

# SONERAI NEWSLETTER

JULY-AUG-SEPT 2001

---

FRED KEIP, *EDITOR/PUBLISHER*  
11428 WEST SIX MILE RD.  
FRANKSVILLE, WI 53126

---

PHONE: 262-835-7714  
(AFTER 6PM CDT)  
EMAIL: fredkeip@aol.com

---



## **RAY BURGNER'S AWARD-WINNING SONERAI II**

*Ray debuted his beautiful yellow, white, and black, 2180-powered Sonerai II at Sun-N-Fun 2001, and came away with an Outstanding Aircraft Award. Congratulations, Ray! . See some other photos of Ray's airplane along with an article elsewhere in this issue.*

### **OSHKOSH 2001**

It's getting closer, and I hope you've got your plans made. It, of course, is EAA's AirVenture 2001 at Oshkosh from July 24 thru July 30. EAA bumped the event up a day this year, so it starts on a Tuesday instead of Wednesday as it has for the past several years.

I'm planning to be there as usual. It will be my 14<sup>th</sup> year there with the Sonerai. I think I'll fly up the Saturday before and stay the whole week. My friends from EAA Chapter 18 and I are planning to go up to OSH around July 14 to secure a good

campsite in Camp Scholler, so with any luck we won't be too far away from the gate.

There are several events planned that I hope you can attend. The first is the Sonerai Builder's Forum, which is scheduled for Wednesday, July 25, at 2:30 PM in Pavilion 4 (be sure to check the convention program to verify, in case things get changed). Please bring your questions, comments, and stories because my forums always work best when they're interactive.

The second event is the EAA-sponsored Homebuilder's Dinner on Thursday, July 26 at 6:00

PM in the Nature Center. John Monnett is the featured speaker, and if past dinners are any indication, the food will be very good (and the beer will be cold). You need to buy tickets at the Homebuilder's Headquarters, so get them early.

The third event is the annual Monnett Builders/Sonex Party on Friday, July 27. John and Betty throw a fun party at their hangar complex on the northeast side of Wittman Field. It'll start around 7:30 PM, and go till whenever. Please stop by the Sonex booth in the north exhibit area and let them know your coming. They'll also have directions to get there if you haven't been there before.

As a general rule, I'm planning to be at my airplane in the mornings, so please stop by and say hi. I'm hoping to make arrangements to have the Sonerai's (and Moni's, Sonex's, etc.) parked just north of the big blue arch at the jog in the fence. This was the Sonerai parking area for many years, so I hope we can get it back. See you there.

## SONERAI NEWS

- **John Monnett to be Inducted into the EAA Homebuilders Hall of Fame:** If you haven't read about it in Sport Aviation or on AVWEB, you should know that the creator of our favorite airplane will be inducted into the EAA Homebuilders Hall of Fame this fall. John has designed not only the various versions of the Sonerai, but the Monerai sailplane, the Moni motor glider, the one-off Monex record-breaking speedster, and, of course, the Sonex and soon-to-fly Xenos motor glider. He has also been an outspoken advocate for the true sport airplane that folks like us can afford to build and fly with breaking the bank in the process. I hope you all join me in congratulating John for this overdue recognition. CONGRATULATIONS, JOHN!!!
- **Sonerai Wing Construction Manual:** It is now available. There are 18 pages of text, 85 photographs, and 12 drawings, as well as a complete materials and a tools list. If you would like your own personal copy, sent me cash, check, or money order for \$25.00. Postage is included.
- **Back Issues: Sonerai Newsletter** back issues are available in two forms. A 3-1/2" diskette which contains most of the significant newsletter articles published by Ed Sterba from 1987 through 1995 is available for a mere \$10.00. There are also hardcopy back issues for \$3.00 each. I have the last two issues from

1994, and all of the issues from 1995, 1996, 1997, 1998, 1999, and 2000. If you want any of the above, send me a note requesting the ones you want and a check for the correct amount. The postage is included.

## FIRST FLIGHTS

*There are two first flights to report this issue. The first report was emailed to me by Harry Aarts in Holland. He wrote: "Australian Kevin Wintergreen just made his first flight 2 weeks ago (4/4/01) in his Sonerai II with a Jabiru 2200 Engine and he was very impressed with the result of his 20 minutes first flight. Take-off from grass about 150 meters, horizontal speed after leveling-off and 60% power and 2350 rpm (!) give him 125kts(!) indicated, stall 48 kts and landing distance 400 meters. I asked him if he really mentioned 2350 rpm and 125 kts and he confirmed these figures although he has to calibrate his Airspeed Indicator (On a next flight with a GPS). Kevin is so delighted about the performance potential that he still has to discover, as he also told me that he was not able to hold the Sonerai at full throttle to check for static rpm. The brakes simply didn't hold the plane's position. Another point where he thinks he needs some readjustment is the droop of both the ailerons to lower his stall-speed to about 42 kts. I hope this information could be helpful in the discussion about engine choice. I am building a Sonerai II with a Jabiru 2200 engine and I will give you later my story and photos. Greetings from Holland, Harry Aarts" I had a few phone conversations with Kevin while he was building. He was instrumental in working with Jabiru to develop the firewall forward package for the Sonerai II.*

*The second report came via email from Tom Warren of Strasburg, VA. In his first message on 5/26/01, he wrote: "Just thought I'd let everyone know that Sonerai I N50TW is no longer a project, it's now an airplane. First flight was yesterday and all went well on the 46 minute flight. All temps and pressures were comfortably in the green. I used a "hired gun" for the flight and he presented me with plenty of good data. Considering he weighs 100 lbs more than I do (his 230 to my 130), I'm not surprised it required some forward stick pressure, otherwise he had no complaints, and I think I'll leave the trim where it is until I have flown it. I'll require more taxi testing before my first flight however."*

*On June 5<sup>th</sup>, he sent the following: "As you know I have been taxi testing each day and working up to takeoff speeds while maintaining control. After almost an hour of taxiing on the taxiway, today I decided to give it a whirl on the runway with the*



idea of taking off if it was ready, because I felt I was ready. Full power and we were on our way down the runway. The plane got light and with a little back stick she lifted off and I held it in level flight and decided to land it (crow hop). All went well with the handling (it was actually better than I expected) on landing so I taxied back and took off on runway 32. Wind was 290 deg @ 8 kts and didn't seem to be a factor. I did notice I had to hold forward stick pressure to maintain level flight so I will have to remove a washer or two to raise the horiz. stab. (I think I have about 4 in there right now). The first time I looked down at the airspeed after lift off it indicated 60-65 so I let it build to 80 and proceeded to climb out. Rpm on climb out was 3280 (52X42 Sterba). I also remembered to check out the CHT and all cylinders indicated 250 F (ain't it purdy !). Of course that's not a good test since there isn't much climb involved but at least it wasn't over-cooking the heads. Oil pressure showed 35-40 psi. Temp was around 120F. EGT was 1250F. I do remember (on both landings) I seemed to be a little high while letting it settle in the 3 point attitude so when it stalled, I was a little too high, it seemed like a foot or so. I didn't even think about a wheel landing since I felt comfortable with the 3 pointer. Since I had a number of other errands to do, I only did a lap around the patch and landed, but I'll do more tomorrow and I feel great. I'm really pleased with the way it handles !!!!! Tom

*Congratulations to both Kevin and Tom. I hope you enjoy your airplanes as much as I have mine.*

## SONERAI TO SUN-N-FUN 2001

Well, this year the need for a little adventure and a long cross-country trip won out over the ease of flying in the back seat of a Citabria, so I flew my Sonerai IIL down to Sun-N-Fun 2001. Let me tell you the story.

### *The Trip Down*

This was the second time I flew my Sonerai to Florida for the annual springtime shebang. The first time was in 1992 when I flew down, accompanying Ed Sterba in his IIL. On this trip, I had the pleasure of flying along with four guys from American Champion Aircraft who were flying three new Citabrias and a new Decathlon. My hangar partner, Keith Tridle, was flying one of the Citabrias. Dale Gauger, ACA's test pilot, flew another of the Citabrias. Glen Gauger, Dale's dad and ACA's rebuild master, flew the Decathlon. And Bill Bargholtz flew his recently purchased Citabria.

The trip started out a little after 7:00 AM Thursday morning, April 5. The weather was looking pretty good for the first part of the trip, so we all headed south. The only problem that had to be solved was that I fly out of the Burlington, WI airport while ACA is based at Fox River airport about 5 miles to the north, and we needed to start out at the same time so we could fly together. The obvious solution was cell phones. Keith called me as they were rolling out for takeoff, so by the time I got started, and climbed out, Dale was flying overhead. The join up was almost perfect.

I was a little concerned about how my Sonerai and the Citabrias would travel together relative to performance. I thought maybe one type would seriously outrun the other, since these guys run these new airplanes nearly wide open for the first several hours to break them in. But there was no need to worry. At my normal cruise setting of 24" mp and 3200 rpm, I was maybe a mile or two per hour faster, so it was a pretty even match. Climb out was another matter. I think they had at least a thousand feet per minute more than I did. They'd just pop up to our cruise altitude, while I seemed to labor forever. Ah, the joys of excess horsepower.

Our route of flight took us around the west side of the Chicago class B veil, over Marengo and Cushing, IL, over the Roberts VOR, around the east side of the Champaign, IL class C, and into Lawrenceville, IL for gas; 2.6 hours total for 282 miles.

After a stretch, a pit stop, and gas, we departed for Gadsden, AL. The route for this leg was to go from Lawrenceville over Owensboro, KY to Springfield, TN, around the west side of Nashville, over the Ellington airport at Lewisburg, TN, over Guntersville, AL, and into Gadsden. Well, as any good "hard" VFR pilot knows, you need to be flexible and cautious when it comes to the weather, and we found we needed to be on this leg. As we crossed the Ohio River, the visibility and ceiling began to drop a bit, and continued to worsen as we got close to Nashville. For those of you who haven't flown just south of Nashville, you need to know there are a bunch of ridges that make up the western end of the Appalachians that rise up out of the ground to make life interesting.

By the time we got to Nashville, I was cruising at about 1800 feet MSL, and had 3 to 4 miles visibility. As I flew up on the first ridge, it appeared to almost go up into the clouds, but as I got closer I reached a point where I could see the valley on the other side, and flew over the top with plenty of room to spare. The second ridge was pretty much

the same. Fly up to the ridge, see over the top, then fly over the top.

The third ridge was a different story. As I approached it, I kept waiting for the brightness on the far side to show and it didn't. This was getting spooky. I looked off to my right and saw the end of the ridge, and decided that it would be better to go around. So, I did. And it's a good thing, because as I went around the end, I could see pastures off to my left that were at my altitude. That ridge went up into the clouds. This was getting to be too much like work, and the weather wasn't getting any better. We decided we were all getting kinda hungry, so we elected to stop at Lewisburg for lunch, a rest, and a call to FSS. Total time this leg was 2.2 hours for 231 miles.

After some more gas, a trip into town in the well-worn airport Bronco for a BurgerKing burger, and a call to FSS, we decided that even though the weather wasn't any better, it was still flyable, so off we went with the goal being Talladega, AL. Needless to say, the weather wasn't any better and actually seemed to be a little worse, so 82 miles and an hour down the road, we stopped at Guntersville, AL to wait things out and call Flight Service again. After an hour or so, the reports were showing the weather improving to the south, so off we went, with our goal being Perry, FL. The only problem was that the afternoon was wearing on, and we didn't know if we could get there before dark. You see, my Sonerai was the only airplane without lights.

The departure out of Guntersville was interesting, at least to me, considering my airplane's lack of a stellar rate-of-climb when loaded to near gross. The Guntersville airport is on an island in the middle of a large lake complex, and when we departed, the initial climb out is right over the middle of a large lake. As I was climbing out, at one point I looked down at the lake and back at the airport, and thought that if the engine quit then, I was going to get really wet. But, she didn't let me down, and we motored onward and upward.

As we traveled south, the weather did improve, and we decided to stop at Auburn, AL. (1.4 hours and 134 miles) At this point, we decided to stop for the day, as we couldn't get to Perry before dark, and besides my butt was really sore. That airplane is not designed for long periods of sitting. We lucked out and found a hotel in Opelika with some rooms and a manager who would come to the airport to get us. We had dinner that night at a Perkins and got a good night's sleep. The plan was to leave bright and early in the morning.

The next morning, Friday, dawned early but not very bright. By the time we got to the airport, the ceiling had dropped to 200 feet and the visibility was 1-1/2 to 2 miles. It stayed that way until almost noon. Needless to say, we weren't going to get to Lakeland early that day.

By noon the ceiling and visibility lifted enough to be flyable, so off we went again, the goal again was Perry, FL. The weather improved a lot as we flew south, and 2.1 hours and 211 miles later we stopped at Perry. At Perry we joined up with Larry Steenstry, who had departed ACA the day before we did in a 115 hp Citabria (the others had 160 hp Lycomings). Our intent was to gas up at the self-serve gas pump, and then fly to Lakeland. But I couldn't get the pump to work, so we decided to fly down to Cross City, 0.6 hours and 41 miles away, for gas.

Cross City was really busy, with a lot of folks on the way to Sun-N-Fun. We finally got our fuel, and decided to split up for the flight into Lakeland. Dale and Glen needed to drop off one of the airplanes at a dealer's facility at Orlando-Sanford airport, Larry decided to leave before everyone since he was slower, and Keith and I decided to go to Lakeland together. Before we departed, Keith asked me to throttle back a bit so he could keep up. That me feel pretty good, that I had to throttle back my little 60 hp airplane so a 160 hp airplane could keep up. Actually, on every leg so far, I was almost always the last to depart and the first to arrive.

The flight into Lakeland was pretty much uneventful. The sky was clear and the visibility was probably 20 miles. About 25 miles north of Lakeland we came upon what appeared to be large cloud with rain coming out of the bottom, where none had been forecast. As we diverted around the west end of it, we came to realize that it wasn't rain, but smoke. There was a large wild fire burning just west of Orlando. Once we flew around it, the visibility returned and we headed for Lake Parker to join in the arrival procedure. That was a piece of cake. It was about 5:30 in the afternoon, and they weren't very busy.

The controllers had me land on 09R, the big runway, and made me taxi all the way to the end, so that I had to taxi all the way back across the airport to custom-built parking. I didn't mind though, because I had made it. Cross City to LAL in 1.5 hours and 141 miles. (The total flying time was 11.4 hours to cover 1122 miles.) Once I was parked, I was greeted by Custom-built welcoming crew, and got a big hug from a nice lady. Now that's southern hospitality.



### *The Stay at Sun-N-Fun*

Getting to Lakeland on Friday evening allowed for a Saturday of cleaning up the airplane, and watching the show come together for the official Sunday start. I'm always amazed that the pandemonium of Saturday turns into an organized show on Sunday. This year we had three Sonerai's show up for the event. Other than my N99FK, Doug Evenson brought his 1915-powered Sonerai II, N93ST, down from northern Georgia, and Ray Burgner taxied his absolutely gorgeous 2180-powered Sonerai II, N224RB, from across the airport. I've always been after the central Florida guys to bring their airplanes over and finally somebody listened. I've written about Ray's airplane elsewhere in this newsletter, so check it out. At the awards ceremony, Ray was given an Outstanding Aircraft Award for his efforts.

The operative word at Sun-N-Fun this year was "Hot." For us northern folk coming off of a cold and snowy winter, the 85 to 90 degree heat was a bit much, but we quickly learned to cope. You know: shorts, tee shirts, big hats, and lots of drink. I'm not complaining, mind you.

The events that we planned went well, I think. The Monday night Great Plains Aircraft Customer Appreciation picnic was a hit. There were lots of Sonex, Sonerai, and KR folks there, and we all had plenty to eat and drink. Lots of tall tales were told as well, so we all had a good time. Thanks, Steve and Linda.

The Tuesday morning Sonerai Builder's Forum was well attended, given the early hour. I hope it was of some value to those who attended. Former editor and prop maker Ed Sterba stopped in for a few minutes, and former Sonerai builder/owner Joe Norris, who is now on the EAA Homebuilders Council, had some words of wisdom for us.

Otherwise, I spent part of each day by the airplane talking to folks about these great little airplanes, and the rest of the time scoping out the other homebuilts on the line, checking out the commercial buildings (including harassing Steve, Linda, and Keith at the Great Plains booth), the junk parts booths, and the food stands.

### *The Flight Home*

With all of my obligations wrapped up, and a favorable weather outlook for most of the route home, I decided to leave Wednesday morning, with the goal of getting at least as far as Nashville. I figured that if I got weathered in there, I could

certainly find something to do or see for a day or two. The weather was showing a clear shot from Florida all the way southern Illinois ahead of a cold front. The plan was to try to get as far north as I could and wait for the front to pass.

So, around 8:20 I launched off of runway 09R, flew east for the required three miles, and turned north. My planned first stop was going to Moultrie, GA where I was going to meet up with Bill Bargholtz and his Citabria. I wanted to fly up the center of Florida because the terrain is a little friendlier than all that swamp that runs up the west coast, so I headed up to Ocala, over the Gainesville VOR, and just to the west of Lake City. We had a bit of a tailwind and were showing around 134 mph on the GPS.

At this point, I called the Lake City tower to let them know I was passing by, and the controller suggested calling Flight Service because there was fog over Valdosta, GA, my next waypoint. The FSS briefer told me that the fog covered a fair chunk of southern Georgia, including Moultrie, and that it wasn't scheduled to burn off for another hour or more. So, it was time to turn around and go back to Lake City to wait it out. When I taxied up to the ramp there were four RV's and a Mustang II from Indiana doing the same thing. Fortunately, the FBO had cheap gas, and free food and drink. It was a good place to stop.

An hour or so later, a call to Flight Service confirmed that the fog was burning off, so I headed out, figuring I'd stop at Auburn again for gas. As we headed for Alabama, the GPS was showing the ground speed in the 138 to 140 mph range. The tailwinds were getting better, although it was starting to get a little bumpy. As I flew over Moultrie, I called down to see if Bill had been there. They said he had been, but had gone back toward Florida. I tried raising him on 122.85 and finally got him to answer. He was ahead of me, and we decided to land at Talladega, AL for gas since we both had plenty of fuel to get that far. As I approached Talladega, my ground speed was approaching 150 mph. This was fun!

The stop at Talladega was interesting. The airport is right next to the race track, and because the big NASCAR race was scheduled for the following weekend, and there were a few teams there testing their cars. That meant that part of the NASCAR Air Force was there too, and that gave me the opportunity to talk to the flight crews. When they found out where I was headed, they suggested that I bum a ride on the Harley Davidson corporate jet that was also there. I had met the pilot a month or so before at my home airport, so I went over and

reintroduced myself to him, and jokingly asked if I could fold the wings on the Sonerai and put it in his jet, but he said he had a full load of ten women to take back to Milwaukee, and I'd have to fly myself.

After gassing up and checking with Flight Service, Bill and I headed north to Nashville. We planned to stop at Tune airport on the west side. This leg of the trip the ground speed clocked in at between 155 and 160 mph. The winds were a-whistling, and we were making great time. Also, it's amazing how much more benign the terrain looks from 3500 feet in clear skies as compared to 1800 feet in the schmutz.

In Nashville, Bill and I decided we had enough daylight to make it to Lawrenceville, IL to wait out the cold front, so off we went again. And the tailwinds increased some more as we got closer to the low and the front. Over Owensboro, KY the GPS was showing 170 mph., and as I pushed the nose over, south of Vincennes, IN to let down into Lawrenceville, it was showing 194 mph! Never has the Sonerai gone this fast over the ground.

The landing approach and landing was interesting. I flew the downwind leg to runway 18 showing a ground speed of 155 mph. Making the downwind-to-base-to-final turn felt like I literally had to pull the airplane around into the wind. By the time I was settled on final, I was carrying almost cruise power to get to the runway, and showing a ground speed of only 35 mph. When I flared to land, the airplane almost stopped. The touchdown speed couldn't have been much more than 20 mph.

Needless to say, it was really windy on the ground, so we talked the line guy into letting us put our airplanes in a hangar for the night, and we called it a day. I had flown from Lakeland to Lawrenceville in exactly 7 hours of flying. I knew we were going to pay for those tailwinds, but it was fun.

To make a long story shorter, we did pay for it the next day. The front passed over night, and Thursday dawned bright, clear and very windy, with winds not forecast to diminish until that evening. So, we spent the day at the airport, and another night in Vincennes. On Friday morning the winds died down and we left at 7:30 in the morning, for the 2.6 hour flight back to Burlington. The temperature was pretty cool, and we had a bit of a headwind, but there air was smooth. I was on the ground a little after 10:00.

It was a fun week. I put 21 hours on the Hobbs, got to experience some interesting weather, and had a great time at Sun-N-Fun 2001. The Sonerai performed flawlessly. It used only about a pint of

oil, and \$200 worth of gas. Will I do it again next year? Maybe.

## RAY'S SONERAI II

When I walked out on the Sun-N-Fun 2001 flight line on Saturday morning to clean up my airplane after our flight down, there was parked behind my red and silver machine, the prettiest yellow, white, black, and red mid-wing Sonerai II I have ever seen. I mean I've seen some nice Sonerai's over the years, and even consider mine to be pretty nice, but Ray Burgner's N224RB is the best one yet.

Ray had, of course, brought it from all the way across the airport, as he lives in Lakeland, and he had it ready for the show and the judges. In conversation with him, I got some of the specifics on his machine: First of all, it took him eight years to build. As of now, he's been flying for 13 months and his 69 hours on it.

The engine is a Great Plains 2180 with a modified POSA for a carb. The modification consists of a valve mounted on the fuel inlet that allows Ray to control the fuel mixture better. The exhaust system is a four-into-one system entirely enclosed in the cowl, with a short megaphone on the outlet. The entire system is coated inside and out with an HTP ceramic coating, which he says really helps to keep the heat down in the cowl. (When Ray flew in the fly-by pattern, that four-into-one really sounded sweet.) The engine turns an Aymar-Demuth 52 x 49 propeller.

Ray's fuselage and tail surfaces are covered using the Poly-Fiber process through the silver coats. The finish colors are Imron and Chroma 1. The wings were riveted using AD rivets rather than "pops" and filled with a light coat of Poly-Fiber's Super-Fil. They look they're (dare I say it) composite. The wing tips are Hoerner-type similar to the ones found on a lot of RV's. They were hand-built on foam plugs. Another idea stolen from the RV's is the landing gear fairings, which consist of bent aluminum airfoil-shaped covers fitting into fiberglass fairings at the fuselage and wheel pants.

Ray, like most of us, took some liberties with the shape of the tail which looks a little like a Mooney's. He also incorporated Pitts-style hinges on the tail surfaces.

All of his work really paid off when it comes to performance. The empty weight came out to 541



pounds. The airplane cruises at 155 mph, burning between 4 and 4-1/2 gallons per hour. Straight and level maximum speed is 170 mph.

And like I noted on the cover page, all of his work paid off at the awards ceremony at Sun-N-Fun when Ray received an Outstanding Aircraft Award.

Way to go!!! (One other neat thing happened that I got to witness: Ray got an extensive interview by Sport Aviation's Jack Cox, and had several inflight photos taken of his airplane. Hopefully, we'll be seeing an article soon. I'm jealous.)





## WANT ADS

*These Ads are provided as a service to you, the subscriber, and are free of charge. I only ask to be informed when the Ad is no longer valid, and needs to be removed. Thanks.*

**TAPER PIN REAMERS FOR FREE**  
LOAN. Brown & Sharp #3 and #5 for AN386-3 and AN386-5 taper pins. \$150 deposit, shipping one way ~ \$5. Free loan for 14 days, \$2 per day after that. David E. Wilcox, 517 E. Saratoga St., Gilbert AZ 85296.

**SPECIALTY WELDING CAN**  
SUPPLY YOUR COMPLETELY  
WELDED SONERAI FUSELAGE AND  
OTHER WELDED COMPONENTS.  
Contact Greg Klemp at *Specialty*  
*Welding*, W6461 County YY,  
Neshkoro, WI 54960, (920)293-8089 or  
(920)293-8007 (Fax)

For Sale: Used Bogie tailwheel and  
Monnett tailwheel caster with 2-5 1/2"  
springs (needs the chains) \$25.00,  
New unmachined Monnett "Electro X"  
casting \$100.00, Used Monnett  
Sonerai I fuel tank (needs cleaning)  
\$55.00, Used pair of axles, 3/4" shaft,  
5 3/4" long \$4.00, Used fuel shutoff  
valve \$5.00, Used set of rudder pedals  
asm. with toe brakes (see Sonerai I  
drawing page 11 and 15c) \$20.00,  
Used Sonerai I torque tube asm. (see  
drawing page 5) \$40.00, New (4) 87.5  
cylinders and pistons \$75.00. You pay  
the shipping. Bob Schank (734)697-  
7057 (2/00)

For Sale: Sonerai IILTS w/ Great  
Plains 2180 cc, 95% complete,  
excellent workmanship, \$13,000.  
Chris Mullaney (301)872-9308 (2/00)

For Sale: Revmaster 2100 w/ dual  
Bendix mag, starter, Revflow carb, oil  
cooler, prop (56x45), approx 400 hrs,  
came off KR-2, \$2250, Doug Evenson,  
devenson@cs.com, (706)327-4601(H),  
(706)888-4602(cell) (4/00)

Wanted: 20 amp Syncro magnet ring  
for HAPI 1834 VW engine and 20 amp  
Syncro stator for same. Must be in  
perfect condition. Ken Christian  
(660)263-7937 (1/01)

For Sale: Sonerai I Project - Welded  
chromoly fuselage w/ horizontal  
stabilizer, elevator, rudder, supine  
aluminum seat, aluminum fuel tank,  
main landing gear, including additional  
components to finish either as trike or  
taildragger; wheels, axles, mech.  
brakes; elevator push-pull tube, rudder  
pedals, rudder cables, misc. control  
system components; plans, builder's  
manual, supplements, & instructions  
for installing optional nose gear. Entire  
project fits into a pickup. \$900. John  
Borra, 3327 Willow St., Hays, KS  
67601 (785)628-0658,  
[johnborra@media-net.net](mailto:johnborra@media-net.net) (4/00)

For Sale: 2180 VW with Force One  
prop hub, dual ignition, 0 SMOH,  
complete firewall forward from Sonerai  
II, \$2500, Fred Dube, (203)284-8642  
or n99fd@webtv.net (3/00)

For Sale: Sonerai I Project - Std. Wing  
done; welded fuselage, tail surfaces,  
controls, on gear; 1600 VW w/  
SuperVee mount; canopy; cowl; wheel  
pants; aluminum tank; \$5000 OBO,  
John Ricchio, (708)447-0448 (4/00)

For Sale: Complete landing gear from  
Sonerai II, including Condor tires,  
Goodyear inner tubes, Azusa brake  
system, 3/4" tapered bearings. Off  
flying Sonerai, in excellent condition,  
\$400 Call Ron (301) 390-7705 (1/01)

For Sale: 1988 Sonerai IIL, 2180, 133  
tt, 0 smoh, GP electronic ign and a  
magneto, GP alternator, Carb heat for  
NEW REV Flow carb, Oil cooler with  
new braided steel lines, NEW TERRA  
250 D Transponder with encoding  
altimeter, New Icom A 22, Garmin 295  
GPS, 5 point harness for the rear seat  
with dual retracts, 8 gal gas tank in  
rear, hydraulic brakes and brand new  
tires, A 22 foot new enclosed Haulmark  
trailer with lights inside, and a winch to

get it in and out. Steel wing cradles  
that all fit inside of the trailer with the  
plane. A wing lifting device that will  
allow one man to put the wings on or  
off. \$14,200 which includes the new  
trailer. Don Shipley, [Donan5@aol.com](mailto:Donan5@aol.com),  
(334) 598-5216 Ext 23104 (2/01)

For Sale: Sonerai IIL, N2EX, 186TT,  
1SMOH, 2180VW, dual ignition, Force  
One prop hub, Zenith carb with carb  
heat, Sterba prop, electric start,  
Cleveland toe brakes, excellent  
condition. Needs annual inspection.  
Ready to fly. Asking \$8,500. Email  
photos are available. Contact Fred at:  
[N762AD@msn.com](mailto:N762AD@msn.com), or (203) 284-  
8642 after 6 p.m. (3/01)

For Sale: 1978 Sonerai I restoration  
project. This is a previously flying  
aircraft with a valid airworthiness  
certificate. On gear, nearly complete.  
Everything sandblasted, primed and  
painted. Fuselage and tail feathers  
covered and primed for color coats.  
Wings, ailerons, and wing tips ready  
for painting. New instrument panel with  
new/TSOed instruments. Brakes  
installed and bled. All controls and fuel  
system are installed and working. All  
that remains to do is to install a new  
canopy, sand the cowling, paint it and  
put your engine in the place of mine.  
Price is \$2500. [jholgate@bellsouth.net](mailto:jholgate@bellsouth.net)  
(3/01)

For Sale: Sonerai IIL fuselage, factory  
welded, square tube, unused, \$1800;  
5/8" Great Plains landing gear, \$370,  
Bill Spellman, (262)544-6252 (3/01)

For Sale: Sonerai IILTS (low wing, tri-  
gear, stretch) fuselage for sale. The  
engine mount is for Diehl accessory  
case, \$5500, but includes landing  
gear and hydraulic brakes - which is a  
\$6500 value. Call Steve at (402)493-  
6507 for more info.