get together" They are held at the Wittman Terminal Building and our hanger at the South Tees. If you would like to attend, call Sky Stuck, 231-8297, leave your name and address, and I will get back to you.

I must end with thanks to Ed and Steve for keeping the Sonerai Dream Alive! Hope to see you all at a Sky Struck Seminar in Oshkosh!!

Warmly,  
Betty Monnett



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

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

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

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

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

For Sale -- Smith Miniplane 40 TT 0-290 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 0 time A-65 \$6000.  
Ann Harner 706 N. Green Rd.  
Goshen, IN 219-533-7325

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

For Sale -- will part out A & P built Sonerai IIL w/spar mod, 5/8" gear, hyd. toe brakes (from Tomahawk) Terra 960 nav/com, new annual. \$8900.00  
Also --- Aero Vee 2020 Dual Igniton, Ultra carb, New heads, cyls, pistons, low time.  
Russ Larson Box 124 Somers, MT 59932  
406-859-3304

For Sale -- 1991 Sonerai II VW 2074 TTAE 75 hrs \$7000 Call after 7 PM  
404-296-0937 Buying engine for Ercoupe

Wanted -- Son II project or completed aircraft. Preferred to have it 70-80% completed. Dave Valaer 2833 Summit St  
Souix City, IA 51104 712-277-2823

Wanted -- Regulator/rectifier for 20 amp alternator (HAPI 1834) as used with Syncro stator p/n 21800  
Ken Christian 4 Lakewood AC  
Moberly, MO 65270-9783 816-263-7937

Wanted -- Variety of good used or new Sonerai parts: cowling, canopy, 5/8" landing gear, spinner, S wing kit. Also interested in a Son IIL project.  
Mike -- 219-534-2900

For Sale -- Sonerai I Formula Vee Race-plane # 20 "Sunbeam" and Wells Cargo trailer. Raced during 1993 season. Has wing mod. Needs some cosmetic work. \$9800. After 5 PM -- 313-697-7057  
Bob Schank 35 Clarence St.  
Belleville, MI 48111

For Sale -- unused fuel tank for Sonerai II, intake manifold for 2180 Engine and Stub Exhaust kit for 2180  
Raymond Bergner 1310 Parker Rd.  
Lakeland, FL 33811 813-646-0953

For Sale -- Sonerai II midwing, 1979. 1700 Monnett conv., Slick mag, 260 TTAE, 150 STOH, 4 into 1 exh., Smoke system, Loran. Built for 6' pilot. \$9200 OBO  
Mike Smith P.O.Box 800 Starksville, MS 39759-0800 ph. 601-324-2801

For Sale -- Sonerai II LTS w/GPAS 2180 complete original Monnett Kit. A/C hours from completion--painted, excellent workmanship Asking \$10,000 Bill Rosman  
1754 Parkview Cir. Palmyra, WI 53156  
414-495-4370

FRED KEIP PD 94  
11428 SIX MILE RD  
FRANKSVILLE WI 53126

Delavan, WI 53115  
412 S. 5th  
C/O Ed Sterba

**SONERAI** NEWSLETTER

