

# SONEX 362DR

## Powerplant:

Engine #33A411, 238 hours since new.

The cowling outlet area was increased based on pressure drop tests done with a manometer across the engine resulting in decrease of CHTs.

SPEED mph	ALTITUDE ft	PRESSURE DROP In H2O	MAX CHT ° F	CONFIGURATION
145	1600	1.3	344	Original cowling outlet
145	2200	3.4	316	Increased outlet

The oil temperatures are always in the green, even on the ground.

## Airframe:

No airframe damage and minimal hangar rash, this aircraft has been well cared for and has never even spent a night outside.

The 5 gallon, welded aluminum racing fuel tank with anti-slosh foam is mounted behind the seat and has an external fill. No dripping refueling nozzles in the cockpit.



5 gallon Auxillary Fuel Tank



External, Flush Mount, Fuel Cap

A Tru-Trak, DigiFlight II two axis autopilot was installed about 20 hours ago making cross country flying much easier. You can actually fold and read a map while flying hands off.



Narco IC-A210 radio, Narco AT 150 TSO Transponder, TruTrak DigiFlight II Autopilot



Prince P-Tip Propeller

Steerable nose wheel, single acting Matco hydraulic brakes. New tires and tubes at 200 hours.



Matco Hydraulic Brakes



Ellison TBI Carburetor



Side mounted throttle, three position flap handle and elevator trim lever



Sliding Sun Shade

Belly mounted strobe light with wiring in place for position lighting.

## Instrumentation:



Basic analog gauges, VSI, Altimeter, ROC, compass, Tachometer, Airspeed, Turn & Bank. Engine Instrumentation System (EIS), Panel mounted Garmin 396 GPS, ELT



Dual sticks with brake caliper on left stick.



This is the panel as of 5-31-17. Last Spring I rewired much of the panel and engine compartment with Teflon insulated wire replacing much of the PVC insulated automotive grade. At that time I installed a two-axis Tru-Track autopilot, a 5 gal. Auxiliary fuel tank and a transfer pump under the seat. The main fuel pump was replaced and an additional in-line fuel filter installed. The panel was originally a one piece and I made it into a two piece so the top section would tilt out easier for maintenance. I also installed a shut-off valve on the fuel level line as it did not have one.



This is the panel that was in the aircraft when I bought it from Merle Reppert.



Looking aft. There is a mounted tool box. behind the seat I keep some tools, oil, the pilot operating manual, etc. in it.



Prince P-Tip prop



Outside auxiliary tank fill.



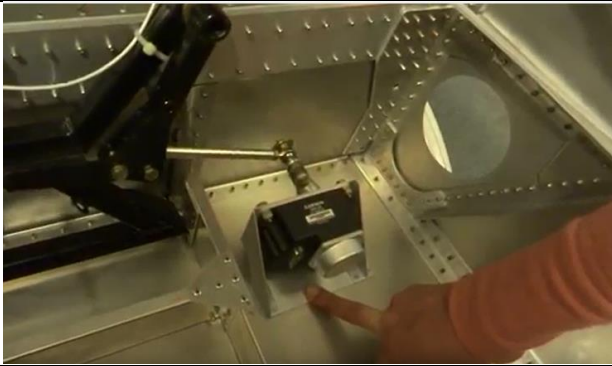
Five gal. auxiliary fuel tank with shut-off valve



Throttle, flap handle and pitch trim.



Koger retractable sunshade.



Autopilot roll servo



Autopilot pitch servo



At home with its little brother.