

# SONERAI

JAN-FEB-MAR--89

# NEWSLETTER

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## Season's Greetings for '89

I hope we have a great flying year coming up and can spend our precious time thinking about safe Sonerai flying instead of writing letters to our Congressman. In the next few issues of Sport Aviation the calendar will again start to fill up with the Fly-Ins and Breakfasts that tend to make up so much of our weekends. If you live in the frozen North, it's tough to stay real current so I like to plan the maintenance projects that tend to get overlooked during the busier times of the year.

I appreciate the response and the time a lot of you have put into letters for our Newsletter. As some of you will say it is not always possible to put the whole letter in without a little editorial license. This Sonerai Newsletter will be devoted (and dedicated) to you people. We sure thank you.

## New Parts/Old Parts

The whole idea behind the desire to make Sonerai parts available had to do with that basic "keep 'em flying" syndrome. For the last year and a half that goal has been met by Steve Bennett and myself through his Great Plains Aircraft Supply. The intention was not to start off new builders but rather maintain the fleet as it existed. That has been working pretty well we feel, but it looks like a few people that had been sitting on plans have decided to get going on new Sonerais, which is quite possible at this time. Wouldn't it be great to keep the fleet growing. We had about as many planes at Oshkosh 88 as had been there in the past.

The only new item to be coming on line in the next few weeks will be our Auxiliary fuel tank which is designed to be installed on the front floor boards and then fed to the main tank with an aux pump. The main fuel tank shouldn't have to be removed to install the new plumbing. (This is the method I have used these last 6 years.) The idea behind this location is to keep the CG forward under all conditions. I've found that my passengers have no desire to sit up front much over an hour at a time, therefore additional fuel doesn't seem to be needed unless solo. The capacity will be a little over 6 gallons, material will be .040" 5052 aluminum like our main tanks with all necessary fittings welded in. Cost hasn't been firmed up yet. (so what's new?)

Oh, yes, for those of you in need of wing ribs, we should have a new stock available about the time this hits print. Some of you seem to think that a good landing only involves scraping the first two outboard ribs. Happy to be of service.



Bob O'Day setting up for his inverted ribbon cut at the Ch-153 Fly-in Breakfast 88. Jim Wendel is in position to whistle the Limbo tune to give him spiritual help.

## Son of Sun N Fun

So I believe that you were all left in Florida when our Fearless Trio were last heard from. Of course this whole trip had to be fit into a 4 day weekend which didn't leave a lot of time in the Sun at the Fun. As a matter of fact we were there for a total of less than 24 hrs. before time and the weather dictated a hasty retreat. In the subsequent years it seems rather foolish to try to attempt that long a trip in so tight a time constraint but we did it. If you remember one of the Threesome spent his time up in Alabama doing repairs that stretched out over a days time, so when we left Florida about noon on Day 3, he was getting ready to head to Bowling Green, Ky also.

The terrain North of Lakeland, FL is pretty rough for the first 50 to 75 miles but there is a railroad track through this wilderness that we chose to follow. Thinking back on this decision I'm not sure what our intentions were in following that track since it sure would have made a lousy landing field and we would have probably been run over by a freight train afterwards. Eventually you run into the superhighways heading North and breath a little easier. Those of living in the Flat-lands are a bit spoiled with our unlimited landing areas.

After our wonderful experience with the Macon Radar people, we opted to stop at a smaller airport and eventually let down at Perry, Ga to some Southern hospitality. I've always done this in the remaining 6 years and have never been disappointed in the service. This time the weather cooperated nicely and O'Day and I were able to head directly for Bowling Green, KY over the higher ground of Tennessee passing to the west of Chattanooga and then east of Nashville. The terrain is beautiful although you put the idea of a forced landing out of your mind for a while.

Unbeknownst to us, while we were heading North, Mr. Brown also had got everything together and headed out from Alabama for the Bowling Green Airport.

The throttle cable was back together, the oil leaks were under control, and everything was looking and running good, but like us he knew that it was time to head home. There was one problem that was not apparent however, and that had to do with a leaky gascolator. The top primer fitting began to lose a substantial amount of fuel as he was approaching Bowling Green, but he was not aware of the problem since the fuel level in the sight tube was already below the instrument panel and was therefore not visible. So instead of 4 gallons of fuel remaining the tank was rapidly going dry. This became obvious as the engine quick just a few miles from the airport.

Meanwhile, O'Day and I continued on in and landed only to be met by the line crew with the message that our friend in the other "little airplane" had crashed just a few minutes before but was OK. We went into the flight office and were greeted with the Bowling Green evening news on the TV interviewing Bob at the scene of the "crash". It seems that a minicam crew got there before anyone else could get in and had their scoop of the day. The terrain in that area is not at all flat but Bob had done the best he could, considering, so the damage was mainly confined to the wing tips, landing gear and the canopy.

We certainly had something to talk about over dinner that evening, and spent the next morning lining up a U-Haul truck and getting the wings off so he could start on home by road. (May I suggest that in the future you either file flats on the wing taper pins or cut a slot for a screw driver in the end so that the pins won't turn as you are trying to remove the lock nuts.) When O'Day and I left that morning we took time to fly over the area and came to appreciate the difficulty of selecting a "spot" to put yourself in such an emergency. Not the best way to end your trip.

Could the incident have been averted? Probably not if your fuel gauge is set up as most are since that last few gallons (3 to 4) are not visible without bending forward to look under the panel. If the front seat is packed with baggage as mine usually is on a trip, then this is impossible. So to this day it still stikes me as a rather bad piece of luck that at least didn't result in serious injury. The Sonerai is of course back in the air and running well.

Dick Morrow  
418-24th Ave. Ct.  
East Moline, IL  
61244

A letter from Dick Morrow

Dick has been one of the more enthusiastic of the Sonerai builders and has been very helpful with the Newsletter in the past. I'm sure his airplane will be a beauty when finished this Spring (he may not be aware of this). He responded to the article on the fuel syphoning from last Newsletter after doing a little research and passed on this comment from Tony Bingelis' book Sportplane Construction Techniques. If the fuel system is designed to have a ram-air pressurized tank, then having a second vent would tend to lose that pressurization in flight. Of course if they were both pointed forward in good solid airflow then you could still maintain pressure in the tank, but probably not under all circumstances (like take-off and landing situations).

As stated before, in a Sonerai with the normal main tank situation, we tend to have only about 1/4 to 1/3 psi static fuel pressure, but at a forward speed of 150 mph you add 1/2 psi to that figure or in effect double the static (or take-off) fuel pressure. We have tended to live with this situation with our Posa carbs since it works. But if you go and change the vent system there is a very good chance that your mixture in flight may be substantially different. Last year at Oshkosh several of the Sonerai owners stated that they achieved the best results running with the standard fuel vent (under the landing gear) having the vent pointed to the rear so they didn't get ram air pressure. I am not recommending this method of tank venting, but it has been done by some apparently. It will not stop the original problem of fuel surge to the back of the tank with the subsequent chance of fuel flow out the vent and fuel starvation.

I don't see an easy answer here for those people that have experienced the syphoning, but would sure like to hear from anyone with more experience than I. As stated previously, this doesn't seem to be a very prevalent problem for stock Sonerai's, but we all need to be aware of it and at least think of the possibility.

On a different note, Dick is also recommending a two strobe unit made by Aeroflash that he has installed in his wing tips. P.N. 156-0010 was purchased from Linda Lou, Inc. P.O. 18255 Memphis, TN 38181-1255 at a price of \$262 plus ship. You may contact Dick Morrow if you would like at 418-24th Ave. Ct. East Moline, IL 61244. He may have some other parts available.

Cabin Heat of Sorts

This time of year it is sometimes hard to get yourself flying when the temperatures are much below freezing, at least in this part of the country. (The land of Ice.) So some of us try to think of ways to heat the cabin (?) of our Sonerai's, forgetting about all the air leaks of course. I've never been impressed with the idea of wrapping a shroud around one of the mufflers and piping this hot air into the cabin as is done on so many certified aircraft. When I used to work as a A&P this was always one of the prime inspection and AD areas to be concerned with, so when it dawned on me to heat the cabin, this old idea didn't sound too good.

My solution --- just open a hole in the firewall to let some of that warm cowling air in. And that is precisely what is done through the use of a 3" dia. galvanized plate that is rotated to the open and closed position. I mounted mine on the bottom of the magneto box since that part of the firewall is removable for modifying. A deflector is mounted to move the air in the general direction of me, and seems to do a reasonably good job of that. My passengers have been really impressed with it's job. The only catch is that when my aux. tank is installed for a long trip, the hot air at least keeps it warm.

If you should do anything like this, please make sure you have the ability to completely close that firewall and it would probably be a good idea to use a carbon monoxide tester for a while to see if there might be a problem.

Dale R. Severs  
1801 Fairfield  
Lindenhurst, Il., 60046

### LOOKING BACK, ONE SHORT YEAR

Yes it was seven years ago this October that my brother and I hauled home a complete Sonerai materials kit. As you would expect, my two year project finally received the "OK" from the F.A.A on October 23, 1987. (So Who's Counting)

Construction and first flight articles are by far the most fun to read, and I might still write one, but not this time. This news letter seems to be developing into an excellent forum for raw information about our aircraft. So by saving the fun stuff for the next fly-in maybe I can shave a few hours off of someone's project. (Maybe a few dollars as well)

#### THE PROP IS ALL WRONG:

The engine absolutely refused to run faster than 3000 rpm. Even if I dove the thing 180 mph it would only go to 3050. Late one night a run up revealed that the mercury vapor lights being strobed by the local power company and my tachometer did not agree. Sent it back for calibration and the prop makers reputation will forever remain untarnished. By the way, many of the popular temperature gauges are not ambient temperature compensated. If the ambient is below 70 you subtract the difference from the actual reading. If above you add.

#### THE CARBURETOR NEEDS TO BE ADJUSTED:

This story went on for weeks and months. What is important to say is the Posa is a fabulous carb and mine works well. PAY ATTENTION TO DETAILS! After weeks of effort I could either cook the engine or run with a super rich idle. The engine would always flood and run rough at more than 7/8 throttle. Neil Sidders had already provided me with precision ground needles in .001 inch taper increments. I had already trashed the 32mm mixture control type for a standard 28mm with the Sidders mods. In total

frustration I spent a single afternoon changing needles and BOTHERING TO JOT DOWN DATA from the c.h.t.'s, e.g.t.'s, and the oil temp. (Total engine instrumentation is an absolute must. You will pay either way). The bottom line was that the carb was not at fault, the real problem was a large spread of e.g.t. and c.h.t. temperatures between cylinders.

In addition the oil temperature was also way high at cruise power. With a spread of almost 300 degrees in c.h.t. it was impossible to set the carb to obtain any power from any one cylinder without soaking or roasting the other three. Ruth (yes she is still around) Just couldn't understand why the "finished" plane should come apart. Well 75% power is not good enough for me so apart it came. Adding the blocking baffles in the dual port intake manifold castings got me about a 50 deg. reduction. My carb faces forward and takes fresh non-ram filtered air. I got 25 deg. more by installing a turbulence insert inside the intake manifold just behind the carburetor. The fuel seemed to favor one side of the manifold. Of course it dumps in on one side of the manifold. The hardest thing to believe was my ability to see light shined in an intake or exhaust port from the other side of every single valve. Before disassembly an automotive tester showed 75,45,70,55. It turns out that the recommended buggy place didn't bother to grind or test the valve seats in my brand new heads. No matter, I was ready to install an alternator anyway.

It turned out to be a blessing as I discovered that the teflon wrist pin buttons were picking up abrasive stuff in the porosity of the material. They were wearing grooves in the sides or my cylinders at a rate faster than the rings were wearing in. Add a new phenolic mag coupling to replace the sure to fail aluminum and put it all back. The final result after assembly was aircraft style tester showing 80/80 on every cylinder. The c.h.t. temperatures are now within 35 degrees at sustained cruise speeds.

IT TAKES BOTH HANDS TO HOLD ENOUGH

#### BACK PRESSURE:

Well not really both hands but for 780 pound scooter it was a big amount. No problem. just add a few washers to shim down the horizontal stabilizer. And a few more. And a few more. And a few more. I'm sorry, but 16 was my limit. Lowering the thing one full inch did truly improve things BUT it also reduced the relative up angle of the elevator. IT WOULD NOT STALL! The resulting insight search revealed that several have added about 1/2 to 3/4 inches of washers and also added one to four pounds of weight to the tail. Others were 190 to 210 pound pilots or had heavy tail wheel mods. I weigh about 170, and have added 1.2 pounds of stainless steel to my v.o.r. antenna mount under the horizontal stabilizer. Things trim out at solo with 3/4 tank of gas. It just barely stalls nicely. Before you add gobs of weight you need to consider how much the centrifugal force on the weight will influence spin recovery.

#### THE BRAKES DON'T WORK:

Hydraulic disks would be better but the go cart type are proving to be OK. The things wouldn't work at all after about 30 hours. I took them apart and found that a very small area of the shoes were contacting the drums. I carefully examined each one. I then used a sanding block to sand down the high side of the shoes and ground the shoe mount cam contact points down some. The idea is to fix the poorly made parts so the entire shoe surface contacts the drum. They are still working adequately. I have dual brake levers and highly recommend them.

#### THE MAG COUPLING IS BROKEN:

The phenolic materials have a specific grain. The impact strength is much greater in one direction than the other. Of course mine was "the other". Sure enough, pulling the engine again was worth while. It had pretty much disintegrated into two pieces and a lot of dust. The engine had lately been very hard to start. The good news was that I was going to be able to repair the damage to the alternator before it totally failed. The windings were not wrapped

correctly and stuck out a little to far in spots. They had worn half way through on the magnet ring housing. I don't think shorting them out was much help in charging the battery either. This was also a great chance to change the prop pitch to 52/42.

THE ENGINE STARTED: A-L-L B-Y  
I-T S-E-L-F

How about that. You simply do nothing and the thing just starts up and runs. No starter. No one touching the prop. No Hurricane force winds. It happened twice before I was able to figure out what the problem was. Of course even those with insight demanded that my mag wasn't grounded. The culprit turned out to be the solid state secondary ignition. This thing is just a couple of switches connected to coils to fire plugs. The switches are triggered by a shaft in the distributor hole. Each rotation the switches just close then open to fire the plugs. Since there is no retarding on this unit you have to start on the magneto only. The ignition switch that came with it is designed so you must pass through the backup ignition position to get to the magneto position.

So if this switch is connected to a live power source and the solid state switch is in a closed position and you switch from the off position to the magneto position and the cylinder is loaded with a live round of fuel it fires. I called and tried to explain this to someone. I don't think they quite understood.

#### IT LEAKS OIL:

I got real tired of the oil overflow messing up the bottom of the plane. An oil separator was the only solution. The first time around resulted in a slight back pressure due to bends in the 3/4 inch tubing. This caused oil to push out the front seal on the prop hub and splatter the entire plane. - Large volume - No restrictions -

✓

### THE OIL TEMPERATURE IS JUST FINE:

Insight is always about us if we listen. When Fred said he had oil temp. problems I thought, why not measure the oil where it is on it's way to the bearings? He was right. The oil at the cooler fitting on my plane was cruising at 250+ degrees and climbing at 260! We all need oil coolers! In fact I will sell you a Fred Keip style adapter that will clear standard cowls if you don't want to make one. I also believe that the oil baffle I put inside the sump is preventing the case from cooling the oil. I think it causes channels of thin hot oil to form in the sump and prevents crank thrown oil from mixing the cooled oil in the case. I currently do not know how much bypasses the cooler but the oil going to it is now 210 degrees climb and 205 cruse. It is important to note that optimum carb adjustment, and power, was only obtainable after the oil temp. problem was solved. Horsepower heats the oil. If you try to cool the oil with a rich mixture you are also going to sacrifice precious power as well. Learning to fly around at 60% power, to stabilize the oil temperature, is just not my idea of a solution.

I can now advance the throttle rather briskly all the way forward with no engine hesitation. Full throttle results in about 25 degrees of cylinder head cooling. Peak temperatures occur at about 90% power. I use 10011 fuel and T.C.P. in an 1835cc 8.5 to 1 compression ratio engine. The idle is just slightly rich and I have very little carbon or lead oxide collecting down the sides of the plane. My last flight resulted in these numbers: Solo, 37 deg f., 2200 feet pr alt. (800 fpm climb) 3" man., \*3200 rpm, 1330 egt, 440 cht, #210 oil, 145mph (148 calibrated) 4" man., \*3200 rpm, 1325 egt, 420 cht, #205 oil, 139mph (142 calibrated) \* My tack is flaky over 3000 rpm. # Oil cooler blocked off with tape.

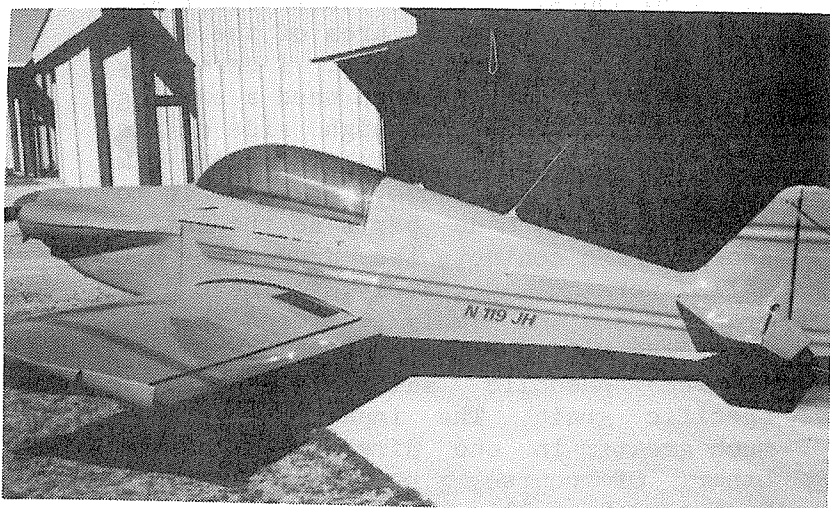
### IT JUST WASN'T WORTH IT:

Oh yes it was! This is the greatest little sport plane you could ever want to own. It meets or exceeds all of the expectations I had when I selected this design. It is a lot of fun to fly!

### A Letter from Joe Hillebrand

Joe signed up with the Newsletter and sent along a few items of interest on his finished but unflown Sonerai IIL. His 1/2" landing gear did not prove satisfactory on initial taxi testing so he opted for a 3/4" X 4" gear that was heattreated to T-6. This gear proved to be only 1.4 lbs. heavier than the standeard 1/2" gear but is quite a bit stiffer due to it's thickness to width ratio. I don't know how this compares to the optional 5/8" gear offered by Great Plains. Personally there seems to be quite a range of stiffness in gears partly due to the heat treating at the mill. Mine is the 1/2" and has served well the past ten years (but of course it has never received any type of hard landing). Good luck Joe and let us know how it goes.

Joe also indicates that he installed wing fuel tanks and has incorporated Flaperons into the design. These airplanes just keep getting better and better.



Joe Hillebrand's Sonerai IIL  
Note the wingtips, exhaust,  
modified tail feathers.

Joe Hillebrand  
26429 S. Newtown Dr.  
Sun Lakes, AZ 85248



Tony Castellano  
30 Windmill Rd.  
New Fairfield, CT  
06812

Flight of Sonerai 2L N400TC  
from Oxford, CT to Oshkosh 88  
by Tony Castellano

7/29/88

1040 Departed Waterbury/Oxford Rnwy 36  
after delay due to ground fog. Climbed to  
4500 ft. Visibility poor. Switched to  
Aux. tank, experiencing periodic fuel  
starvation. Switched back to main tank  
and used transfer pump instead. OAT over  
100 F. Didn't dare to look at inside  
temp. Headwinds. After 250 miles became  
weak and lighthearted while looking down  
at chart. Physically unable to make safe  
landing. No hat so put piece of paper on  
my head under the headset.  
Avoided looking at chart and tried to  
exercise. Felt better.

1400 Landed Rnwy 26 Ashtabula Cty, OH.  
Drank, ate candy bar and walked around  
for almost 1 hr. Bought a hat and topped  
off tanks.

1500 Departed for Porter Cty via Henry  
Cty. Below 3000 ft. to avoid Cleveland  
TCA. Hot, poor vis. Engine acting up,  
periodic loss of power. Changed power  
setting. Each time I decide to make a  
precautionary landing, engine runs fine.  
Over Lake Erie with reduced power  
setting. Occasional power loss. Loran  
switches to Grt. Lakes chain. Over Henry  
Cty checkpoint. Engine running fine.  
Altimeter acting up.

1800 Landed Rnwy 27 Porter Cty, In.  
Strong left X-wind. Brake cable slipped.  
Poorer than usual braking. Topped off  
tanks. Checked engine.

1830 Departed Rnwy 18 Porter Cty. Engine  
OK. Visibility bad, very hot. Below 2000  
ft over Lake Michigan to avoid O'Hare  
TCA. Picked up tailwind. Loran flawless.  
Receiving Oshkosh ATIS, Wittman Field  
open only to show aircraft. Approach  
gives me right downwind for 27. Only  
aircraft in pattern.

2000 EDST Landed Rnwy 27 Oshkosh,  
Directed to homebuilt area. Tied down row  
19 near fence. Registered.

7/30/88 Saturday Cleaned plane. Discov-  
ered bad leak in main tank. Attended Ed  
Sterba's Sonerai meeting.

8/1/88 Monday Sealed fuel tank with  
epoxy.

8/2/88 Tuesday Bought and installed new  
altimeter. Tried unsuccessfully to get  
tanks topped off. Went to the Sonerai  
dinner at Butch's Anchor Inn.

8/3/88 Finally got tanks topped off.

0810 AM Departed Rnwy 18 Oshkosh. Hot,  
headwinds, engine problem back. Hugged  
shore of Lake Michigan at low altitude,  
bad visibility.

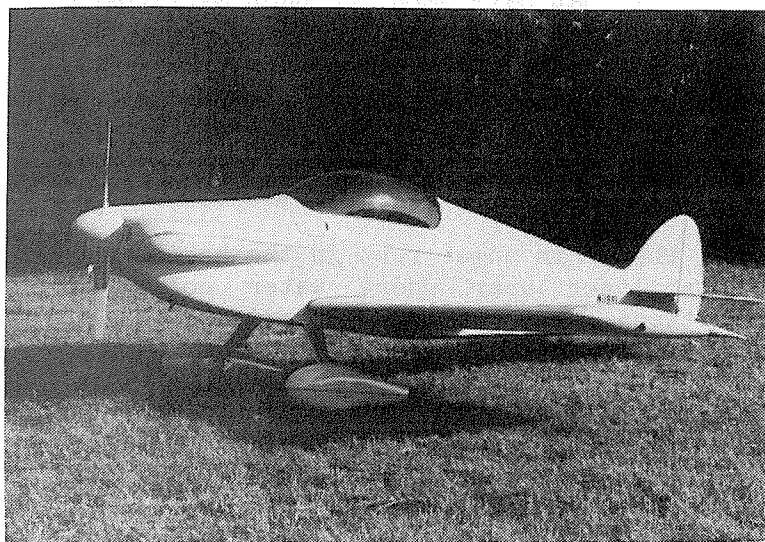
1040 Landed Rnwy 27 at Porter Cty. Topped  
off tanks, richened mixture one turn. No  
compression on one cylinder. OK after  
starting.

1110 Departed Rnwy 27 Porter Cty. Hot,  
headwind, engine running fine. Hugged  
shore of Lake Erie at low altitude, bad  
visibility.

1410 Landed Rnwy 8 Ashtabula Cty. Topped  
off tanks.

1440 Departed Ashtabula Cty. Engine fine,  
headwind, hot, bad vis. After 250 miles  
went VFR on top at 7500 ft OAT 78F. Des-  
cended and broke out over Stewart Air-  
port, Loran flawless.

1810 Landed Rnwy 18 Oxford. Fuel burn  
approx. 4 gal/hr and 8 hr per qt oil.  
Total Hobbs 15.9 hrs.



Ron Stetler's Sonerai IIL  
All signed off at the time of  
this picture. Ron and his son  
Brian have done a great job.  
Their new address is:  
2232 Sheridan St. Oshkosh,  
WI 54901 414-231-4118

### Ten Year Maintenance Schedule

The date Nov. 25, 1978 sort of sticks in my mind. A certain Sonerai first flew on that date and has been a pretty faithful companion ever since. We've put about 700 hrs. and 85,000 miles on the odometer over the years and been to some pretty interesting places, some on schedule others by the fickle winds and clouds. Probably the better times have been the unexpected arrivals on small airports, as the rain got heavier or the daylight started to fade and your options suddenly became few. The move up to Delavan, WI meant a better house and shop in a real nice town but no hanger for the airplane even though Lake Lawn Airport is near by. So after sitting outside for a month in practically non-stop rain and cloud, N78ES has been brought home for the first time in these 10 years. A hanger should be available before the Spring weather returns.

In the mean time we'll be able to do a little maintenance and inspect a few places that have been perhaps overlooked these last few years. As of now, the wings are off along with the elevator and horizontal stabilizer and it looks like a few other parts should get a little attention too. So far an initial inspection reveals the following:

1. There is some rust in the horizontal stabilizer spar where water collected between the tubes. Surprisingly, the stabilizers came off easily after all these years and the rust looks quite superficial. Primer will be applied as needed but it doesn't appear too bad.

2. The inboard wing skin by the first rib has some surface corrosion most likely caused by constant exposure to exhaust gasses. A good clean-up and treatment with primer should do the trick. Aside from this localized problem the rest of the wing looked real good. (I don't have the wing mod installed.)

3. The trailing edge flange of each inboard rib was broken loose from the rear spar. This actually happened a few years ago and was repaired by a steel reinforcement at the time. They are both still in good shape. May I recommend an inspection for everyone if you can push on the skin just ahead of the spar and feel any movement. The damage may be caused by people leaning on the area and doesn't seem to be all that critical.

4. There is some corrosion of the steel longerons and vertical members back in the tail section caused by time and the fact that in spraying the primer not all areas were shot that well. On my next project I can see using a brush to apply primer in a few hard to shoot areas.

5. Perhaps the most bothersome item is the cracking of the paint where the fabric is pulled across the longerons and stringers. The fabric looks good but you know that moisture can get in the cracks and freeze making things worse. The finish is Stits Urethane -- I may not have had the fabric tight enough -- but the amount of vibration may have been too much in some areas. I thought that filling the cracks with Superglue would do the trick? Any better ideas?

6. The Posa needs a looking into since it has been 6 years since the mixture control was installed. Everything seems pretty tight yet but you would think there has been some wear in that length of time. We have talked about making up a new, all external mixture for the Posa but haven't gotten around to it yet.

7. Now would be a logical time to install a pitch trim system. There are several ways to go on this.

That's about it as far as I can tell for now. Not very bad for 10 years of good flying. Of course the Sonerai has been kept indoors most of the time and treated better than my kids, so I suppose that's to be expected.



# FORMULA VEE for 1989      WANT ADS/ FOR SALES

The Formula Vee Race Schedule is starting to get firmed up for 1989. Aside from the Albuquerque race June 10-11 other possibilities include:

Daytona Beach April 15-16  
Allaire, NJ demo May 27-28  
Detroit July 29-30  
Quonset, RI Aug 26-27  
Springfield, IL Aug ?  
Cleveland Sept. 2-3-4  
Hagerstown, MD Sep 16-17  
Virginia Beach, VA Sep ?

If you are in the area it might be of help to pitch in by contacting:

Jim Vliet  
12 Cooper Blvd.  
Red Bank, NJ 07701

Those of us in the Midwest are hoping Jim and the Pylon Boys are able to pull the thru on the Springfield, IL Race since it is easily within Sonerai distance. It would be nice to "darken the skies" of central Illinois with a 10 to 15 plane formation on arrival. Hope it all comes true.

Misc. Sonerai II LT "Stuff"  
Paul Biegan 1245 W. Wellington  
Chicago, IL 60657-4227

Oil Cooler Adapters to fit under Sonerai EV cowling ..\$110.00  
Dale Severs 1801 Fairfield  
Lindenhurst, IL 60046

Econo Vee Engine for sale, disass. most new parts, 90.5mm, stand, crank, 4216 mag., eng. mount, spinner, \$900.00 takes all.  
Craig Morton 200 Pitman St.  
Nacodoches, TX 75961

Misc. Sonerai Parts from partially completed kit.  
Pete Palmi 312-882-0018  
(weekends from 7 to 9PM)

Wanted--- Completed Sonerai II or IIL within 400 to 500 miles of NW Tenn. --or partially finished project.  
Gene Leonard Rt 1 Box 256  
Martin, TN 38237  
901-587-6473

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

Two Posa Supercarbs for sale--29 & 32mm asking \$75 ea. w/ all needles & tools  
Fred Keip f1428 Six Mile Rd  
Franksville, WI 53126

For Sale -- Sonerai IILS 2180 Monnett 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 -- Revmaster Acc. Case w/starter and intake manifolds.  
Dick Morrow 418-24th Ave. Ct.  
East Moline, IL 61244 309-755-1495

For Sale -- Sonerai II midwing, taildragger, Hapi 1834 dual ign., Ellison 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.

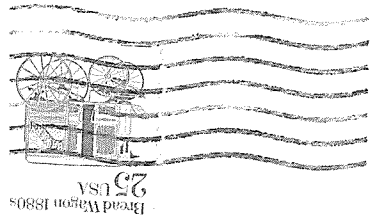
For Sale -- Escort 110 just bench checked, asking \$450.  
Dale Severs 1801 Fairfield  
Lindenhurst, IL 60046

PD 89  
FRED KEIP  
11428 SIX MILE RD  
FRANKSVILLE MI 53126

To:

SONERAI NEWSLETTER  
C/O Ed Sterba  
412 S. 5th  
Delavan, WI 53115  
414-728-1367

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#### SONERAI PARTS LIST UPDATE

Great Plains Aircraft Supply Co. Inc.,  
has the following parts in stock ready to  
ship.

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|---------------------------------------|-------------|
| 1. FIBERGLASS WING TIPS               | \$ 79.95 PR |
| 2. FIBERGLASS WHEEL PANTS             | \$109.95 PR |
| 3. FIBERGLASS BEAUTY BUMP             | \$ 19.95 EA |
| 4. WING RIB KITS                      | \$289.95 ST |
| (WHILE CURRENT SUPPLY LASTS)          |             |
| 5. TAILWHEEL SPRINGS                  | \$ 65.00 EA |
| (WHILE CURRENT SUPPLY LASTS)          |             |
| 6. TAILWHEELS                         | \$ 19.95 EA |
| 7. COWLINGS (SONERAI II)              | \$275.00 EA |
| (PLUS \$15.00 CRATING FEE)            |             |
| 8. 5/8" LANDING GEAR                  | \$310.00 EA |
| 9. SPINNERS 12"                       | \$ 40.64 EA |
| 10. BACKPLATES                        | \$ 18.95 EA |
| 11. FRONT PLATES                      | \$ 26.95 EA |
| 12. 12V ROTARY FUEL TRANSFER<br>PUMP  | \$ 24.94 EA |
| 13. SHRINK FIT PROP HUBS              | \$119.95 EA |
| 14. ACCESSORY CASE                    |             |
| (LYCOMING MOUNTING HOLES) \$135.00 EA |             |

In addition to the above parts, Great  
Plains Aircraft Supply Co. Inc., can  
supply on demand Sonerai I cowlings.  
Great Plains catalog is \$3.00 It has a  
full listing of VW engine parts and  
accessories as well as much technical  
data. Write to Great Plains Aircraft  
Supply Co. Inc., P.O. Box 1481, Palatine,  
IL. 60078, or call 312-359-6558. Be  
sure to look up the Great Plains booth at  
Sun & Fun 88 in Lakeland, FL to see the  
full line of VW Aero engine and Sonerai  
parts in stock.