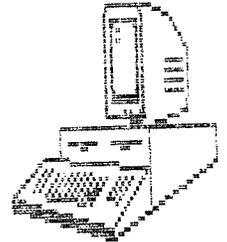
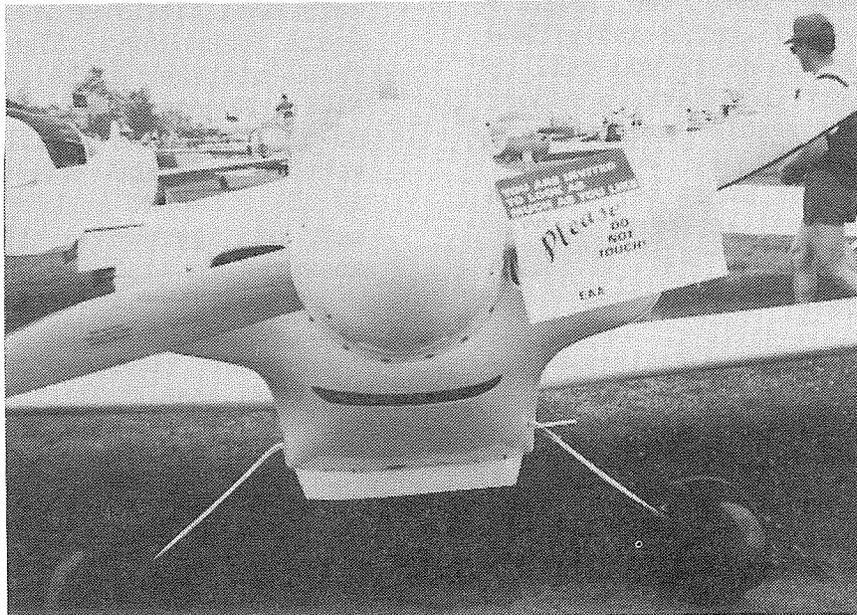


# SONERAI

# NEWSLETTER

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Why is this Sonerai smiling?

Because it's owner signed up for the 1991 issues of the Sonerai Newsletter and knows that it will be treated very well in the next year and give dependable service.

This is not your Jan-Feb-Mar 1991 issue of the Sonerai Newsletter. That won't show up in the mail for about another month or so. This is a re-up notice for those people that haven't done so yet, but everyone gets this issue anyhow because I know that my kids can't stand to know that someone else is getting presents and they aren't. If you've had kids (or known kids) you will understand. So if I send something to some of you, then everyone has to get one too. I can't think of another group of people more spoiled than homebuilders, can you?

The price of admission to this Newsletter is still \$12.00 per year (\$15.00 overseas) and I'll continue to send them out on time if possible. In the past we have had the "Win the Sonerai Contest" and the "Vacation in Tahiti" as inducements for your participation in Sonerai Newsletter and who can ever forget the "Swimsuit Edition of 1989"? (You missed that one?) Well, this year's Re-Up notice has to have the following warning label attached.

\*\*\*\* Do Not Read This Notice Just \*\*\*\*  
\*\*\*\* Before Sonerai Flight \*\*\*\*

Please allow at least one hour before strapping on your Sonerai and launching into the wild blue yonder. At the first ever Sonerai Dinner at Sun N Fun last year, we had a new Sonerai owner attend and hush the crowd (?) pretty quickly with his exploits. Dave Allen of 808 Martha Duluth, MN 55805 was kind enough to offer this little story for us to ponder on a cold winter night.

However, before Dave's story begins some of you may have noticed in Sport Aviation that there is an FAA computer bulletin board for service difficulties for homebuilt aircraft that is just now coming on line with regularity. There is only one 800 number available at this time so your chances of hitting a busy signal are pretty great, but keep trying it is worth a perusal. The hours of operation are mostly evenings and weekends at 800-426-3814. The parameters are the same as for the DUAT weather service so just dial it up and see. It's very

easy to use and will greatly depend on our input. I left a message in it for Bob Morrow the director and he called back to talk it over. Seems that the night I called they received 57 calls and picked up a lot of new data, so if you call to just look around, why not have a report ready to file. The whole program will depend upon our making it worthwhile. I'll try to take a look at it before each Newsletter to see if anything new is reportable.

### Dissimilar Air Combat Training

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Sonerai IIL versus F-15E

by Dave Allen

808 Martha St.

Duluth, MN 55805

It was the first and only time (so far), in my military flying career that I have fought One on One against an F-15 in simulated air combat. And this was no ordinary F-15 Eagle that was trying to swing around behind me. This was a brand new, 45 million dollar, F-15E Strike Eagle. The newest fighter/bomber in the Air Force's inventory had just popped up out of the haze about 40 NM south of St. Louis and done an intercept on me as I was minding my own business, heading home, in my new Sonerai.

I'm sure that the F-15E was on an acceptance flight for the Air Force before the government wrote a check to McDonald Douglas (they build the things at Lambert Field). I suppose that when they got a radar contact on me they just couldn't resist trying an intercept. However, what they didn't know was that they were trying to sneak up on a fellow fighter pilot, and I had been longing to fight it out with an F-15 ever since I had earned my wings. If they couldn't fight me when I was strapped into my F-4 or F-16, I would just have to show this F-15 weenie a thing of two in my new F-Sonerai.

I first picked up the F-15 visually when he was about 8 to 10 miles in front of, and slightly to the right of my nose. Initially, due to the enormous size of the F-15 (also referred to as "the titanium tennis court") I thought it

was a jumbo-jet airliner. As it drew closer, however, I recognized it as the twin tailed, dark grey fighter that I had only seen pictures of in Aviaton Week and Space Technology. Then he committed his fatal mistake. As he was passing my right side, approximately 3 NM away and co-altitude, he rolled to put his lift vector on me and started to pull toward my 6 O'clock. A blatant and deliberate act of aggression that begged to be answered in kind.

I broke hard right to meet this challenger beak to beak. As we passed each other, each in 90 degrees of bank, not more than fifty feet apart, canopy to canopy, I could see the two men in their giant fighter looking out at me through the top of their windscreen. If they wouldn't have looked like just another pair of bug heads, due to their helmets and visors, I'm sure that their expressions would have registered some surprise. Imagine if you were in the world's most capable fighter and some guy in a funny little airplane was behaving in this totally disrespectful manner. The nerve of some people! Most Eagle drivers think that everybody else in the skies should bow down to their techno-expensive supremacy and die like a good duck. This was gonna be fun!

As we flashed past each other, with a combined closing speed of something over 300 MPH, the F-15 continued in his right-hand, level turn. Seeing this, and knowing that I would have the maneuverability advantage at this airspeed (even the new generation fighters can't pull more than about 2.5 G's when they are below 200 Kts. because of their heavy wing loading), I decided to reverse my turn direction and pull into him. As I rolled the airplane hard left and strained my neck to see the Eagle over my shoulder, I surprised myself at the snappy roll rate of my new airplane by bouncing my head off the canopy. Now I know why we wear helmets in military fighters. I then made a hard left, 90 degree turn, unloaded my Sonerai to near 0-G, and made a full throttle acceleration maneuver to meet the F-15 across his circle. In the fighter pilot's dictionary this maneuver is called a lo yo-yo. As my nose dropped and my airspeed

increased to approximately 180 mph, I could see that I would actually arrive on the other side of the Eagle's turning circle in time to gun my enemy (I worried that he would be going so much faster than me that I wouldn't be able to keep up).

As I approached the F-15 from his right 3 o'clock low, I had a couple of problems to solve before I could slide into a guns tracking position. First of all, because the Strike Eagle had been in a continuous turn while I streaked across his turn diameter, he had generated close to 90 degrees of heading difference. Because of this, I was in danger of overshooting his flight path. To solve both of these problems at once required another classic fighter maneuver, the hi yo-yo. I set my wings level with the horizon and pulled my nose upward to climb above his flight path and slow myself down. This prevented me from overshooting the F-15. Now it was time to take care of the heading crossing angle. By rolling my Sonerai into 120 degrees of right bank (man this thing rolls fast), I could pull down, and to the inside of my victim's flight path, while aligning fuselage's and controlling my overtake. Voila. I was there. All that was left to do was squeeze the stick with my index finger (where the trigger would be), and make gun sounds with my lips. I was guns tracking a 45 million dollar F-15E Strike Eagle with my 5-thousand dollar F-Sonerai IIL. I was in ecstasy.

But, like all good things, this too would come to an end. It's just that most good things don't come to quite such a spectacular finale. The pilot in the F-15 was kind enough to let me track him for a turn and a half (he probably couldn't believe his eyes), before he decided it was time to be on his way. Once his decision was made to leave, it didn't take long for him to disappear; straight up. I knew tht he was not going to be around much longer when I saw, heard and felt his afterburners light up. That impressive event was followed most immediately by an even more

impressive happening. The Eagle rotated it's nose up until it was nearly vertical, and accelerated away, doing it's best impression of the space shuttle.

As I continued on my way home, keeping a sharp eye out for any other unprovoked attacks, I can honestly say that I have never been "higher" in the air that I was, right then, with my little Eagle killer. I felt like I was the lead goose in the V. Best damn 5000 bucks I ever did spend! Maybe I'll paint an F-15 silhouette on the side of my Sonerai just for fun.

That was quite a story, Dave. It's the sort of thing that most of us build our airplanes for. I do think that you should probably have a compression check done on your engine, it seems to me that you should have been able to pretty much keep up with the Strike Eagle in the climb. I know they haven't been able to pull away from me all that often, unless I've got a passenger on board, which is understandable. Of course we are usually no match for them in top speed, (they have afterburners after all and most of us don't).

Have a good Holiday Season. Try to get in some flying when the weather breaks (if you live in that type of climate). If you're still building, this Notice should have put a little fire under you to get things done. If the Machine is running good, give a little thought to making it down to Lakeland in April, we had the best turnout of Sonerai's in years this past year. At least two of the guys plan to enter the Sun 60 Race, it's fun to help or fly.

# Sonerai News

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SONERAI NEWSLETTER

C/O Ed Sterba

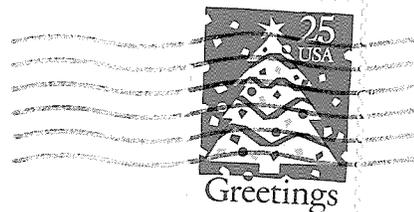
412 S. 5th

Delavan, WI 53115

414-728-1367

## To:

FRED KEIP PD 90 PD 91  
11428 SIX MILE RD  
FRANKSVILLE WI 53126



Wanted --- Monnet ABS Wheel Pants can be new, used or slightly damaged  
Bob Schank 35 Clarence St.  
Belleville, MI 48111

For Sale -- Sonerai IILS 2180 Monnet Conv., 55 hrs. TT, Exc. workmanship, needs prop, canopy, minor tail damage. \$5500.00  
Larry Hurley 2153 Foxhill Dr. Apt 11 Grand Blanc, MI 48439 313-695-0414

For Sale -- Sonerai II midwing, taildrag-ger, Hapl 1834 dual ign., Allison T-Body, Sterba prop, Narco 830, Loran -- 360 TT Asking \$6000.00 or trade on T-Craft etc.  
Fred Kugel 810 Kensington Celina, OH 45822 419-586-4956 ev.

Wanted to Buy -- Tubing Kit for Sonerai either II or IILTS, also spars and alarons  
Mike Drake 414 Asharoken Blvd Bayshore, NY 11706

For Sale -- Sonerai II Mid-wing 1700 VW Alt., Strobe and Nav. 60 hrs TT  
Ron Pfeil W 189 N1525 Rosewood Germantown, WI 53022  
414-628-4716

For Sale -- Sonerai II LT 95% complete Hapl 1834 dual ign., Great Am. Prop, Trade up or down / Flying airplane \$ 6500 or best offer  
Roy Johnson 26 Raleigh Rd. Framingham, MA 01701

For Sale -- 1700 cc Monnet VW Engine w/ Electro X, tuned exhaust, oil cooler, Super-carb, Slick mag, spinner a/ prop from 2-77 hr TT \$ 2650.00 complete  
Bill Slatery 17119 Wentworth Lansing, IL 60438

For Sale -- Diehl Supercase \$80, late mod. Type I Case \$80, Ritz 54x36 prop drilled for G/P hub \$100,  
Set Azusa mech. brakes \$30.  
Stewart Berger 6015 Brentwood Arvada, CO 80003

For Sale -- Sonerai IIM, original two seat, midwing prototype, NMX, 730 hrs TT, rebuilt 2020 VW engine, recent annual by certified A&P mechanic. \$6000 or best offer.  
Gilbert Polnow 205 S. Bagle St. #10 Oshkosh, WI 54901 414-231-3479

For Sale -- Sonerai IIL project on gear 2180 Monnet VW, canopy, cowling, Sterba prop. Everything but wings. No time to finish. Best offer over \$2200.00 Wisconsin.  
Phil -- 715-276-6476

Wanted -- Electro-Vee Magnet Ring Mike Huff Rt 1 box 193 Fair Grove, MO 65648

Wanted -- Drawings for Monnet Mag Drive and Coupling or the parts themselves.  
Bob Schank 35 Clarence St. Belleville, MI 48111

Wanted -- Sonerai I for Formula Vee Bob Cowart Rt 1 Box 1346 A Columbus, TX 78934

For Sale -- Unused Son. II Main Fuel Tank -- \$150 also Aux. Tank \$125 or both for \$250  
Tim Vanacker 8039 W. Howard Milwaukee, WI 53220  
414-546-0986

For Sale -- Sonerai IILT almost ready to fly, will finish and sell with special roll-on trailer, or trade for something slower up or down, 2 place. My equity \$8000.00 Claude Icard P.O. Box 274 Rutherford College, NC 28671  
704-874-2033

For Sale -- Sonerai IIL Project, fuse, welded, wings built, L.G., wheels/brakes fuel tank, two cowls, new 1850 Monnet engine and prop, misc. \$ 4000.00  
John Brosseau 708/426-4953  
Also -- Witchawk project 2 place biplane  
Sonerai II Midwing Tailwheel 375 TT, wing mod done, Sterba prop, Super-vee or Econo-vee cowlings, complete less short block. \$ 3500.00 or best offer  
Bob O'Day 708-742-0522

For Sale -- Sonerai II L Great Plains 2180 Cleveland wheels and brakes. 90 % complete.  
Archie Parsons 708-998-2030 days  
303-666-5494