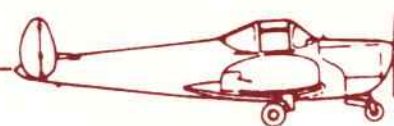


COUPE CAPERS

NEWSLETTER OF THE ERCOUPE OWNERS CLUB



Volume II, Number 4, September 1982

Telephone 919-471-9492

Editor: Skip Carden

The Wisconsin Couper

Fellow Ercouper:

August 15 didn't prove to be one of the better choices as a date to have a fly-out. The overall weather here in the southeast portion of the state was pure plain lousy. I talked to Larry Bonnette and his report was that there were only 2 coupes on the field. I sure do hope that the weathermen can give us better conditions for our fly-out to Manitowoc Sept. 12.

Don Barneson, of Manitowoc, will greet us and direct us to an area that we can tie down at while we are there. Don's EAA group Chapter 383 are having a cook out on the field and we have been invited to partake if we so desire. For those who prefer to use a different menu, there is a restaurant across the street that can be used. Personally, I prefer to chip in on the food that will be readily available on the field rather than to accommodate someone who is not into flying. Either way, I do hope to see as many of you as possible (weather willing).

For those of you who are looking for a real darn good reason to exercise your Coupes, I just received a flyer from Leonard Page of Belleville, Ark. describing the fly-out that he and Laura are having. I'll bring it along with me when I go to Manitowoc so that you can look it over and decide if it will be at all possible for you to go and look things over. If any of you know the Pages, you know darn well that when those two people were made, they threw the pattern away. You will never find two more enjoyable people no matter how long or far that you search. Their fly-out is set for September 24, 25 & 26, on their farm where they have their own strip.

We have lost two very fine members of our flying group to the lucky folks in California. Ken and Pearl Janulewicz are flying their Alon N3061G to San Diego. If you so desire, their new address is: 10129 Dafne Ln., San Diego, CA 92124. I am sure that they will appreciate hearing from you. Our very best to you Ken and Pearl, I hope that you had a very nice and uneventful flight out. Drop me a line and let me know how you made out.

My sincere apologies to Alan Ralston for my not putting in the Newsletter about the trials and tribulations experienced by a very dedicated Couper. Alan and Mrs. Ralston were on vacation in New Zealand at the same time of the fly-out to Loveland. They flew back to the States, Alan hopped into his Coupe and headed for Loveland. At Kearney, Neb. he lost his oil sump and had to stop for repairs. Instead of waiting, Alan hopped on a Commercial for Denver, got a car and made it in time to join the festivities at Loveland. On his way home, he had to stop at Kearney to pick up his Coupe, and got back home in time to go to work. I am sorry that I

didn't check back with Alan to see if everything finally fell into place for him. I sure do hope so.

Don't forget - - weather willing, I hope to see the airfield at Manitowoc crawling with Ercoupes, Forneys, Alons or Mooneys. The radio frequency at Manitowoc is 122.8. VOR 111.0 is on the field, a real good Nav-aid. Sept. 12 is the date. See you there.

Maintenance Tip:

If any of you are experiencing weird reactions where use of the trim tab is being made, check the wire that comes through the shield at the end of your tail cone. It could be broken. Mine was and it had to be replaced. Not a very expensive repair job but, that trim tab sure is a handy gadget to have working right.

A suggestion for next year:

Vern Brown of Minn. asked me about the possibility of having a combined flight next year having us and his group from Minn. getting together somewhere near the Mississippi (half way) and having some fun. Let me know how you feel about the whole thing. If you approve, I'll work something out with him over the winter months for about July or August. Please don't hesitate to let me know your opinion of this arrangement. Could be that it may turn out to be real nice.

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

Bob Dermody

REGION 9 Virginia Wing

First, my apologies for being late!

Being on the go; catching up on my workload and getting a neglected yard and house back to acceptable standards has taken its toll on available time.

Since the last Coupe Chatter I attended the National EOC Fly-In at Loveland, Colorado.

Left N272 in Roanoke, took advantage of the low rates and excellent connections provided by United Airlines from Dulles Airport.

Had a fine time there and as usual this group of Ercoupe devotees provided many hours of "coupe" talk and flying tales.

Skip, Fred Weick, Leonard Page (WASP), Carl Hall, Roy Wright and many other dignitaries and characters were present. All contributed to the festive atmosphere.

The only other Virginia "couper" I saw was Walter Rettig (Richmond), and I don't think we should count him! He had left Richmond flying his "coupe" back to Idaho as his wife and daughter followed in land-type vehicles. Seems we southern folk presented too much challenge for him and he returned "from whence he came" a year or so ago. Seriously, we will miss Walter--I was counting on him for help since he had been a "coupe" wing leader in Idaho.

I also attended the EAA convention at Oshkosh.

Left Roanoke in solid IFR Friday the 30th with Bob Brammer in his Lake Amphibian. Bob has a shiny new instrument ticket and we got quite a bit of use out of it on into Ohio. We left at noon, Friday and after two stops for fuel and going about 100 miles over Lake Michigan, we arrived at Wittman Field, Oshkosh, at approximately 7:30 p.m. central time.

Believe me, if you haven't had an opportunity to fly to this event on either Friday, Saturday or Sunday at the beginning of this EAA Convention, you are missing the thrill (?) of a lifetime. Undoubtedly, those of us who have ventured into this bit of madness will spend several hours at a future fly-in telling about it over-and-over again.

Incidentally, we can feel even more proud of our "coupes." The Lake (LA-4) burned about \$400 worth of 100LL; cruised about 100-105 mph; has a rate of climb comparable to an overloaded Sherman Tank. We could have carried the same passenger load (2) and the limited luggage on board in any "coupe" and the time en route would be approximately the same; the fuel bill less than half.

I did enjoy the trip even though we departed Tuesday since weather briefings indicated that another day would bring poor weather and perhaps delay our return several more days.

Again I saw only one other Virginia "couper," Hiram Martin from Lynchburg. He came up with 5 other area flyers in a Cherokee 6 and seemed to be having a fine time.

Down to news about our group, starting with,

Hiram Martin sold his "coupe" to J.C. Garst of Roanoke. J.C. is a Chiopractor and has had experience in several types of aircraft. After rides in my "coupe" and Bob Conlon's, and after checking out Hiram's, he found the money for the purchase. We now have 3 "coupes" in Roanoke.

If we keep this up, we can crank up our Roanoke "coupes" and taxi to one of the hangers here and have a one and only Taxi-In.

I heard that J.C. headed for Oshkosh and since his "coupe" is not tied down beside mine, he must be there.

Bob Conlon and his partner, Ramsey Henderson, got with several others and I'm sure he was at the great EAA event even though I did not see him.

I received a nice donation from Bill McMann (Danville) which will enable me to get out several more issues of this newsletter.

Bill and the other names I've mentioned in past issues have each gone far above the \$2 I suggested. Even though I haven't heard from all of you, I have received enough to pay the postage cost for quite a few future issues.

Thanks for your financial support. Now if I can only get you to send some news. You can tell from this rambling that I seem to be practicing for an elementary writing course.

With this issue, I am entering a picture of my "coupe" and would like your reaction.

If you like the idea, send me a color or black and white photograph of your "coupe" along with its description: color, engine HP, radios, where based, etc.

We are all proud of our "coupes" so let's show the others why we are proud by featuring a "coup" in each issue of Coupe Chatter.

It's not much advance notice but I want to fly somewhere. Thought I would fly up to Harrisonburg (Shenandoah Valley) Sunday, August 22 (Bad weather date - - August 29).

If any of you can make it, between 9 a.m. and 12

noon, meet me there. It'll be a mini fly-in and we can formulate plans for an October biggie!

Come on fellows! Let me know if you can make it --post cards don't cost much; and phone calls aren't all that expensive. **THINK & PLAN & COME TO Shenandoah Valley Airport, Sunday, August 22, between 9 a.m. and 12 noon.**

FOR SALE: So far as I know, all aircraft listed in previous issues of Coupe Chatter are still for sale. If you find an interested party, please contact me or the owner.

REMEMBER, YOUR IDEAS ARE IMPORTANT TO ALL COUPERS LET ME HEAR FROM YOU SO THE INFORMATION CAN BE SHARED.

Carter Bradley

4818 Norwood Street, SW

Roanoke, VA 24018

(703) 774-4829 after 6 p.m.

SOME SEMI-INTERESTING ERCOUPE FACTS

Ercoupes make up 1½% of the General Aviation Fleet.

If all the Ercoupes flew past a given point in close formation (three abreast in V's with 100 feet from tail to nose) they would take only 16 minutes to pass in review.

(Editor's note: But wouldn't it be a pretty sight!)

Chuck Ferris

13264 Tripolie Ave., Sylmar, CA 91342

HARD LUCK STORY

On the afternoon of July 1, the weather finally cleared enough to leave for Vancouver and the Gorge. No problems until Ontario, Oregon, where the oil pressure went away. After landing, we found a cracked sump. A day later the oil was cleaned from the fuselage and the sump repaired (\$127). Off again, stopping in Tremonton, Utah. Lots of oil still being consumed or leaked. Overnite under the wing with the mosquitos. In the early morning we passed Ogden and through the pass to Rock Springs for fuel and coffee. We heard about a couper who had gone down the previous day. Off from Rock Springs at 10:00, it was 85 degrees and the old Coupe was having a hard time climbing. We made it to 7900 feet when the oil temperature began going out of sight. Throttling back helped cool the oil, but caused some loss of altitude. Eventually we descended to about 7500 AGLI. We were clearing the hills alright until the 30 knot plus tailwind spilling over a hill next to the cut we were going through started to push the ground up at us. I flared and landed with no damage but while taxiing up on the road, the left wing made contact with a road edge marker, denting the wing tip bow and tearing the fabric on the underside of the wing. After paying a mechanic to drive the 62 miles from Laramie to inspect the airplane, the FAA GADO officer would not issue a ferry permit until Tuesday (Holiday, you know). So, with the assistance of a local pilot deputy Rod Johnson and two highway patrolmen, we pulled the wings off and loaded it on a borrowed trailer with the help of trucker who stopped at the officers' behest. With a police escort we proceeded to Elk Mountain. The next day, we drove to Ft. Collins for the Fly-in. It was a great get together. Lots of show-shape coupes. Folks from S.E. Canada to Florida to

Texas to California to - ---Well, Us! About 300 folks attended the Banquet, I'd guess. Fred Weick was there. Grand old boy. We had the pleasure of meeting President, Carl Hall and enjoyed seeing many old friends. The trip suddenly was worth all the trouble.

Back to Elk Mountain, we moved the wing to Saratoga for repairs. The next day the whole Coupe was moved there (\$81.50). A week later, the Coupe was ready for a test. Honest, it's true (\$906) We're off toward home and the cool dense air when at Ontario, Oregon we again lose oil pressure. Stay with me folks - - the FBO checks the compression and finds the holes to read 87, 87, 10 and 0. Oh, well. A few phone calls finds an A&P who is willing to work on my trust?? 85, so while the folks at Ontario are out to lunch we depart for Caldwell, Idaho. Just a few miles down the road. We were introduced to Lee and Monte Cox of Lee's Aero and Sky Supply. The Barrels were pulled and found to be OK, but the pistons and rings had had it. No problem on pistons, Monte says, I've got 2000 of them! The next day all their pistons had been checked and no .015 over C-85 pistons were to be found so we had some used ones flown in from Port Orchard, Washington. I put it together the following day with the help of another A&P, since Lee had to go to New Mexico to pick up a race plane. It ran fine, so the following morning we headed home. No problem. When we got home we found out our Mooney had been bent up in Montana to the tune of \$10,000. Other than that, no problems!

Bob Packett

ERCOUPERS AT OSHKOSH

A first visit to Oshkosh certainly has an air of magic to it, and that's what it was for me. Carl had been several times, but not I.

We arrived the Wednesday before and there already were over 3000 campers registered! Jim Jackson arrived the Monday before in the morning and was camper number 2031. He called me Tuesday and we left home early to help save space. It was great fun to watch Oshkosh unfold and come to life as campers arrived and show planes started to fill the parking areas. We had 22 states and 2 provinces of Canada represented by Coupers.

There were 103 people attending the Ercoupe Banquet on Tues. evening. The Westhaven Golf Club is really a nice place and the staff was very good. The meal was family style with bowls of food passed as often as you wished. No one left hungry. Fred and Dorothy Weick were a delight and real troupers as we had to remove our shoes and socks and hike part way into the campground after the banquet, as a storm that came through had created a flash flood and the water was ankle deep at that time. There was some plane damage also, but as I write this I'm unaware of any Ercoupes being involved.

We were sad to witness the crash and death of one of our fellow Michiganders, Rick Demond of Whitmore Lake, Mi. He kept his Corbin Baby Ace at Hyne Field, Brighton where we bought our Coupe and we saw him quite often at Maple Grove in Fowlerville. His wife who also is a pilot had flown their Stinson to Oshkosh and he the Baby Ace. His two child-

ren were also there. Our sympathies to all three families involved.

On a lighter note, the camping area was a busy bustle of people in and out all week. We had 115 people stop by to sign our register.

The Ercoupe was well represented with many very nice Coupes in the Classic and camping areas. Barry, Jan and Denny Daniels and their N94845 will be featured in an upcoming issue of Plane and Pilot magazine so be on the lookout for that. It sports a unique paint job that is the result of 7½ months work.

Leonard Page was there with the Wasp and brought friend Bill Goodson in the jump seat. He sure is a lot of fun and a good source of information as are most all of the people we talked to that were camped there. Also in the campground was Father Rowland who participated in the Mass Sunday and worked the flight line as well as other duties. Jim Jackson put a LOT of time and work in everyday keeping things running smoothly. We all appreciate his effort. John and Rita Wright flew in for the Banquet and we sure enjoyed meeting them. (First time I'd met her). I'd like to thank Pete Sheppard's wife Lorraine for all the help at the Banquet. They had JUST arrived after a flight that required them to put down five times because of weather and I put her right to work. We also enjoyed meeting our Canadian friends and hope to see them at lots of Ercoupe bashes in the future. One couple, Pat and Jim Seale flew 14 hours in three days to be there and were real good about helping out in the campground. Both are pilots. I feel real unaccomplished next to all these wives who are getting their tickets, but to tell you the truth, except for Pinchitters courses I've taken, I'm happy being a passenger!

We missed you Skip and were sorry Carl Hall couldn't make it. Enclosed is a list of those who were either camped or dropped by the campground if you wish to include it. We gave out a lot of applications to the National EOC as people asked for them. KCF,

Sincerely,
Maxine Teachout
Michigan EOC Region 8

Those present included: Mike Abrahams, Jim Allison, Morris Barret, III, George & Gloria Breeden, Kathryn & Archie Brixey, Ed Burkhead, George Brown, Charles & Pat Branagh, Vern & Claudia Brown, Carter Bradley, Dee E. Brune, Bus Bell, T.W. Baade, Bill Carr, John Clark, Charles A. Darnell, Ann & Bob Dermody, Ward Delano and son, Brett, Andy & Frances DeHaan, Frank Daln, Craig C. Darnell, Barry, Jan & Denny Daniels, Wayne Disse, Dave Elrick, Burt Ellgaard, Fran & Maxine Eisner, Bud Erickson, Jim Fohr & Judy Beckstrom, Bob Fohr, Sr., Vern Flanders, Joe Falkenstein, Rick Fink, Jim Folks, Fritz & Hickey Grise, Stan & Ann Grapp, Stanley Gerlack, Bill Goodson, George & JoAnn Gallaspy, Jon Hiles, Jody Higgins, Jim Jackson, Edward Jozwial, Robert Kittslar, Gene, Mary & Tom Keller, Jim Laird & son, Bill, Steve Lutz, Joe Linzalone, Art LeBlanc, Hiram Martin, Bonita & Grady Malone, Mr. & Mrs. Don Matthews, Willard & Betty Mosley, Edward McLaughlin, D.J. Nieuwboer, Tom Osborne, Delores & Kay Palmer, Parnell LaLonde, Dan Peterson, Leonard Page, Peter & Jean Phillips, Bud Pearl, George Ranks, Don Rowe, Father Tom Rowland, Scott Reaser, Dick & Brian Reilly, John Retman, Stan Sessler, Charlie Schrey & friend, Harvie Staple-

ton, Joe Schattschneider, Nelson Shunk, Dennis Sparr, Bill Stilley, Wayne Short, Jim & Pat Seale, Mickey & Ray Schoning, Leo & Alice Schuler, William Sponholtz, Pete & Lorraine Sheppard, Chuck & Betty Schultz, Carl, Maxine & Jessica Teachout, Chuck, Marge & Gregory Teachout, Norman Turnquist, Tom Tyson, Terry Thanplock, Ann & Bob Venn, John Vanderwerp, Ted Voorhees, John & Rita Wright, John Wright, Jr., Bob & Jay Winkie, Bud Wilkinson, Fred & Dorothy Weick, Ron Zech.



Enclosed are two photographs I took in Scotland. I thought that perhaps our membership would like to see how fly-ins are advertised and conducted overseas.

KCF,
Joe B. McCawley

Our Sympathy to the Family and Friends
of our Departed Fellow Members

HARLEY "KAY" PALMER
August 23, 1982

■ ■ ■ ■

CHARLES GORDON
August 24, 1982

ERCOUPE ACCIDENTS

An Ercoupe 415C, N99987, owned and piloted by Kenneth Kessler of Largo, Florida, was involved in an accident on August 16, 1982 at 1815Z at the St. Petersburg Airport in Florida. After take off the engine began running rough and the tower cleared the aircraft to land down wind on runway 9. The aircraft landed hard with substantial damage but no injuries to the pilot or his passenger. The St. Petersburg FAA office is investigating.

An Alon A-2 aircraft, N5637F, owned and piloted by Terry Roberts of Dallas, Texas, was involved in an accident on July 24, 1982 at Poyer, Arkansas. When the aircraft got low on fuel the pilot made a precautionary landing which resulted in substantial damage but no injuries to the pilot or his passenger. The Little Rock FAA office is investigating.

An Ercoupe 415C, N3247H, owned and piloted by W.J. Gras of Zeeland, Michigan was one passenger was substantially damaged at Agnew, Michigan on July 26, 1982 at

1446Z. The pilot encountered fog and landed the airplane in Lake Michigan. There were minor injuries to both occupants. FAA's Grand Rapids office is investigating.

An Ercoupe, Model 415C, N33664, owned by Don Pussiere of Gardner, Massachusetts and piloted by Henry Vacharewicz also of Gardner was involved in an accident at Templeton, Massachusetts on August 16, 1982 at 1415Z. The aircraft was on a local flight from Gardner Airport when the engine quit and the aircraft was landed in an open field causing substantial damage to the aircraft but no injuries to the pilot and his passenger. The Westfield, Massachusetts, FAA office is investigating.

An Ercoupe, N3728H, owned by Charles Gordon of Dryden, Maine, was involved in a fatal accident on August 24, 1982 at 2255Z at Carthage, Maine. After a power failure the aircraft hit some trees with substantial damage to the aircraft and fatal injuries to the pilot, Charles Gordon, and his passenger. The Portland, Maine, FAA office is investigating.

An Ercoupe, no model given, N2928H, was involved in a fatal accident on August 23, 1982 at 2010 Eastern Standard Time at a private landing strip at Athens, Michigan. We have no names of the pilot or his passenger but the pilot was killed and the passenger seriously injured when the Ercoupe hit a power line. The South Bend FAA office is investigating.

Coming Events

ANNUAL ARK. PICNIC

Sept. 24-26

Fred & Dorothy Weick — Honored Guests

Located halfway between Fort Smith and Little Rock on U 74 at Danil intersection. Cedar Creek Ranch. Page Strip is 3 miles east. Both sod and private. Land at your own risk or land at Russellville. APAI on the field (Page) 80 Octane. Distance awards for drive in and fly in. All meals free on the field. Happy Hour, live music. If you have sleeping bags, bring them. We have beds in house, cots in garage, campers, travel trailer, motor home, etc.

The crew came this morning to build a 36 x 100 hangar, so we will have a central information and meeting place right by airplane parking.

Best Western Motel at Dardanelle 501-229-4118. Mention E.O.C. for 20% discount.

We enjoyed a ten day trip to Kansas and Colo. visiting friends and relatives, also the National. Good to see you all again. Ercoupers are the Best.

Aero Salvage will be here with a truck load of small engines and a truck load of "goodies." Everything from propellers to tail wheels. Leonard & Laura Page, Belleville, Ark. 72824 (501) 495-2647. ARKANSAS PICNIC

DOWN EAST FLY-IN

All Coupes are invited to a Down East Fly-In. The Carteret County Pilots Association has invited the Ercoupe Club to be their guest on October 8-10, 1982. The Fly-In will be held at the Morehead Beaufort Airport at Beaufort, N.C. which is located on the North Carolina Coast. There will be free transportation, lots to see and do and a Fish Fry on Saturday night at the Airport. This is a great time to visit the Carolina Coast. There are many great seafood restaurants and

eating places. Beaufort is a historic area and there are bus tours and walking tours. For the hearty there is deep sea fishing from the area. The Captain Stacy party boat goes over 80 miles out and even has electric reels, prices are about \$40.00 a person for the day. The ladies will enjoy the many fine shops and stores. For more information contact Skip at P.O. Box 15058, Durham, N.C. 27704. Or Call (919) 471-9492. **BRING YOUR OWN TIE DOWNS.** 80 Oct. on the field.

For Sale

FOR SALE AND WANT ADS are placed free of charge to any current member of the Ercoupe Owners Club. Ads are run as received and those received after the 15th of the month will be held until the next publication. If you want to repeat your ad, then you must re-submit it for publication before the 15th. We accept no responsibility for any errors in ads other than to re-print it the following month. Non-members may place ads for a \$5.00 service charge per ad.



N1LL-1956 Forney, No. 5610, 831 TTAE, 422 SMOH, Compression 75 across board, red on white imron paint. Last four years, two time National Grand Champion Forney, two time Reserve Champion Forney, consistent Award winner elsewhere. All metal, large oil access door, Escort 110, E.L.T., electric compass, fork nose gear, Cleveland brakes, Belleville springs, bubble windshield, three piece canopy, bucket seats, large baggage compartment, retractable landing light, very good rubber. This aircraft has always been hangared and received the best of care. \$8,000.00. Jack Trnovec, Illinois, 815-568-6123. Rudder kit and extra gyro horizon included.

1946 Ercoupe 415C. N3460H, 190 SMOH, March Annual. Asking \$6500. IFR Panel, Metal wings, Boat seats. Beautiful Blue & White Emron Paint job. Well maintained. Call Milt Farrow (800) 327-2811; in Florida (800) 432-2753, Ext. 562.

Ercoupe, 1947, 415CD, Ser. 4127, 2012 T.T., new ceconite, bubble windshield, otherwise original, very clean. \$5500.00. J. Parks, 1 Lawrence Ave., Postdam, N.Y. 13676 (315) 265-9446.

I have parts for sale from the fuselage, left wing, and empanage of a 415D which crashed on takeoff at Kissimmee about 2

years ago. Right wing was demolished. (Engine is reportedly still at Teledyne). Has good gear parts, some instruments, 1 good rudder, linkages, etc. Dr. David E. Flinchbaugh, 4855 Big Oaks Lane, Orlando, Fl. 32806 (305) 859-4855.

I have two restored classic automobiles and would trade one, or both, for a nice low-time Ercoupe. The automobiles are: 1953 Chevy 2-dr sedan, and a 1951 Ford F-1 pickup. Both are in excellent condition. Contact Max Lee at 616-854-1610 after 5:30 p.m. Michigan time.

No. Calif. 1946 Ercoupe 415-D with C90 120 hrs. S.M.O.H. Nav-Com. w/Omni, only \$6,500 or trade for V.W. Camper. Gary L. Kemp, (707) 523-3737 (evenings) or (707) 545-9014 (days.)

Excellent condition - 1946 Ercoupe 415-C, 85 HP, May annual - 450 since major, new plugs, bindex mags, tires, windshields and Airtex interior. Also Narco 110, strobe lite, red/white polyurethane paint 1 yr. old. Kenny wheel pants and extras. All AD's complete. \$6300.00. Also Ercoupe 415-C for parts, brakes, wheels, fuselage and misc. with log book. 216-467-4673 - no collect calls.

Mooney 1960 M20A Metal Tail, 560 SCMOH-Chrome, dual nav com, glideslope, transponder, ELT, EGT, Strobes, new tires, battery, brakes, July 1982 annual, fast-economical, always hangared \$14,500.00. Want all metal Aircoupe 90 HP + in trade, flexible. Ray Bocanegra, P.O. Box 327, Bishop, CA 93514.

1959 Forney Aircoupe Cont 90 900TTAE, Clev. Wheels, Escort 110, Bubble windshield, June annual, SN5690, all reasonable offers considered. Jerry Lanni, 703-471-4419.

Vinyl covered nylon cabin cover (orange), \$40.00; 1 Oleostrut for Hayes gear (rebuilt-complete), \$40.00; set of rubber doughnuts for Hayes gear, \$5.00; 9 brake shoes for Hayes gear, \$20.00; 1 C-85 Air Filter (never used), \$20.00; 1 fuel pump C-85 (disassembled), \$5.00; 2 Heim rod end bearings, \$5.00. Phillip J. Pfeil, 313-529-2556.

Escort 110 radio solid state 90 channel NAV/COM shared receivers. Works great \$500.00. Gary Dallugge (N3040G) phone 213-343-4321 days or 805-497-2136 nights.

Cont. C-75-12 (can be conv. to 85 with carb., prop, dip-stick changes) complete with logs. Every item in engine yellow tagged (i.e., cam, camshaft gear, each cyl, case, etc.) eng alodized instead of painted black. Rebuilt, cert. & Y tag. carb., all accessories included. Fresh from aircraft eng. shop. Rebuilt generator, starter. Eisman mags (working when removed). Eng. complete but you'll need new .015 oversize pistons and rings to put it together and have a zero time certified Ercoupe eng. Also have a McCauley Met-L-Prop that is orig. cond. and is a 7150 (cruise prop C-85), and complete exhaust system (stacks, carb & cabin heat muffs, muffler, all new). Offered to Coupe owners as complete package only for \$3,100 firm. Call Skip Barfield (404) 323-5405 days, 322-1871 nights.

1966 Alon A2-Air Coupe Continental 90 hp motor, 1990 total time 250 since top o.h. Ado-Air Radio—King Transponder, \$8,000 with June Annual. Wm. Harter, Rt. 6, Box 297, New Castle, Ind. 47362, (317) 722-6732.

Aircoupe N3007G-1959 Forney 1950TT, 3503SMOH, 90 HP, compression 76-78, factory rudder peddles, polished prop and 150 spinner, forked nose gear, kenney wheel fairings, cleveland brakes, bubble windshield, landing light in wing, oil access door, metal wings, escort 110, custom interior with bucket seats, sunshade, ELT, artificial horizon, cyl head temp, etc. Original restoration by Wayne Olson, nice paint (white, yellow, brown). No damage and well worth our asking price of \$7,500.00, have all logs and manuals. Peter Leffe, 1248 14th Street, Santa Monica, CA 90404 (213) 762-0600, days and (213) 394-2974 evenings. Will deliver anywhere. To a good home only!

1959 Forney 2100 TT - 800 STOH 90 HP, asking \$6,500.00, Bill March, P.O. Box 625, Media, Pa. 19063, 215-565-3950.

1946 D 0200 engine, 150 hrs. since O time. Two electric pumps - razorback wings, paint not imron but MR - cleveland wheels and brakes - wiring completely as per 150 schematic - 9 cu. ft. baggage, all new tinted glass, large rear windows and bubble windshield, new panel and instruments, all new interior, wing tip strobe - rb-new nose strut, kenney wheel fairings, Escort 110, Narco ELT - \$9,000.00. William Asevic, Prospect, CT. (work) 264-5858, (Home) 203-758-6342.

WANTED

For 1946 Ercoupe - Engine mount, complete nose wheel assembly, McCauly Prop, and Carb intake manifold for C-75-85 engine. Frank Lamson, 156 Hall Hill Rd., Somers, CT. 06071, phone 203-749-8791.

Information or pearls of wisdom on a Continental 0-200 engine conversion. Mike Murphy, 133 Johnson Drive, Castle Rock, CO 80104.

A set of wheel skirts or pants for my 1965 Alon N5488E. Bill Elliott, 1511 Mission Way, Nogales, AZ 85621. Phone 602-287-8676.

Pair of Goodyear brake calipers to fit Ercoupe SN 813 up. Write J.R. Bruner, Rt. 1, Box 144, Mardela Springs, MD. 21837.



NEW ITEM

Mixture Monitor EGT

*2 yr/1000 hr. guarantee

*Instant Temperature Readout

List...\$169.95

CLUB PRICE -----\$119.95

FLIGHT-STROBE

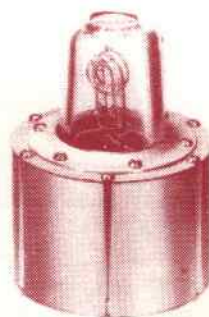
Fully FAA PMA'd

1 year or 500 hr. guarantee

Highest light output available

List...\$169.95

CLUB PRICE -----\$119.95



STAINLESS HARDWARE

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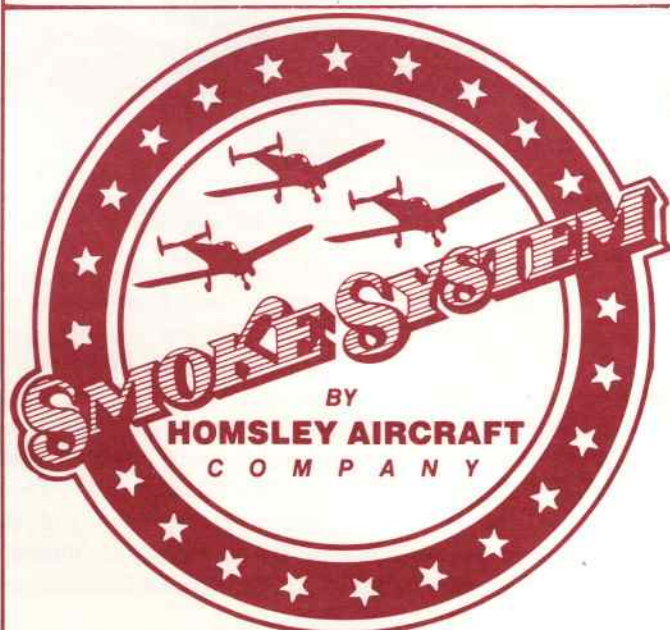
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