

## SONEX XENOS MOTORGLIDER FOR SALE

**\$79,000** This is not your standard Sonex. 4,500 construction hours and no expense spared to make a safe, efficient, user-friendly aircraft. Aircraft was built by a mechanical/aeronautical engineer with A&P ratings and experienced with multiple aircraft builds.

**Engine:** CAMIT 3300 six cylinder (Jabiru derivative) dynoed at 127 hp. This solid lifter engine has a belt driven alternator, Bing carb, and composite cooling plenum. A three piece cowling with piano hinges & screws provides easy removal/installation. Current engine hours: 93 hours and changing every week.

**Avionics:** LXNAV S100 variometer with internal GPS, GRT 7" Sport EX MFD, GRT remote engine monitor with 6 cylinder CHT, EGT, fuel flow, Oil temp & pressure, WINTER Sailplane Airspeed Indicator, Garmin GTR 200 Com, Garmin 327 TPX, Skyvision portable ADSB in & out, Narco ELT, ESA System Multi/TE probe

**Electrical:** Dual bus system. Engine starting battery: EarthX 680 Soaring battery: K2 sailplane battery, both LiFePo. Overvoltage sensor, Fuse panels accessible from top of glareshield. All electrical circuits & avionics wire numbered and documented. Central ground bus system.

### **Airframe:**

A swing-back canopy is installed allowing the canopy to be open when taxiing. A composite aft canopy skirt seals off the air noise and water intrusion. The side skirts are aluminum and bonded to the acrylic reducing the potential for cracks.

Solid AN426AD-4 flush rivets used on exterior except where bucking was impossible. Interior used solid AN470AD-4 rivets. The solid upper wing surface rivets inspire confidence when seeing the wing skins loading the rivets in tension due to wing flex.

Toe actuated differential brakes are installed on the pilot side. O'Keefe brake calipers are used with Tracy O'Brien 4130 axles. The Aviation Products dual fork full swivel 4" tailwheel makes ground handling easy.

The glareshield, instrument panel and rudder cable guides are installed with screws so maintenance access is not only possible, but easy.

An enclosed baggage compartment with hatself (or guitar neck area) not only provides ample space, but also closes off the aft fuselage, reducing noise and air from coming forward from the tail. All panels have nutplates for screw attachment.

Long and short wingtips are provided which are attached with piano hinges and screws. The long wingtips are made with a vacuum infused vinyl ester resin/S-Glass composite that results in each wingtip weighing seven lbs. each. The stock Sonex wingtips weigh 15 lbs. each. The molds used and stock tips are included.

The short tips increase the airframe load limits to aerobatic category g-rating.

A cockpit adjustable cowl flap has been installed. Closing the cowl flap with the engine shut down for soaring provides a 12% increase in L/D.

All aluminum parts have been treated with alumi-prep and alodine for corrosion protection. The cockpit interior area and external surfaces are AZKO epoxy primed then PPG acrylic urethane painted for further protection.

Many spare parts are included.

### **Performance:**

75% cruise: 2500 rpm, 3.5 gph, 100 kts IAS

Full power 3300 rpm straight & level can exceed the 130 kts Vne.

Rate of climb: 3100 rpm, 80 kts, 1,300 – 1,400 fpm.

Stall speed, 180 lb load, 38 kts IAS 410 lb load, 42 kts IAS

Max. L/D: 20:1, 55 kts IAS

Min. sink: -250 fpm, 45 kts IAS

Empty Weight: 852 lbs.

Max. Weight: 1275 lbs.

Max. Load: 420 lbs.

Phase 1 Flight Testing completed. Aerobatic maneuvers loops, aileron rolls, lazy eights to vertical have been performed and documented. A video is available upon request.

Contact: Owner/builder: Rick Caldwell cell/text: 321-403-7731  
email: [racaldwell@hotmail.com](mailto:racaldwell@hotmail.com)

Location: Melbourne, FL KMLB north side hangars