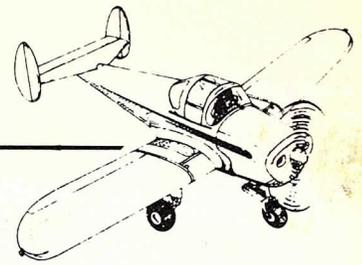


# COUPE CAPERS



Ercoupe Owners Club Newsletter

VOLUME 17 NUMBER 10 OCTOBER 1988

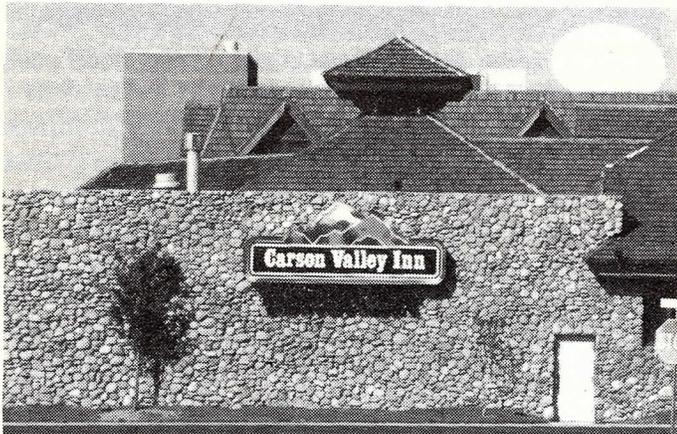
TELEPHONE (919) 471-9492

Skip Carden - EDITOR

## NATIONAL CONVENTION

CARSON VALLEY 89

The 1989 E.O.C. National Convention will be held at the Douglas County Airport, Minden, Nevada June 14th through June 17th, 1989. Our hosting convention center is The Carson Valley Inn.



This location is set 10 miles east of Lake Tahoe and 50 miles south of Reno. This is a 4 star resort hotel with 100 rooms. Prices have been negotiated at \$51.00 per night. The Inn also offers a full service RV park at \$14.00 per night. For those who wish to tent it, the Inn will establish a camp ground adjacent to the hotel.



View of Ramp and Runway Carson Valley

The Carson Valley Inn also offers a full casino with nightly entertainment. Planned are trips to the historic town of Virginia City and a cruise on Lake Tahoe aboard a 19th century paddle wheeler.

We are looking forward to a totally new experience and know that a good time will be had by all who attend next years convention vacation. Early reservations may be made by calling The Carson Valley Inn, 1-800-321-6983.

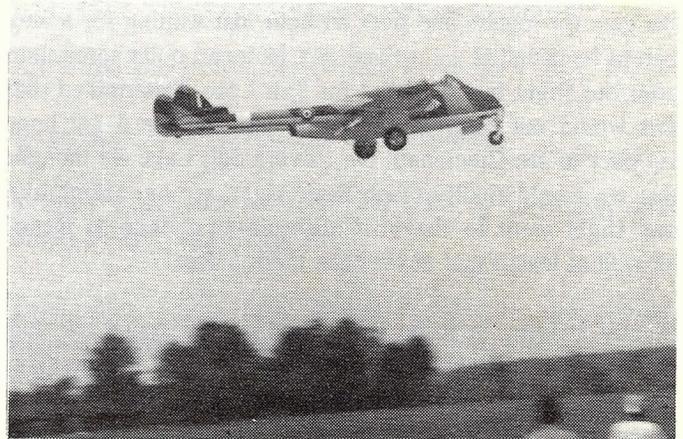
Anyone wishing a copy of the video tape produced by The Carson Valley Chamber of Commerce can send me a blank tape along with \$1.00 for postage and I will send it to you.

So, plan now to attend The Carson Valley Convention vacation experience.

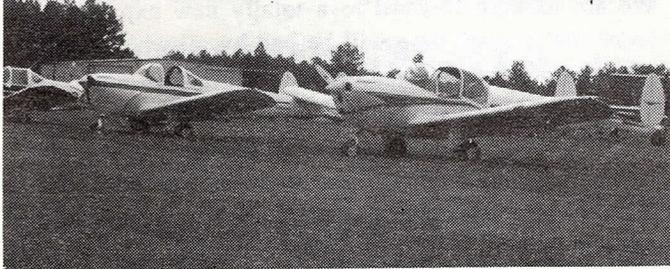
Mark Cassman  
12801 Dupont Avenue South  
Burnsville, Minnesota 55337  
612-890-8618

## CAMDEN '88

The weather on Friday evening was strictly IFR and there were only three airplanes at Camden. The evening and night hours brought in a high pressure and things began to improve for Saturday. I was unable to go for the entire weekend this year so I only got down for Saturday. The weather was really good with CAVU all across North and



South Carolina. This year there was a tremendous turn out with some new planes that I hadn't seen before. There was a good turnout of Coupers with 15 reported on the field at one time. I got to see some of them but not all. Next year I promise that we will have a Saturday get together and



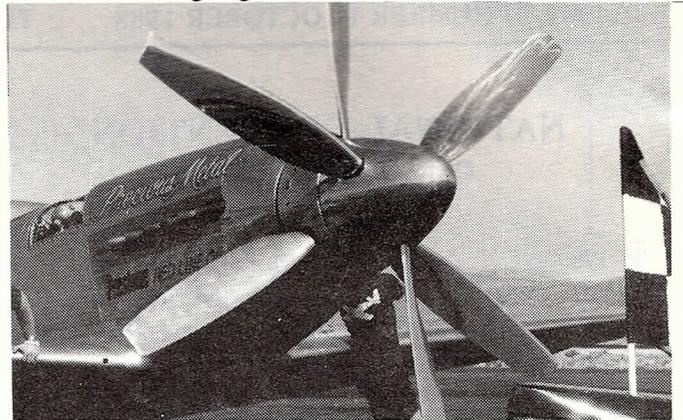
possibly our own parking area. That many Coupes deserve some special attention. Also the Burlington NC fly in will be in the spring and maybe we can also park as a group as we did several years ago and I am sure that we can find a time and place for us to meet, possibly with lunch. More on this later. -Skip-

## RENO AIR RACES

This year I had the opportunity to attend the Reno Air Races with my good friend and flying buddy Stuart Henderson. Stuart had been to several races before and knew all the right places to go and all the right things to do so I was able to enjoy the races as few first timers can. After a faulty oil pressure gage forced our Delta flight to return to the gate for repairs and over an hour lost waiting for a new one to be installed we arrived in Cincinnati quite some time after our flight had departed for Salt Lake. Determined that this would not spoil a good trip we used the 4 1/2 hour lay over to see Cincinnati. On leaving Salt Lake we thought that we would finally reach Reno right, wrong, seems like this flight went to Fresno California first, then to Reno, oh well at least I had never been there before!

Finally arriving at Reno we picked up our rental car and drove the few blocks over to Ballys, our hotel for the stay. I must say that when Stuart goes he knows how to travel. Being a bit tired after our extended journey we decided to get a good dinner and turn in early because we wanted to get an early start the next day. We got up around 7:00

showered had breakfast and left for Stead Field the site of the Air Races. We wanted to get there early because we wanted to find our seats and then tour the pit area. Stuart had gotten seats about mid field second row back and on the aisle, a really great location. We then went in the pit area to see what was going on.



This is a scene that will make any pilot's blood pump faster and brings on shades of WW2. There are P-51's, P-38's, Bearcats, Hellcats, Corsairs, Sea Fury's Russian Yacks, Special Built Racers all in the Unlimited Class. Then there are the Formula I's, and the Formula Biplanes, and the T-6's. More unique and memorable airplanes that



most people will see in a lifetime. Then there are the pit crews that work in the Nevada sun keeping all of these exotic airplanes running. The trailers and support teams that some of the racers have will defy belief. They can almost rebuild any problem in a few hours. Most of the racers are supported by a tractor trailer, with the trailer being equipped with all manner of power tools parts spare engines and even power generators. On the tops of some of these mobile shops they had built canopies with rails chairs tables and steps to reach this special vantage point. Believe it or not the crews and staff are for the most part very friendly and warm, most liking the looks and attention that

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they garner. This is a sight that one must see in person to believe so I will leave it for now.



I don't really know what I had expected to see at an air race, I had seen the Hollywood versions, and even one of Stuart's videos, but none can compare to the real thing. The sights and sounds and smells have to be experienced in person to get the full enjoyment of this event. I really did not expect the spectacular Air Show that we saw each day with different performers and acts every day. Of course there were the regulars like the great Bob Hoover, flying his P- 51, Aero Commmander, and Citation, and also the starter of the T-6 and Unlimited races. I have seem many air acts in my time but I still say that Bob Hoover is still the best to me. No he doesn't do all the violent and tumbling maneuvers that some so do, but what he does is so smooth and precision that I rank him the best. The Thunderbirds, Christian Eagles, Americans, Wacos and others keep you entertained between races. This year they even had the rocket powered car which was capable of speeds of 250mph to make a run each day. Then the military would come over in the B-1 Bomber, F-15, Tomcats and more each making fast and slow runs.

The Races themselves were as the younger set would say AWESOME! The slowest places, the Formula I's, with 0200 Continentals were turning the course at over 200+mph. The Biplane racers also were in this speed range with the T-6's and unlimiteds fairly burning up the course.

This was my first Air Race but I would venture to say that it will not be my last. The closeness of the airplanes and being able to go into the pits and see and talk with those maintaining and flying the racers makes this a special place to me. As we all know when pilots and mechanics gather there is a magic in the air. Since this closeness is there it

makes the races even more personal, yes if I had to use one word to describe the races it would be PERSONAL. I would recommend the Reno Air Races to all of you and suggest that you make plans to attend the next one. I will probably be on Section D, row Two, Seat 1, hope to see you there. -Skip-

## NEW COLUMN

Dear Skip:

You may recall our discussion at the convention where I said that I would write a column for the Coupe Capers relating to training, regs, and other topics of related interest.

This proposed columns was suggested after considerable discussion with Jess Shryack and others after it was noted during the FAA seminar that there appeared to be a general membership lack of knowledge of current FAA procedures relating to items supposedly covered during BFRs.

I must admit that some of my interest in this project was fostered by the statement of one of the area directors that he had never taken a biennial, and saw no reason to do so!

Perhaps, at some time in the future, this concept could evolve to the point that each area would have a CFI who would act as a standards office for his or her area.

Enclosed is the first column to use as you feel appropriate.

I am also enclosing a brief summary of my background as it related to this project.

ATP with types in DC-3, Lockheed Ventura and Falcon 20.

CFI-single and multi-engine., +Ultralight Instructor.

Advanced and Instrument Ground Instructor

15 years experience in Corporate Aviation

3 years experience of recurrent training instructor with Flight Safety, Int., (King Air)

Total time, 8500+ hrs., 2000+ as Military and civilian flight examiner and instructor.

Ron Kerlin

P.O. Box 203  
Syracuse, IN 46567  
219-856-2921

All material submitted for publication must be received thirty (30) days before you want it to appear. Editing and preparation will begin the first (1) day of the month and the Newsletter mailed around the fifteenth (15) day of the month. All material must be typed or legibly handwritten. Photos and material will not be returned unless accompanied by a large self addressed stamped envelope.

## COUPE CURRENCY CORNER

Before describing the nature of this new addition to Coupe Capers, I would like to express my admiration to all those responsible for making the Ames convention one of the most enjoyable functions of this type that it has been my pleasure to attend. Facilities and activities were great, food and accommodations excellent, and the hangar flying first rate! Thank again to all involved!

As a result of several discussions with other Coupers during the convention, I made a suggestion that a monthly column dealing with regulations, training, current FAA hot items and other varieties of controversial as well non-controversial topics as they apply to the general aviation community might make for interesting reading.

The response to my suggestions was positive.. "Sounds good - would you volunteer to write it?" My response, showing somewhat more enthusiasm than common sense, as well as being a bit opinionated on some of these topics was... "Sure, why not!"

I will attempt, in these columns, to state my general points of view, as well as my reasons for them, and hope that they may serve as a shield against some of the hornets that I hope to stir from the nest.

My own personal interests and roots are largely in sport aviation. In addition to our coupe, my wife and I own a homebuilt 2-place biplane as well as three (count em) ultralights. Having been actively involved during the past 25 years in military, corporate, airline, and sport aviation, my points of view and perspectives will, from time-to-time, shift.

I will, at all times, try to differentiate between procedure, (which when established by the manufacturer or reds is usually inviolate), and technique (which is always open to debate.)

I will attempt to support my premises by facts or statistics as far as possible. I will also provide personal opinions, hopefully generating some feedback from you, the reader. Nothing is more stimulating than a good debate, maybe heated, but perhaps generating some new points of view other than mine.

I welcome any requests for topics to be discussed in this column. The first issue to be addressed in the next issue will be entitled: Pilot Professionalism - whether or not your airplane is large or small.

Subsequent articles on tap will include the following:

Recurrency training and the BFR.  
Controlled Airspace - What, Where, Why, and How.  
Pinch-hitter techniques for your passenger.  
Instrument Procedures - Who needs them?  
Aerodynamics of Wind Shear.  
! PILOT ERROR !

Again, let me know if there are any pet topics you would like explored. I also intend to conduct some informal, anonymous reader polls on various topics and will print the results.

Until next issue, keep the shiny side up!

## ACCIDENT

....The Ercoupe was on a day/VFR local flight in the Omaha, NE, area. Annual inspection had been completed the day before. During the flight, the wire holding the fuel filter bowl in place came loose and the bowl came off. The engine quit from fuel starvation and the pilot made a forced landing in a plowed field. The nose gear partially collapsed after touchdown. The aircraft received substantial damage but the pilot and passenger escaped injury. The pilot had logged 547 hours with 286 in type. The NTSB report's probable cause cited the maintenance personnel who performed the annual inspection.....



## STAN & OLLIE GO TO ALASKA

Well, Stan and Ollie didn't really get to Alaska, rather, they made it to Edmonton and things fell apart quite thoroughly there, and plans were changed.

Jack Peterson and I, him in his Alon and me in my '46 415D along with two other gentlemen flying a pristine Piper Pacer, left the Minneappolis-St. Paul area at 6:00 a.m. on Monday, July 11, 1988 for our latest adventure. We were loaded to the gills with clothing, food goodies, survival gear and such other paraphernalia as one stuffs in on such a trip. I left from Lake Elmo about 20 minutes early since I had a little longer to go. We were to meet in the air somewhere around St. Cloud, but as luck would have it my airplane was performing magnificently and I was a few minutes ahead of them all the way to the first fuel stop. We had radio contact, so kept track of our progress as we went.

Our first stop was Devil Lake, N.D., and we just had enough fuel to land. We figured that if we could get that far the

first stop and to Edmonton the first day, we would probably be successful in staying on schedule the whole trip.

Anyway, we made it to Devils Lake, refueled, and proceeded on to Regina, our customs stop. We cleared customs, refueled, and without taking time for lunch took off for Saskatoon.

We arrived at Saskatoon early afternoon, and it became obvious we were going to accomplish our mission.

And we did. We landed in Edmonton Downtown about 7:30 p.m., very tired, just as a thunderstorm was winding up to hit the place. We were cleared in in a hurry for fear we might be caught in the storm (very accommodating, I thought), and tied our craft down before the rain and the winds hit.

We set up camp in the Edmonton Inn and proceeded to congratulate ourselves on what intrepid pilots we were. Nobody got lost, although some tried. We had a nice dinner and went to bed.

The next morning we checked out, broke camp and prepared the aircraft for flight. Since I was alleged to be the slowest I was chosen to lead the gaggle and we all took the runway. As I started rolling I felt something amiss, and confirmed it when the r.p.m. never exceeded 1700 and the airspeed only registered slightly. I pulled off at the first turn, went back to run it up, and simply could not get any power. The other fella saw my dilemma and came back in.  
(CONTINUED NEXT MONTH)

## OSHKOSH REPORT

This year we were again fortunate to be able to have a Club Table in the Type Tent sponsored by the Antique and Classic Division of the EAA. Shirley Brittan, regional Director of Region 9, volunteered to man the Club Table this year. This was the best year that we have ever had. There were over 150 people who came by and signed in, Shirley signed up over 18 new members and handed out ALL the membership materials that were sent her. From the influx of new memberships I would say that they were well placed.

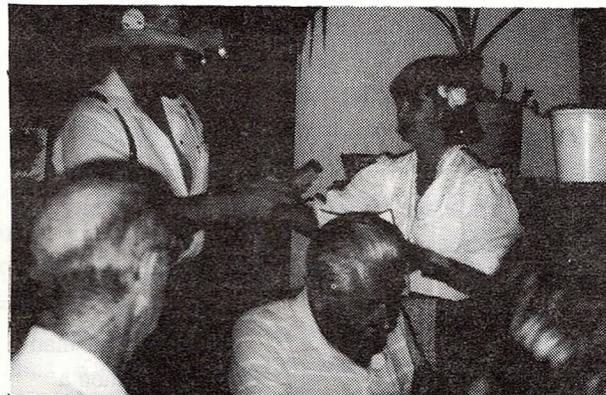
Shirley said that we had one of the best and most active tables in the tent. Next year we will have an even better presentation and display. We were fortunate to have several volunteers to assist Shirley who were Jim Allison, Bill Seybold, Jim Kerner, Richard Trickel, Bob Beckey and several others.. THANKS TO ALL OF YOU FOR THE EXCELLENT REPRESENTATION!

During the week someone left their camera at the table and Shirley has it. If it belongs to you contact her at ; Shirley Brittan, 2070 Hwy 92 No. 1 Hillside Estates, Ackworth, IA 5001 Phone (515) 961-6609.

If you plan to attend Oshkosh next year and would be willing to help with the Club Table then contact Shirley. This is an opportunity to meet with other Coupers and those interested in Coupes, and Shirley can use all the help she can get.

## OSHKOSH DINNER

If you are ever in Oshkosh on the first Tuesday of the Fly-In be sure and attend the Ercoupe Dinner. This event was started by John and Rita Wright who thought that it would be nice for the Coupers to meet for dinner. With this idea they started what is now a tradition among Coupe owners and admirers. Several years ago Terry and Diane Shanklin took over the task of arranging this event and have done so every since. They have door prizes and have a theme type dinner which is always a sellout. I was fortunate to be able to attend two years ago and had a really great time. Fred and Dorothy Weick are the honored guests. This year Dorothy was unable to attend the first one that she missed in a long time. If you want to attend next year better go by the Club Table when you get there and get a ticket because they go fast! We even have a lot of non-couplers attend because it is such a nice affair. AS USUAL A GREAT BIG THANKS TO TERRY AND DIANE FOR A JOB WELL DONE! Below are some photos that were sent in by Ed Hodgson.



## FLORIDA FLY-IN

We had a great day for our Fly-In October 8th. Temperature was 85 degrees, clear skies. Twenty six members attended the luncheon. We sure missed Fred and Dorothy, we hope to see you in May 89 or at Sun N Fun.

This year we will have a booth an Sun N Fun and anyone willing to volunteer should contact me. There will be a map of the field and the location of the building printed in an upcoming issue of "Coupe Capers". I also located a motel, Econe Lodge, 7 miles from the field in Plant City. It is easier to get to , no traffic, and half the price of the motels in town. They gave me a rate of \$40.00 a night, one person and \$5.00 for each additional person up to 4 in a room. If we rent 10 or more rooms they will give us a flat rate of \$38.00, 1 to 4 persons to a room. Make your reservations early because this is the tourist season in April and rooms will be hard to get. When you make your reservations be sure to mention the Ercoupe Owners Club. The Motel is; Econo Lodge, 301 S. Frontage Rd., Plant City Florida 33566, Phone 813-752-0570. My address is; Joe Linzalone, 21176 Cypress Pk. Cir., Estero Fl. 33928, Phone 813-947-1854

### Donors to the Scholarship Fund

The following persons have made a donation to the Fred E. Weick scholarship fund. We are trying to raise another \$5000.000 from the membership which will be matched by George Gallaspy, and up to \$500.00 over the \$5000.00 will be matched by an anonymomous donor. All donors will receive a letter of conformation which can be used at tax time to receive credit for your contribution. Lets get behind this and put it over the top. -Skip-

Edward A. Hodgson  
R.L. Schoning  
John H. Turner  
Leonard & Laura Page  
Jeffery Edmondson  
Merle Leise  
Thomas M. Levi  
Marv Gaddis  
Dick Murphy  
Robert C. Bircher  
Stanley E. Jennings  
Bob Elliott  
Ron Jewett  
Robert E. Herd  
Arizona Coupe Group  
Sydney Cohen  
Dr. Jeff Mechanik  
Bruce Brayton  
Robert D. Beckey

R. Hugo Cotter  
Roger L. Nelson  
H.C. McDermott  
Dorothy C. Weick  
Vern Brown  
Joe B. McCawley  
Amon Proctor  
Thomas D. Prutsman  
Cosmo C. Amenta  
Jerome Lasky  
Minor Lyne  
Charles E. Drummond  
Larry Hebert  
Joe La Londe  
Perry Tanner  
June R. Kirk  
(In Memory of Frank R. Saletri)  
Charles Elson  
Haywood Turner

Henry Taxis  
William E. Quinton  
James E. Robertson  
Leon Buenger

Arkansas Picnic

I have just deposited \$2495.00 in the Scholarship Fund, If you haven't made a donation yet do so now! - -I want to share with you a note that was received with a donation; *Skip, I was going to get a " Touch of Class", but this is a better place for the money. (besides, maybe I can borrow the book someday).*- - - The person that wrote that has shown me the real dedication and spirit of Ercoupe Owners and I am lending him my copy! -Skip-

### CLUB DIRECTORY

The Club Directory will be printed in the December issue of "Coupe Capers". If you have any changes that need to be in the new directory better send them in now! The directory is made available free of charge to all current members of the club.

### Nominations Are Still Open

As reported last month this is the time to make any nominations for Regional Directors in the regions 1,3,5,7,9,and 11. So far we have only received one nomination. Region 7, has nominated Zig Dawid, to take Ernie Cuff's place as Ernie declined re-election. Deadline for nominations is November 10th. -Skip-

### 1988 Fly-In on Video

Shirley and crew made arrangements for a professional Video crew to tape the ENTIRE Fly-In from start to finish. This was edited down to a two hour tape which lis available for \$35.00. Contact Ed's Video's, 4816 S.W. 6th., Des Moines, Iowa 50315, (515) 285-4489

### Patches Available

Shirley Brittian called to say that those who wanted Patches at the National Fly-In and could not get them because they had run out can now get them. They had some more made and Shirley has them so contact her for details.



### Likes Insurance

I want to provide you some feedback on the recently instituted Club Insurance Plan with Webb Insurance Agency. When my Alon A-2, N6362V, policy came up for renewal, I requested a quote from the Webb agency along with my previous provider and a couple of others. The Webb quote was the lowest and had lower open pilotminimums that the others. I have spoken by phone withJim Webb a couple of times in obtaining thecoverage and since in servicing my policy. I found him to be both knowledgeable and cooperative. I am very pleased

with the attitude of the agency. Thanks for arranging for this program to be made available to club members.

Bill Laird 12148 Stome West Houston, TX 77035

## Readers Write



### Help Needed

My Coupe had shoulder harness installed 4/17/54. I have the 337 that did it, on paper they have not been removed but along the way they have vanished. The guy then stated they were put in per ERCO drawing 415-53250. I am trying to locate a copy of that drawing to put them back in the same way. I talked to Univar at Oshkosh and they said they did not have drawings, also ask Skyport and they said nothing. Do you y any chance know where I could find this gem? Maybe put a note in the Capers, somebody someplace must have copies of drawings. I ask the Coupers at Oshkosh that had their own design approved but if I can get the original drawing it will save me a lot of paper work with the FAA. Drawing 415-53250.

When are we going to get a new club roster? It's been awhile since a new one was published.

You missed a good time at the Oshkosh banquet last week it was a good one.

Would appreciate hearing from you if you can help me out of this minor problem. Bob Mellings 3543 ECOC, 908 Crestview Dr., East Liverpool, Ohio 43920

### Shoulder Harnesses & Landing Gear

I bought my M-10 in 1986, and obtained my private certificate with it. Now there are two "modifications" I'd lik to do to it, if any of the club members could give me some advice.

1) Is it possible to get FAA-approved shoulder harnesses installed in an M-10? If so, I'd like the name/address if who and where.

2) Does anyone know where I might acquire a good set of "Belleville-disk" landing gear made for an M-10? I'd like to switch from my spring-steel gear.

I like the newsletter. Before too long, I hope to literally fly-in-to-a-fly-in and meet some of y'all... if you don't mind the different tail feathers! Clifton Murray, 5967 Weaver Road Clinton, Ohio 44216 216-882-3091

### Wayne Olsen

Just a note to confirm your statement about Wayne Olsen. I had the good fortune to have my annual taken care of while I was at Hesperia and at Waynes house. He was gracious enough to allow me to use his back yard. While

we pulled the inspection plates, etc. Wayne advised me of many and all little tricks to help my bird continue to fly safely. THANKS WAYNE. Jack Barton, 3182 H Claremont, CA 91711

### Information Wanted

My husband and I have recently purchased an Ercoupe 415C. We are very much interested in joining your club. The Ercoupe is a new experience for us, as is flying in general (we are both students), and we would like to correspond with other Ercoupe owners to gain knowledge about our plane. Also our instructor would very much like to speak to other Ercoupe owners so that he may properly instruct my husband and I in the correct operation of the plane.

Our particular Ercoupe's engine was modified a few years back. It is now 105 hp. If you know of any owners that may have a similar Ercoupe, please forward our name to them or forward their names to us. Any help you can offer will be greatly appreciated.

We were informed that the membership dues for your Club is \$20.00. Enclosed you will find a check in that amount made payable to "Ercoupe Owner's Club". If there is any other information about my husband and I that you need in order to accept us into your Club, let us know and we will send it to you. Thank you again. We are looking forward to many years of flying in our little Ercoupe.

Eric and Gail Larsen 3082 Thornton Place San Diego, CA 92105 (619) 263-9219

### Project Completed

Time for a progress report. "From basket case to beautiful" in just one year. N87400 is once again in the air. After being in storage from 1972 - 1987 and 1 year of intense restoration, our little coupe was flown for the first time on May 9, 1988. Projects included complete stripping of paint, new glass, new paint and upholstery, with a lot of TLC. Plans call for a number of fly-ins including National at Ames, and possibly Oshkosh, as time permits.

Thanks for the good work you do in Coupe Capers. Dennis Kahlerman Box 399, Main Street Pierz, MN 56364 (612) 468-6873

### Old Letter

Hi Skip,

Today is April 21, and when I got up this morning, the ground was white, and still snowing. It is a little unusual for snow now, as this is planting time - especially the corn. This is corn country up here in northwest Iowa (I refer to it as "Jim Jackson" country).

Thinking of Jim, plans are to close the "Jim

Jackson Airport" in Spirit Lake, IA. It keeps getting prolonged as there is so much opposition to spending money on a new location and new buildings, etc. We have some good facilities within a 20 mile radius.

I don't know about anyone else in regard to automotive gas, but I keep a little 100 LL around, and when I fuel here at my own strip, I pour a gallon or two in tanks plus the auto gas, generally 12 to 17 gallons. It keeps my stacks (exhaust) gray colored. I feel it is important to keep valves lubed.

I am very careful that when I get auto gas that is doesn't have alcohol in it. I also don't use any gasoline anti-freeze as I have a neoprene needle valve, and so far no problem after about 5 years.

I called and talked to an engineer at Univair in regard to the (memo) about flushing tanks, etc., and refilling with 80 octane avgas. I told him I hadn't seen any 80 octane in 5 or 6 years, and didn't know of any within 100 to 200 miles of here and wanted advice.

He tells me the 100 LL avgas has an acid in it so they can't suggest it, and don't for liability reasons. So, I don't know how to satisfy that memo.

I suppose its like everything we eat, drink or breathe - without fail it's going to kill us eventually.

I better back off for now. May the wind always favor you. Thanks,

Ray Schoning R.R. 2 Box 327 Milford, IA 51351

## Archive Endowed

Dear Skip,

A sincere and hearty thanks to you and the Ercoupe Association for your recent contribution of \$200. to help offset the costs for duplicating those materials loaned by the membership. It most certainly has enabled us to expand the collection and expedite reference requests.

Again, I sincerely appreciate the support and look forward to continually working with you on a most interesting and worthwhile project.

Sincerely,

Paul D. Yon Director Center for Archival Collections  
Bowling Green State University 5th Floor, Jerome Library  
Bowling Green, OH 43403 (419) 372-2411

The Ercoupe Owners Club has an Archive that is located at Bowling Green State University. They have the largest collection of Ercoupe material in the World. This material has been donated to the Archive by EOC members over the years and represents a priceless collection of memorabilia. If you want more information on what is available and the cost for copies then contact Paul at the above address.

## EOC DIRECTORS

Region 1, CT, MA, ME, NH ,NY, RI, VT, DICK MURPHY-'89, 114 Academy St., Malone NY 12593, (518) 483-2486.

Region 2, CANADA, Peter C. Philips-'90, RR#2, Orangeville, Ontario, Canada, L9W 29, (519) 941-4113.

Region 3, OR, WA, AK, Roy Wright-'89, 24490 Skylane Dr., Canby OR 97013, (503) 679-5766.

Region 4, ID, MT, WY, Ruban W. Jodsaas-'90, Box 396, Coldstrip, MT 59323, (406) 748-2217.

Region 5, MN, ND, SD, WI, Bob Dermody-'89, 2215 Kearney Ave., Racine WI 53403, (414) 632-3754.

Region 6, DE, IN, MD, MI, NJ, OH, PA, WV, Jon Hiles-'90 6711 Emerald Ave., Enon OH, 45323, (513) 864-1041

Region 7, CA, NV, Ernie Cuff-'89, 191 Herrington Dr., Auburn, CA 95603, (916) 885-0942.

Region 8, AZ, NM, CO, (Western side of Rockies) UT, JO-AN R.Cooper-'90, 2210 West Cactus Wren Dr. Phoenix AZ, 85021-7727 (602) 995-4177

Region 9, CO,(Eastern side of Rockies) IA, IL, KS, MO, NE, Shirley Brittian-'89, 2070 Hwy 92 No.1 Hillside Estates, Ackworth, IA 50001, (515) 961-6609.

Region 10, DC, KY, NC, TN, VA, Ben Vickrey-'90, Rt. 15 Box 230 Rolling PK., Lexington, NC 27292, (704) 956-6969.

Region 11, AR, LA, OK, TX, Leonard Page-'89, Rt. 1, Belleville, AR72824, 501) 495-2647.

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Renewals are mailed one to two months before your membership expires and each renewal includes a return envelope. I would like to ask that you use this envelope to renew.

## CLASSIFIED

Classified ads are run FREE for current paid up members. Others who wish to place an ad may do so for a fee of \$5.00 to be submitted with the AD

**FOR SALE:** 1965 Alon A 2 Serial #A12. Original paint and interior. Always been hangared. Cessna Navcom radio & Omni. 2005 TT Airframe & engine, 140 hrs. since major. Good tires. Rotating beacon, landing lights. Small ding in right wing tip under wing light, does not effect flying. \$10,000.00. Call 316-662-2820, P.O. Box 421 Hutchinson, Kansas 67504. No collects. Carl Sparkman.

**FOR SALE:** 1958 Forney F-1, N7546C, 1400 TT, Cont. 0200A, 1637 TT, NDH., all logs since Fort Collins, some corrosion. Wings off for inspection. Out of license. \$3500.00. I just don't have time to work on it. W.B. Crist, 4330 Waycross, Houston, TX 77035. 1-800-847-5778 (days), 713-661-6194 (eve's no collect).

**FOR SALE:** 1950 Ercoupe 415E exceptional one of a kind for one who wants the best 900TT 300 SMOH 85 HP cont. metal wings, shielded ing., rudder pedals, cleveland brake conversion, Kenny Co. inst. panel full gerio, narco escott Nav-Com, ELT, complete airtex interior, Beacon, wing lights, inst. light, 25 amp charging system, new wires, breakers, quick drain oil kit, new type engine breather. All work performed professionally by caring A&P mechanic. All modifications with FAA 337s. All AD's complied with plane in dry storage 2 years. Paint faded, spray job would make this Ercoupe second to none. \$9200.00. Mass 508-845-9424, evenings.

**FOR SALE:** 1946 415C Ercoupe s/n 273, NC87100. 85 HP, dual fork nose gear. Newly restored with new lexan windows, interior, fine weave ceconite. Airplane is very original, very light, and very fast. Very extensive restoration with lots of new univar parts. No corrosion. This is a new airplane. \$8700.00. 317-745-5788 evenings 317-230-2718 M-F 7:30-4:30 (Indianapolis). Need the money for my next project. I.A. restored.

**FOR SALE:** 1946 415C- Ercoupe. Ser. #3226. 2800 total hours with 314 hours on 85 HP engine :& prop since overhaul. 4096 Transponder and 720 channel nav-com radio. August, 1988 annual. Emron White w/gold & brown trim. STC'd for Auto Gas (but never used). All A.D.'s are up to



date. Complete logs and maintenance records for the period of ownership plus those given to me upon its purchase in

1975. This aircraft is in excellent condition. 916-666-9218 (collect) for further information. H.M. Collins, 211 Maedell Way, Woodland, CA.

**FOR SALE:** Marvel-Schebler carburetor, reconditioned and yellow tagged, never been used. Model MA 3 SPA, S/N B1-1-14511. Asking \$600.00. Contact C.L. Smigielski, 224 W. Morris St., Lombard, IL 60148.

**FOR SALE:** Two main landing gears. One right and one left complete, as they were when removed from the spar. Wheels and tires in decent shape, Goodyear brakes w/lines, struts etc. One nose fork, single yoke, complete with cylinder and tire. Asking \$300.00 for the whole package. Contact Demo Staver, 1920 Highland Dr., Elm Grove, Wis. 53122 or phone 414-782-6586.

**WANTED TO BUY:** 1966 Alon A-2, must be in A-1 condition, low time or low time SMOH. Full panel including Nav/Com and Transponder. All A.D.'s complied with. Contact Don Barneson, 1326 South 16th St., Manitowoc, Wis. 54220. Phone 414-682-7368.

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**FOR SALE:** 1946 Ercoupe 415D, C-85, 2200 TT, 1030 SMOH, full panel, new (D.G., tires, clev. wheels and brakes, cowlng, air cleaners, mags, harness), Narco mk 12 360 ch. nav. com., removable bucket seats. Price \$6700.00. 313-464-8428.

**FOR SALE:** 415E Ercoupe, 1200 TT AF, 15 SMOH, genave nav/com, rudder pedals, metal wings, bubble windshield, and glass all new. double fork nose - wheel, bucket seats, large baggage. Restored from top to bottom, corrosion proofed. Must sell \$6500 or best offer. 203-438-5203.

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 [ ] \$500,000 / Passenger liability limited to \$100,000. Insurance company \_\_\_\_\_  
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Pilots \_\_\_\_\_ Age Std. Pvt. Coml. Total Coupe Last 90  
 hours hours days  
 1. \_\_\_\_\_ [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] If necessary, use the space  
 below for additional pilots.  
 2. \_\_\_\_\_ [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ]

Is there a lien holder on your Ercoupe? [ ] Yes. [ ] No. Does the mortgagee require a breach of warranty? [ ] Yes. [ ] No.  
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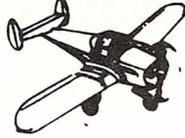
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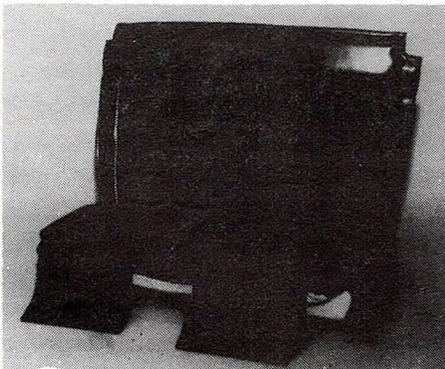
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