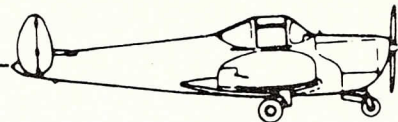


COUPE CAPERS

NEWSLETTER OF THE ERCOUPE OWNERS CLUB



Volume 13. Number 7. December 1984

24 Hour Phone (919) 471-9492

Editor : Skip Carden

AOPA Convention

The AOPA convention is a show that everyone should see. There were lots of displays, programs, seminars, prizes and people. This was my first but you can be sure that it will not be my last.



The AOPA had provided us with a booth which we manned for the whole convention. The exhibit hours were staggered each day but it still required six or more hours a day. It was still a lot of fun because you could be in one place and see the people as they passed your booth and as they were stopping at other booths and exhibits. The booth also provided our members and friends with a place to meet, sit and chat.



The exhibit was more successful than I had hoped for with a lot of membership material being handed out to not only

prospective members but also to those who knew someone that they thought might be interested in the club. It will take a long time to realize the overall benefit but I am sure that we will. Several new members were signed up on the spot. The exposure to over three thousand people was in itself beneficial and will go a long way to establish us. The AOPA went out of their way to see that all of our needs were met and were most gracious to us.



John Baker, President of the AOPA and I met for a discussion of the role that the type clubs can play in helping determine the future of private aviation. He and I share the same view, that we as pilots and aircraft owners are facing a critical period in our history. If we don't come together and take a stand then we are going to be legislated out of the sky. The AOPA is working to see that this doesn't happen and we must support their efforts if we are to survive. They are asking that we provide them with our opinions on matters that are before Congress which will effect aviation, if we are in favor of or if we are not this way they will be able to have a more positive direction to their efforts. Mr. Baker said Congressmen are only interested in numbers and those who represent the most numbers have the greatest chance of winning a favorable decision on pending legislation. I know a lot of you are thinking that all of this doesn't effect you but just like the ELT bill it can come home to haunt you. Also



the AOPA is working to get favorable decisions on new medical proposals which would allow some of you who have lost your medical, to be able to fly again, they are also working to get some type of ARV bill passed. This is only some of the important things that are in the hopper---will you help??

The following are some of the EOC members and friends who came by and signed in; Allen Curtis-Nashville, Robert Deal-Hendersonville, Judge Robert E. Lee-Pulaski, James H. Neblett-Nashville, Dee E. Brune-Sealy Texas, Dick Nale Carlsisle Pa., Fred and Dorothy Weick-Vero Beach Fl. Bill and Candy Brennan-Ill. and several former members stopped by to say hello. We held a meeting of Ercoupe Owners and interested persons and had ten attending. The focus of the meeting was service difficulties and modifications.

BATTERY SALE IN PROGRESS

All American Aircraft, 713 E. Broadway, Louisville KY 40202, 1-800-626-2719 (except KY) is having a Battery Sale. If you are in need of a Battery why not give them a call for a price quote.

NEW SALE PAPER ANNOUNCED

Aero Mart has announced a new classified and display advertising news paper similar to Trade-A-Plane. The main difference is the subscription which is FREE ! to receive it or to place an Ad call 1-800-233-2376 or 1-800-223-4183, in Fla., or write Aero Mart, P.O. Box 51540, Palm Bay Florida 32906.

LITERATURE AVAILABLE

Dear Mr. Carden,

Enclosed please find an Aire-Sciences brochure on the advanced Electronic Course Deviation Indicator (ECDI), which may be of interest to your members. The ECDI has many features not found in the mechanical indicators - features which make flying the VORs simpler.

Among these is a memory to store a second VOR course for instant recall, an instant reciprocal course indication, fail-safe indications to eliminate the possibility of flying a dead needle, and easy-to-read high intensity LED digital course indications. In addition, since there are no moving parts, maintenance is at a minimum and reliability at a maximum.

Enclosed also is a second brochure listing Aire-Sciences' nav/com equipment, including the reliable and economical self-contained units, which offer digital synthesis for low maintenance, plus the bonus of built-in intercom.

Please feel free to use any of the information in the enclosed brochures in your organization's newsletters or other publications.

If any of your member's desire brochures, Aire-Sciences at 216 Passaic Avenue, Fairfield, NJ 07006, would be happy to provide them.

Should you have any questions about these products, feel free to call Jack Knott, Manager, Customer Services, or myself at 201/228-1880.

Sincerely,
Edward B. Moore, President
AIRE-SCIENCES, INC.

HATS AVAILABLE

Dear Skip,

After owning a 1976 Cessna 150 and a 1981 Piper Tomohawk II, I finally have found enjoyment in flying. I now own N99936, a 1946 415-C Coupe, C85-12 engine.

I have it all decked out with new paint, Airtex Interior and KK170B radio. Also my own hat. Should other Coupe owners be interested I can get them custom made. Insignia on American Made hats as shown on attached with either the N number or name. Hats available in Royal Blue, Black, Green, Gold, Red or Navy. The patch will be red on white background unless there is an order for twelve or more and the patch can be made to order in color.

Should anyone want hats they are custom made at \$15.00 each prepaid. Send money order with your order.

Cordially yours,
R.A. (Bob) Bunbar
5027 Whippoorwill Dr.
Kalamazoo, MI 49002

Area News

ARKANSAS PICNIC

We had a Great Time at the Arkansas Picnic. Hope all 112 people that attended feel the same.

Fred and Dorothy were their usual spry, cheerful selves. Mr. Fred bounced back from his surgery better than a much younger man should (so the Doctor's said) and he acted like his usual self.

There were 15 Ercoupes (one was on a trailer) 7 uncoupes and the wasp.

We want to express our sincere thanks to all who put out the effort to come, and it was quite an effort because of the weather.

The Minnesota Wing arrived in a flight of six in Perfect formation—A Beautiful Sight!

We didn't have any worry about transportation to the motel as so many folks drove to get there.

Trophys went to:

Farthest Distance Flown: 1st place—Pete and Jean Phillips, Ontario, Canada; 2nd place—John Baade, Minnesota

Farthest Distance Driven: 1st place—Walt Bacon, Calif.; 2nd place—Bill Divens and Al Klimas, Penn.

This year we gave trophies to the one who brought the most, figured on mileage.

Texas Squadron, Leader: 1st place—Don Stewart; 2nd place—Rod Bennett

National Leader: 1st place—Roger Baglein, Minnesota; 2nd place—John Cost, Ill.

Bill and Delores Fulgham from Van Buren, Or. made a trophy for lowest horsepower. Jay Eulberg won this with her 75 hp Ercoupe.

Archie and Katherine Brixey came on Tue and helped us to get things ready. He took ill and had to go home Sat Morning. Should have a bad luck award!

John Thoms called to wish everyone well. Said he was doing fairly well after his surgery and able to be up some each day.

President Ron Jewett called us from the hospital. He had planned to come till he had to go to hospital (He is a tough one) Fred Shannon called Jay this a.m. (Oct. 2) and she was expecting Ron to be released today. He is still waiting for the new heart. Let's all remember Ron in our prayers. We do appreciate all he has done and continues to do for the club.

Now about the finances: In 1982 we had \$154.62 after out of pocket expenses. In 1983 we had 410.00 over. This has been in a Saving acc. drawing pass back interest. This year the expenses were 346.42 more than we took in. Which leaves roughly 200.00 in the account. I will have to go to the bank for exact amount because of interest.

We got a letter from Tom and Bev Butler with regrets that they couldn't join us but sent a check to help with expenses. Ercoupers Are Lovely People. Our Heartfelt Thanks to All.

Sorry you couldn't be here Skip and all the rest who planned and couldn't

Next year the Picnic will be the last full week end in Sept. Start Planning to join us.

Leonard and Laura

Dear Skip,

The Minnesota Wing just returned home from the Arkansas Picnic. We had six aircraft making the trip. Jack Peterson, Vern Brown, John Baade, Charlie Schultz and his friend, Russ Jensen with his daughter Cathy and myself. The weather could have been a little better, but the warm hospitality shown by the Pages' made up for that. This was my first trip to the Arkansas Picnic and I was very impressed with the beautiful country around there. For those E.O.C. members who have not had the opportunity to attend this fly in, I think it would be well worth your while to put in our next years calendar.

Laura and Leonard do a great job of providing fund, food and facilities for all, its members like the Pages' who make the Ercoupe Club such a nice organization to belong to. I'll close for now but I want to say the Minnesota Wing is looking forward to seeing all its' friends at Carlsbad N.M. if not sooner.

Sincerely,

Roger Baglien
Minn Wing

Hi, Skip!

Thought I'd drop you a note to let you know what is happening in Region #6. The Fly In for October 6-8 was rained out. We had eight people drive in, but only 1 coupe. So we are planning the next one for May '85. More details later. We have set a Fly In dinner schedule for 1985 as follows:

Jan. 5 Bloomington, Ill.
Feb. 2 Alton, Ill.
Mar. 2 Mattoon, Ill.
April 6 Prairie Lake Hunt Club
May 4 Rockford, Ill.
June 1 Paxton, Ill.
Sept. 7 Quincy, Ill.
Oct. 5 Morris, Ill.
Nov. 2 Marion, Ill.
Dec. 7 Decatur, Ill.

These airports all have good restaurants. We will meet at 1:00. Also, if anyone has ideas of any other place they would like to meet at, drop me a line or give me a call.

We also have a new member. His name is Jim Steidinger from Fairbury, Ill. Jim is looking for an Ercoupe to buy. His phone number is (815) 692-2777, business; and (815) 692-3528, home.

Jim Folks tells me his new coupe is really flying great and he is flying the wheels off of it . . . Understand Bill Jones gave his little beauty a new paint job. What's next, Bill? . . . Vern Flanders is coming along on his coupe. Sure is a beauty so far. I'm sure it will be in the winner's circle when he gets it done. I tried to talk him out of going to Florida this winter so he could finish it, but no luck . . . John Jr. and I are in the process of rebuilding his coupe. Should keep us out of trouble for the rest of the winter . . . Sorry we didn't make it to Leonard's Fly In. Weather didn't look too good. And, yes, Leonard 79H is still flying great. Looking forward to Carlsbad next year. K.C.F. SAFELY!

John A. Wright Sr.
Region #6

Fellow Flyer:

Here is the make-up, so far, for our 1985 calendar. I haven't been able to pin point the exact dates as yet; but, as soon as I do, I'll be sure to let you know so that you can prepare your activities schedule.

April — Oshkosh
May — Mosinee per Syd Cohen
June — Sturgeon Bay per Jim Dickelman
July — Bayfield per Skip Allen
August — Portage per Larry Richards
September — Manitowoc per Don Barneson
October — Sylvania per Bob Dermody
November — Open

Just in case anyone wants to sponsor either April, October or November, by my guest. These are three months that can easily be changed to match whatever your desires may be. You make the choice, and it's yours.

Another thing, all the above-listed fly-out sponsors would be of great help if you were to send me the exact date that you prefer. That way, you will get the fly-out when you want it, not when I set the date. Thanks for your help.

Our patch assets still read \$16.87. No change from last month. I still have some on hand for anyone desiring them.

November 18, 1984

Dear Skip:

Before I get too far along with the Newsletter, I recently (Nov. 8th) had a very nice phone conversation with our Executive Secretary, Skip Carden. During our conversation, he informed me that Ron Jewett, our President, has had a very successful heart transplant and that he is doing super! Nicer words could never have come my way. Wisconsin wishes you a total and satisfactory healing process, Ron.

The Fred Weick Scholarship Fund is still being ramrodded by our good friend and fellow Couper, Bob Venn. If you have a child who is college bound, be sure to contact Bob for particulars so that you can submit an application to be considered by the committee. The only way you can get in on the Scholarship Award is to submit your application.

This may seem to be early as heck, but Terry and Diane Shankland of Toledo, Ohio and Vern Brown of Satin Paul, Minn. will be head honchos of the Ercoupe banquet July 30, 1985, at Oshkosh. This event is always held during the EAA Convention. Again, the West Haven Golf Club has been selected for our 7:00 P.M. double feature, Mrs. Fred (Dorothy) Weicks' Birthday and Ercoupe feast-fare. I'll try to remember to remind you of this event during the year in subsequent copies of the Newsletter, so that you can prepare yourself and your calendar.

I have done as thorough a job as possible to find that, as of this writing, there are no new A.D.s on our Coupes. HOORAY!!!

Please, fellows, I really do need your input on our fly-outs. I need ideas! This aged, frail, slap-happy underweight Irishman is running out of ideas. You have all winter (dirty word) to get your thoughts together and hand out some new opinions on what we can do to make things more interesting. I want each of you to feel that every fly-out you attend is worth the time and cost. While on the subject of the Wings' activities, who would volunteer to take over as my right hand? This does not mean that you will get stuck with the Newsletter, just means that when you run into a piece of news that is good reading, pass it on, and I'll take it from there. It would also mean that when I cannot make a fly-out, you'd let me know who did, so that it can make the Newsletter.

As you can see, this Newsletter has been produced on a different machine. I went out and hocked my soul to the company store just so that I could produce something more legible. Sheila Gamble, one of our Coupers, teased that other machine along in such a manner that the darn thing started to believe in itself. I have the feeling that I darn near went to the well too often. The stability and reliability of that ditto machine was starting to become very suspect. I do hope that this proves to be a great deal more satisfactory. Just exhibit a bit of patience while I try to figure out this new-fangled gadget. One of these days, hopefully, I'll surprise the both of us.

I do have some ideas about what I would like to accomplish on this toy, but before I subject you to that type of abuse, I must put in a little practice first.

I do want to take this opportunity to tell you that Ann and I both wish you and your families a very nice Thanksgiving. If you have to travel, PLEASE be as careful as you know how. Watch out for that other joker coming toward you, he may just not be that cautious.

Here's wishing you clear skies and a good tail wind,

Bob Dermody

This has been quite an active flying season for East Texas coupers. Throughout the spring and summer our twin-finned flying machines formed phalanxes in the lines of classic aircraft at local EAA fly-ins. East Texas coupers attended the experimental aircraft shows at Conroe, Crocket, Denton and Kerrville with Gene Taylor's Forney taking the honors for best of show at the Conroe meet. Several of our members were able to attend the EAA and EOC national fly-ins at Oshkosh and Minden. As fall approached and VFR weather became less dependable for extended cross country flights, we attended fly-in picnics closer to home. The weather was so marginal that most of us drove to the annual Arkansas picnic where once again we were treated to the warm hospitality of Leonard and Laura Page. The festivities were emceed by Fred Shannon who awarded the most distance/number attended plaque to the East Texas Squadron. However, the greatest pleasure was at seeing fellow coupers from the far flung corners of the country, who attended despite the weather, and at finding Fred and Dorothy Weick there hale and hardy. The next picnic was hosted by Dee and Jane Brune at their airfield near Sealy, Texas, to which virtually everyone drove since the entire area was traversed by a squall line with embedded thunderstorms. Although we were unable to fly, we enjoyed the fine meal provided by the Brunes and the aviation yarns spun by Leonard Page and Glen Beicker, who kept us entertained late into the night as the rain pounded the tin roof of the hangar.

The streak of rainy weather broke recently into a perfectly clear day with gentle breezes and visibility ranging to twenty miles. We took advantage of the marvelous VFR in order to fly in a formation of five coupes over to Lake Travis west of Austin, Texas for a day of sailing on Steve and Claudette Colwell's sailboat. We plan to finish the East Texas Squadron's flying season with a flight to Wimberly, Texas on December 15th where we will attend the town's annual Christmas tree lighting ceremony. Perhaps next summer we will view the northern lights from Anchorage. Anyone care to join us?

Merry Christmas to all and to all good flying.

Don Stewart
East Texas Squadron Leader

2518 Owens Cross Dr.
Houston, TX 77067

YOUR AIRPLANE STOLEN? HERE'S WHAT TO DO

What would you do if you go out to the airport and discover that your airplane has been stolen? Or that someone has broken into your airplane and stolen the radios?

You should immediately notify the law enforcement agency having jurisdiction at the site of theft, giving all available information. Request that such information be entered into the computer system of the National Crime Information Center (NCIC) of the FBI, and have the law officer taking the report notify the nearest FAA flight service station.

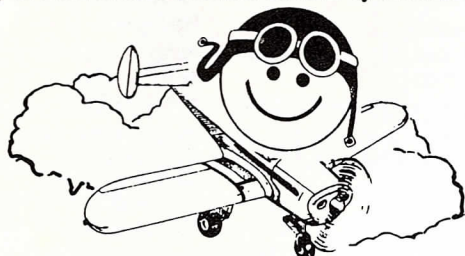
The flight service station, in turn, will issue a nationwide stolen aircraft alert. Please be aware that flight service stations are

prohibited from issuing stolen aircraft alerts based solely on notification of theft by owner. The report must be made by the law enforcement officer handling the case.

Notify the International Aviation Theft Bureau (IATB) by phone: (301) 695-2022, or by telex: 89-3445. Please have all serial numbers and information ready for your report. Collect calls *are* accepted for theft reports.

Notify your insurance company or agent, as appropriate.

A minimum of \$500 will be paid for information leading to the recovery of a stolen aircraft insured by a member of the IATB. And a minimum of \$50 will be paid for information leading to the recovery of *each* unit of avionics insured by an IATB member.



FROM THE EL PRESIDENTE'S COUPE

It sure was a big disappointment not getting to the Arkansas picnic. The Heart Institute and I did not see eye to eye on being gone.

Hope this letter finds Fred and Tom in good health.

Well, the board promised you something new; and here it is. Starting with the 1985 Carlsbad Board meeting:

1. The Board will hear fly-in proposals from the Regional leaders or members concerning a fly-in location to be held two years hence. It does not necessarily have to be in your region, but it would be nice for coupers from around the country to see your area.
2. The Board will rule out those proposals that do not meet minimum requirements for safety and comfort.
3. Those approved will be allowed to be presented and voted on by the general membership.
4. The person presenting the location shall be expected to have reviewed the area as to accommodations, prices, gas available on the field, etc.
5. There will be only one location per year chosen. However, the others can be re-submitted next year.
6. The location chosen dictates who becomes the next Vice President. It would not be practical to choose the Vice President beyond one year.

Bear in mind, this is a new program. The rules are flexible to allow more interested parties to participate. If you have a location and do not feel you want the responsibility of President and Vice President, do the ground work and get someone else to present it and give them your full cooperation during the fly-in.

Ron Jewett
President, E.O.C.

STATISTICS SHOW MOST PILOTS IMPROVE (FLYING SKILLS) WITH AGE

Analyses of pilot accident rates during a recent four-year period show that, on the basis of recent flight time alone, pilot accident rates decrease as flight time increases.

These "exposure" data highlight the principle that the pilot who promotes proficiency and practices accident prevention will move into the higher-exposure cohort and will be at less risk from the accident standpoint.

The observed actual aircraft accident rate begins to rapidly decrease in the 30's cohort age groups, with the trend continuing to decrease past 60. The data show this year after year.

It also points out that "pilots with more total flight time could be expected to exhibit a lower accident rate than pilots with less total flight time."

As the years pass, the safer young pilots, through increasing judgement and experience, become the older pilot cohort and contribute to the outstanding safety record produced by older pilots.

Some pseudo-scientific "epidemiologic" apologists for the incredibly poor flying that accounts for most of the "pilot-error" accidents equate piloting with Russian roulette, that is, the more one flies, the more likely one is to experience an accident.

Nothing could be further from the truth. For example, active instructors as a cohort group fly far more than most other. Instructional flying is characterized by accident rates in the lowest levels.

In addition, corporate and airline pilots fly hundreds of hours each year and regularly produce very low accident rates. These pilots fly with care, utilizing judgement and experience. There are some pilots who fly rarely, as previously noted, producing during each flight a self-induced hazardous adventure. These "low-exposure" pilots comprise a high-risk group for accidents.

As shown, higher chronologic age levels are consistently associated with lower accident rates, because the older pilots' performance reflects the effects of increasing experience and judgement. There are many proficient young pilots, and these become the superb older pilots. There are, unfortunately, pilots in the younger group, who, because of self-induced dangerous flight behavior, will never become members of the older age cohort.

Coming Events

ATTENTION: ALL ERCOUPERS BEAUTIFUL SEDONA, ARIZONA (MAGNIFICENT, AWESOME)

Dates: Saturday, March 16, 1985 and Sunday, March 17, 1985 (St. Patrick's Day Parade)

Starting Location: Sedona, Arizona. Latitude 34° 50.9' North Longitude 111° 47.3' West (coordinates for all you Loran C nuts!) Unicom 122.8, field elevation 4827', length 5135' (the weather is perfect this time of year)

Early Arrivals: Saturday, March 15, 1985 (for those that prefer to party) Stretch's Restaurant (the bar and food are truly Ercoupe) located on the airport

Regular Arrivals: Saturday, March 16, 1985 (for those who can't get out early)

Open Invitation: All Ercoupers (and good folks in general) *good old ear bengind-lie swapping-hangar talk*

Agenda: *Saturday;* fly around the canyons, sight-seeing window shop Sedona and Oak Creek Canyon make plans for the next time. *Saturday evening;* party and dine at Stretch's Restaurant. *Sunday;* formation fly-by of the St. Patrick's Day Parade

Names and Numbers: Sky Ranch Lodge Motel (located on airport)

Airport Road

P.O. Box 1423

Sedona, Arizona 86336

(602) 282-6400

2 double beds, 2 persons, \$28.00 a day

Call for more info (they have it all!) (trans. incl.)

Bring your bathing suit, they have a pool and spa

MORE AIRPORTS WITH AUTO GAS

Autogas Available At The Following:

ALABAMA

Lyons Flying Service
Isbell Field
Ft. Payne, AL 35967

Freedom Field Airport
Slocumb, AL 36375
205/886-3449
Jim Striplin

Madison County Skypark
Huntsville, AL
Harold A. Roman
205/852-9781

CALIFORNIA

Sacramento Aero Services
Natomis Air Park
3901 Airport Rd.
Sacramento, CA 95834

COLORADO

Trans Tech
La Junta Municipal Airport
30267 1st Ave.
La Junta, CO 81050
303/384-8407

CONNECTICUT

Skylark Airpark
Windsor, CT 06095
203/623-8085

FLORIDA

B. C. Aviation
Lake City Municipal Airport
Lake City, FL 32055

Flying "M"
Pilot County Airport
Rt. 5, Box 999X
Brooksville, FL 33512
813/996-2909
Eustis Airport
Eustis, FL

GEORGIA

Moore Aerial Advertising Inc.
Winder Barrow Airport
P. O. Box 1197
Winder, GA 30680
404/867-4626

ILLINOIS

Cook Aviation
Rochelle Municipal Airport
Rochelle, IL
Dave Ingraham
815/562-4617

INDIANA

The Indianapolis/Brookside Airpark
McDordsville, IN 46055
317/564-3323
Jim Call

Delphi Flying Service
Delphi Municipal Airport
Delphi, IN 46923
317/564-3323

Maple City Aviation
LaPorte Airport
2002 S 150 W
LaPorte, IN 43650

Raymond Aviation
Jasper County Airport
Rural Route 3
Rensselaer, IN 47978
219/866-5587

IOWA

Scott's Aerial Service
Jefferson Municipal Airport

Jefferson, IA 50129

Harlan Municipal Airport
Rt. 4
Harlan, IA 51537
712/744-3366
Geennar-Neilsen

Tarltor Aircraft
Perry Municipal Airport
Perry, IA 50220
515/465-3970

KANSAS

Moundridge Municipal Airport
Box 14
Moundridge, KS 67107

Benton Airport
Benton, KS
316/778-1035

Eureka Municipal Airport
Flint Hills Aviation
Rt. 2, Box 77
Eureka, KS 67045
316/583-7732

KENTUCKY

Farrington Airpark
Rt. 3, Box 319
Paducah, KY 42001

LOUISIANA

Concordia Parish Airport
Vidalia, LA 71373
J. W. Stallings

MAINE

Stonington Flying Service
Knox County Airport
Rockland, ME 04841
207/596-6211

Central Maine Airport
Norridgewock, ME

MASSACHUSETTS

Fall River Airport
Fall River, MA 02722
617/675-2921

Sterling Airport
Sterling, MA 01564
617/442-8114

Executive Flyers Aviation
Hanscom Field
Bedford, MA 01730
617/274-7227
Mike Goulian

MICHIGAN

Arnold Field
Croswell, MI 48422
Max Arnold
679-3203

Clio-Vienna Airport
Clio, MI 48420
Bob Swartwood
313/686-0238

MINNESOTA

Madison Aircraft Repair
Dawson-Madison Airport
P. O. Box 190
Madison, MN 56256
612/598-3467
Dennis Zimmer

Benson's Airport
White Bear Lake, MN

MISSISSIPPI

Tylertown-Walthall County Airport
Tylertown, MS 39667
Ray Fellenbaum
Grenada Municipal Airport
Chash Aircraft
P. O. Box 1031
Grenada, MS 38901
601/226-9602

MISSOURI

Myers Airpark
Carthage Airways
Carthage, MO 64836
417/358-3224
Scott Kreutzer
Dickman Aviation
Rolla Downtown Airport
Rolla, MO 65401

NEW JERSEY

Old Man's Airport
Pedricktown, NJ 08067
Thomas Durtz, Jr.

NEW YORK

Granville Airport
P. O. Box 183
Granville, NY 12832
518/642-1380

Ledgeale Airport
Brockport, NY 14420
Wayne J. Mazzarella

Her-Gin Aviation, Inc.
Sky Acres Airport
Millbrook, NY 12545
914/677-5010

Stormville Airport
Stormville, NY 12582

NEBRASKA

Great Plains Air Service, Inc.
6015 Cornhusker Hwy.
Papillion, NE 68046
Kamp Airport, Inc.
Box 275, Irishridge Rd.
Durhamville, NE 13054
315/363-1980
S. Bernard Kamp

NORTH DAKOTA

Hamrey Field
Kindred, ND 58051

Dakota Aviation, Inc.
Municipal Airport
Grafton, ND 58237

OKLAHOMA

Lawson Aircraft
Jones Memorial Airport
P. O. Box 1043
Bristow, OK 74010
918/367-2755
Hilltop Aero Inc.
William Pogue Airport
Sand Springs, OK 74063
918/245-0873

OREGON

Tillamook Flight Center
5005 Hwy. 101 S
Tillamook, OR 97141
Green Heron Aviation
Josephine County Airport
Grants Pass, OR 97523
503/479-7515

SOUTH CAROLINA

Dillon County Airport
Price Flying Service
Rt. 1, Box 82
Dillon, SC 29536
803/774-2636

SOUTH DAKOTA

Black Hills Airport
Spearfish, SD
Dan Curtis
Vermillion Flying Service
Harold Davidson Field
Vermillion, SC 57069
Great Planes Airport
Souix Falls, SD 57101

TEXAS

Hunts Airport (Portland)
Corpus Christi, TX 78403
Rusk County Airport
Henderson, TX 75652
Pud Patterson
Stanton Municipal Airport
Airco International
Stanton, TX 79782
Westside Air Park
9755 Kriewald Rd.
San Antonio, TX 78245
512/674-3938
Tony Crosby
West Texas Airport
12 MI SE of El Paso International
El Paso, TX 79927
915/859-7354
Phil Barrett
Beaman Airport
Houston, TX 77045
713/489-8436
Ned L. Beaman
Olney Municipal Airport
Olney Aerospace Center
Olney, TX 76374
817/564-2938
Jessie R. Womack

UTAH

Vernal Airport
Vernal Aviation, Inc.
Vernal, UT 84078
801/789-8157
Sky Park Airport
Woods Cross, UT 84087
801/298-9453
Ralph Lewis

VERMONT

Middlebury State Airport
Box 5
Middlebury, VT 05740
802/388-7921

WASHINGTON

Pangborn Airport
Wenatchee, WA 98801
509/884-2492
Aero West Flight Center
Clark County Airport
9115 NE 117th Ave.
Vancouver, WA 98662
206/892-5171

WISCONSIN

Rainbow Airport
10010 S 76th St.
Franklin, WI 53132
414/425-1040
Lone Rock Aviation
Tri County Airport
Spring Green, WI 53588
608/585-3385
Langlade County Airport
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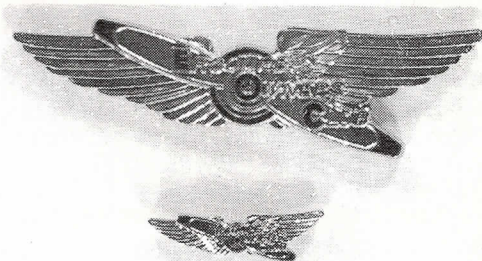
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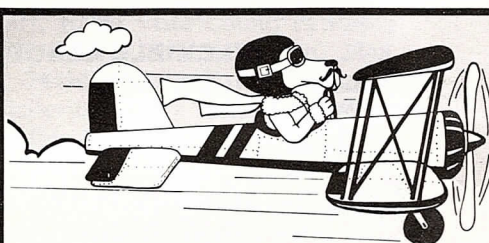
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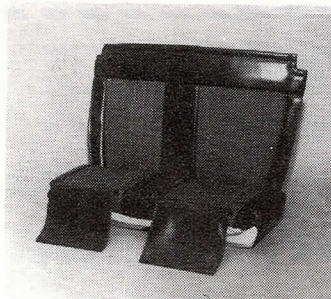
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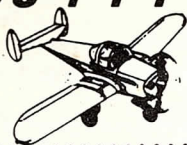
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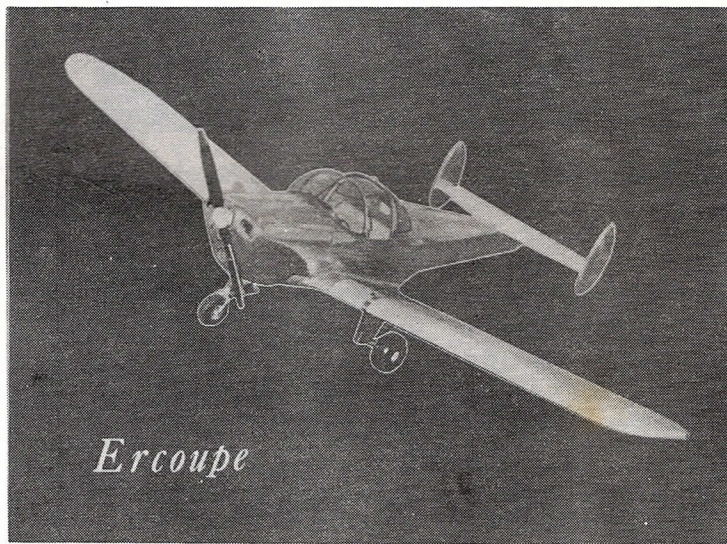
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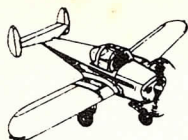
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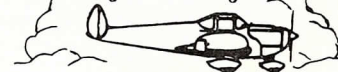
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