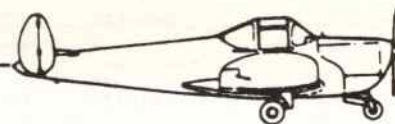


# COUPE CAPERS

NEWSLETTER OF THE ERCOUCPE OWNERS CLUB



Volume II, Number 5, October 1982

Telephone 919-471-9492

Editor: Skip Carden

While I was at the National Fly-In I asked Ken Heath if he could help me obtain a list of STC's for the Coupe. He was kind enough to get the following list for us. This list is for those STC's that are available or for sale and does not include one time approvals or STC's that the owners did not want to sell. Thanks to Ken for a job well done! Beginning with this issue we will print the STC's for the ERCOUCPE.

Aircraft Make Model & TC number	STC NO.	Description	RG	STC Code	STC Holder
415; 718, 787	SA1008WE	Poly-Fiber covering of left and right-hand aileron. Amended 2/1/67.	WE	75250	Stits Aircraft Corporation Box 3084 Riverside, CA 92502
F-1, F-1A; T.C. 767, 787	SA1177WE	WECO carburetor temperature monitor.	WE	86550	Richard P. Winnen 21318 Grace Av Torrance, CA 90510
415C; T.C. 767, 718	SA1350WE	Replace existing fabric on wings, fuselage, empennage, and/or control surfaces with fiberglass cloth. Reissued 3/6/69.	WE	20250	Ceconite, Inc. 4677 Worth Street Los Angeles, CA 90063
415-C, 415-CD, -D, -E, -G, G-1, F-1A; T.C. 767, 718, 787	SA1315WE	Installation of Tri-Star Corp. mixture monitor (exhaust gas temperature probe and gage). Amended 12/10/81.	RM	79760	Tri-Star Corporation 730 Independent Avenue Grand Junction, CO 81501
415-C, -CD, A-2, A-2A, 415D, E, G, F-1, -1A, M10; T.C. 767, 718, 787	SA308EA	Installation of A.R.P. Industries, Inc. carburetor ice detection system 105AP in single and twin engine aircraft and single engine helicopters powered by Continental, Franklin, and Lycoming type engines equipped with Marvel-Schebler MA-2, MA-3, MA-3SPA, MA-4, MA-4-5, MA-6, and MA-6 series carburetors. Amended 11/20/78.	EA	65332	Alfred R. Puccinelli DER 1-145 36 Bay Drive East Huntington, L.I., NY 11743
415-C, -CD, A-2, A-2A, 415D, E, G, F-1, -1A, M10; T.C. 767, 718, 787	SA489EA	Installation of A.R.P. Industries, Inc. carburetor ice detection system 107AF-12 or 107AF-24 in single and twin engine aircraft and single engine helicopters powered by Continental, Franklin, and Lycoming type engines equipped with Marvel-Schebler MA-2, MA-3, MA-3SPA, MA-4, MA-4-5, MA-6 and MA-6 series carburetors. Amended 11/30/78.	EA	65332	Alfred R. Puccinelli DER 1-145 36 Bay Drive East Huntington, L.I., NY 11743
415 Series; T.C. 718, 787	SA1-78	Metal skin replacement on wing surfaces.	EA	78624	George Townson P.O. Box 541 Yorktown, PA 19046
415 Series; T.C. 718, 787	SA1-208	Two 4595 100-watt General Electric sealed beam landing lights in nose cowling.	EA	08440	Air Service, Inc. P.O. Box 199 New Castle, DE 19720
415 Series; T.C. 718, 787	SA1-336	Continental C-90-14F engine and McCauley 1890-CM7152 propeller.	EA	84925	Richard W. Keitley Skyport, P.O. Box 1229 Harrisburg, PA 17105
415 Series; T.C. 718, 787	SA3-19	Steel tube and aluminum covered hatch doors fabricated with plexiglass windows.	GI	01865	Aerodyne Products 2004 South 29th Street Milwaukee, WI 53202
415 Series; T.C. 718, 787	SA3-342	Metal 0.020-inch 20 24 ST 3 or 20 24 ST 4 alclad aluminum.	CE	60174	John J. Morelli Route 6, Box 428 Parkville, MO
415 Series; T.C. 718, 787	SA3-512	Aluminum alloy skin.	GI	28565	Robert B. Dale 30030 Minglewood Lane Farmington, MI 48024
415 Series; T.C. 718, 787	SA3-598	Metal 0.020 24ST aluminum on wings.	GI	86202	Harvey A. Williams 1446 North Lockwood Avenue Chicago, IL 60607
415 Series; T.C. 787	SA4-73	Metal skins 0.020 24ST and/or 75ST aluminum alloy.	WE	29160	Vern Dell Aircraft Metal Work Co. P.O. Box 42 Chula Vista, CA 92010

415 Series; T.C. 718, 787	SA4-139	Glass cloth over old fabric.	WE 85720	Whitehall Pacific Aviation, Inc. P.O. Box 31174 Ventura, CA 93001
415 Series; T.C. 718, 787	SA4-179	Fabric covering replaced with metal 0.020 24ST and/or 75ST aluminum alloy covering.	WE 29160	Vern Dell Aircraft Metal Work Co. P.O. Box 42 Chula Vista, CA 92010
415 Series; T.C. 718, 787	SA4-285	BN-1 propeller spinner.	WE 75252	Raymond M. Stits 3665 Bloomington Boulevard Riverside, CA 92502
415 Series; T.C. 718, 787	SA4-302	BN-1 propeller spinner.	WE 75252	Raymond M. Stits 3665 Bloomington Boulevard Riverside, CA 92502
415 Series; T.C. 718, 787	SA4-361	Aluminum alloy sheet on wings.	WE 19900	Carma Manufacturing Company P.O. Box 11312 Tucson, AZ 85700
415 Series; T.C. 718, 787	SA4-399	Metallizing of wings.	WE 77520	L.J. Tarnay 9314 Glasgow Place Los Angeles, CA 90052
415 Series; T.C. 718, 787	SA4-441	New lower engine cowl made of fiberglass with Hetron #92 resin.	WE 78471	Wilbur Thompson 10617 South Prairie Avenue Inglewood, CA 90306
415 Series; T.C. 718, 787	SA4-448	New nose cowl made of fiberglass reinforced with Hetron #92 resin.	WE 78471	Wilbur Thompson 10617 South Prairie Avenue Inglewood, CA 90306
415 Series; T.C. 718, 787	SA4-729	Mounting brackets, flush window, and wiring to operate automotive type sealed-beam headlamp as a dual purpose landing and taxi light.	WE 01804	Aero Development Corporation P.O. Box 11201 Tucson, AZ 85706
415 Series; T.C. 718, 787	SA4-801	Ceconite 101 covering of wings.	WE 26240	Cooper Engineering Company P.O. Box 3428 Van Nuys, CA 91408
415 Series; T.C. 718, 787	SA4-839	Metal covering of wings.	WE 58500	Met-Co-Aire P.O. Box 2216 Fullerton, CA 92633
415 Series; T.C. 718, 787	SA4-840	Fabric replaced with glass cloth on wings, fuselage, empennage and/or control surfaces.	WE 07690	Air Fibre, Inc. P.O. Box 244 Altadena, CA 91001
415 Series; T.C. 718, 787	SA4-1652	Tapered roller bearing and plate on right-hand wheel half.	WE 58500	Met-Co-Aire P.O. Box 2216 Fullerton, CA 92633
415 Series; T.C. 718, 787	SA117WE	WECO carburetor temperature monitor	WE 86550	Richard P. Winnen 21318 Grace Avenue Torrance, CA 90510
415 Series; T.C. 718, 787	SA16280	Aileron trim system.	SO 03122	Aerotrionics, Inc. Miami Beach, FL 33139
415 Series; T.C. 718, 787	SA341WE	Engine mount to remove down thrust and change horizontal tail incident.	WE 58500	Met-Co-Aire P.O. Box 2216 Fullerton, CA 92633
415 Series; T.C. 718, 787	SA465WE	Continental C-90-12E engine and McCawley 1690-CM propeller.	WE 22210	R.B. Christianson 10510-1/2 Mather Avenue Sunland, CA 91040
415; T.C. A-787	SA4328SW	New instrument panel box 1.5 inches alt of old panel. Issued 4/24/81.	SW 74911	Robert G. Stark Route 1, Box 22 Ponca City, OK 74601
415 Series, F-1; T.C. 718, 787	SA4-638	Single arm nose wheel fork with conventional double arm fabricated fork 0415-34090-1-A and B.	RM 81000	Univair Aircraft Corporation Route 3, Box 59 Aurora, CO 80011
415 Series, F-1, F-1A; T.C. 718, 787	SA4-1254	Main gear wheel fairings, nose gear wheel fairing.	WE 47750	Kenney Engineering 4120 Via Solano Palos Verdes Estates, CA 90275
415 Series, F-1, -1A; T.C. 718, 787	SA4-1606	Wing root fillets change from aluminum 3S and 24ST3 to fiberglass.	WE 58500	Met-Co-Aire P.O. Box 2216 Fullerton, CA 92633
415 Series, F-1, -1A; T.C. 718, 787	SA1WE	Fiberglass tail cone.	WE 58500	Met-Co-Aire P.O. Box 2216 Fullerton, CA 92633
415 Series, F-1, -1A; T.C. 718, 787	SA3WE	Fiberglass reinforced plastic engine cowl.	WE 58500	Met-Co-Aire P.O. Box 2216 Fullerton, CA 92633
415-C, 415-CD, S/N 813 and up; T.C. A-718	SA120GL	Install Cleveland Wheel and Brakes conversion kit, P/N 199-69. Reissued 10/28/80.	GL 62500	Aircraft Wheel & Brake Division Parker Hannifin Corporation 1160 Center Road Avon, OH 44011



AIRCRAFT MAKE, MODEL & T.C. NO.	SIC NO.	DESCRIPTION	WG CODE	STC CODE	SIC HOLDER
415C; T.C. A-787	SA2628WE	Installation of Continental C-200-A engine, McCauley 1A101/ECM (948) propeller, electric fuel transfer pump and associated changes. Amended 2/25/74.	WE	78024	Towns Aviation Service, Inc. 1800 West Deer Valley Road Phoenix, AZ 85027
415-D, E, G, (Erco) (Forney) F-1, F-1A; T.C. A-787	SA1273L	Install Cleveland wheel and brakes conversion kit, P/N 194-69. Reissued 10/26/80.	GI	62500	Aircraft Wheel & Brake Division Parker Hannifin Corporation 1160 Center Road Avon, OH 44011
415-D, E, G, F-1, F-1A; T.C. A-787	SA331GL	Install Skyport Model SMK-15, 9-cu.ft. baggage compartment. Issued 7/18/79.	GI	36566	Skyport Aircoupe Services Division Fox Engineering Company 1340 Francis Street Jackson, MI 49203
(Erco) 415-D, E, G, F-1, F-1A, A-2, A2-A, A10; T.C. A-787 t+1 A-2; T.C. 787	SA3503WE	Installation of fiberglass nose bowl.	WE	47750	Kenney Engineering 4120 Via Solano Palos Verdes Estates, CA 90274
A-2; T.C. 787	SA1126WE	P2S autopilot.	SW	17490	Brittain Industries P.O. Box 51370 Tulsa, OK 74135
A-2; T.C. 787	SA1495WE	Installation of Brittain Model R2C flight control system.	SW	17490	Brittain Industries P.O. Box 51370 Tulsa, OK 74135 Fort Washington Industrial Park Fort Washington, PA 19034
A-2, A2-A, 1-10; T.C. A-787	SA2230WE	Installation of main gear wheel fairings on models equipped with "spring gear" main landing gear assemblies; also installation of nose gear wheel fairings. (These items eligible for installation separately or in conjunction with each other.) Amended 3/17/72.	WE	47750	Kenney Engineering 4120 Via Solano Palos Verdes Estates, CA 90274
F-1, F-1A; T.C. 787	SA4-1590	Riveted fuel tanks changed to welded wing and nose tank assemblies and gauge from mechanical to electric float type.	WE	58500	Met-Co-Aire P.O. Box 2216 Fullerton, CA 92633
(Alon) A-2, A-2A, (Forney) F1, F-1A, (McConney) A10; T.C. A-787	SA71GL	Install BA-4106 filter assembly. Reissued 9/22/79.	GL	17060	Brackett Aircraft Specialties Co. 9600 West 52nd Street Kenosha, WI 53140
415-C, 415-CD; T.C. A-718	SA330GL	Installation of Skyport Model SMK-15, 9-cu.ft. baggage compartment. Issued 7/18/79.	GI	36566	Skyport Aircoupe Services Division Fox Engineering Company 1340 Francis Street Jackson, MI 49203
415C, S/N 113 thru 812; SA2185WE T.C. A-718		Installation of main gear wheel fairings and/or nose gear wheel fairing (nose gear fork P/N 415-34096 required for latter installation). (These fairings eligible for installation separately or in conjunction.) Issued 6/9/70.	WE	47750	Kenney Engineering 4120 Via Solano Palos Verdes Estates, CA 90274
415C, S/N 113 thru 812; SA3293WE T.C. A-718		Installation of McCauley 1B90CM7351 propeller on aircraft equipped with Continental C-75-12 engine. Issued 11/15/76.	WE	39420	Ronald T. Hagerman
(Erco) 415-C, 415-CD; T.C. A-718	SA3502WE	Installation of fiberglass nose bowl. Issued 10/7/77.	WE	47750	Kenney Engineering 4120 Via Solano Palos Verdes Estates, CA 90274
415C, -CD, -D, -E, -G, F-1, F-1A; T.C. A-718, A-787	SA319WE	Metal cover of wings in accordance with Air Fat Drawing No. 104, Rev. No. 1. Reissued 7/29/71.	RM	81000	Univair Aircraft Corporation Route 3, Box 59 Aurora, CO 80010
415C, -CD, -D, -E, -G, F-1, F-1A; T.C. A-718, A-787	SA437WE	Installation of leading edge landing light in accordance with Air Fat Drawing No. 1011. Reissued 7/29/71.	EA	81000	Univair Aircraft Corporation Route 3, Box 59 Aurora, CO 80010
415C, 415CD, 415D, E, G; F-1, F-1A; A-2, A2-A, A10; T.C. A-718, A-787	SA2462WE	(1) Installation of main gear wheel fairings; (2) installation of nose gear wheel fairings. (These items eligible for installation separately or in conjunction with each other.) Issued 3/3/72.	WE	47750	Kenney Engineering 4120 Via Solano Palos Verdes Estates, CA 90274
415-D; T.C. 718, 787	SA1-440	Continental C90-12F engine.	EA	84925	Richard W. Weifley Skyport, P.O. Box 1229 Harrisburg, PA 17105



4150;  
T.C. A-787

SA5GI

Removal of fuselage fuel tank.  
Issued 10/3/72.

GL 28790 Norvel C. Dasher  
Route 1, Box 61  
Elgin, IL 60120

4150;  
T.C. A787

SA381SO

Revised (1) brake handle per Drawing  
98, (2) seat belt anchor straps to  
seat per Drawing 108, (3) rubber  
control system springs per Drawing  
118.  
Amended 3/14/66.

SC 68550 W.F. Robinson  
P.O. Box 241  
Lanett, AL 36863

## GEORGE PLANS THE BIG ONE

The phone rang. "Ferris' Residence," I answered somewhat pompously.

"Chuck, this is George. What a great idea!"

"George who?"

"I don't know," said the voice. "You and Dave Edens, and Dave Kenney and Randy Jones have all written about Mabel and me, but you never gave us a last name."

"George? Mabel's George? The Ercoupe freak?"

"That's O.K., Chuck. I don't mind being called a freak, when the word Ercoupe is attached to it. I know I am. That's why your idea is so great."

"What idea," I asked.

"The one you put in *Coupe Capers*. It said that all the Ercoupes in the United States could fly by a given point in close formation in sixteen minutes. What a sight! When do we start?"

"Start what?"

"Start getting Coupes together for the fly-by."

"There is NO fly-by," I laughed.

George whined, "But you said in the article..."

He was serious! I explained as matter-of-factly as I could. "George, that was just a mathematical oddity. I was just playing with numbers. You know...2940 Ercoupes in U.S.A. divided by three coupes in each row, times 132 feet per row, divided by 132 feet per second, which is ninety miles per hour, divided by 60 second in a minute. Sixteen minutes, plus a little more. According to statistics all the coupes in the U.S.A. could fly past in just sixteen minutes. Don't you think that's interesting?"

"Interesting? I think it is sensational! Let's get started."

"Started? It's not really possible, you know."

"You mean you did all that arithmetic just for fun? You have no intention of doing it?"

"George, Only a fool would plan such a thing."

"Wrong! I have it planned already, myself."

"George, Mabel is right. When it comes to Ercoupes, you're crazy."

"I already know what Mabel thinks, thank you. And you're wrong. We can do it, Chuck."

"In the first place, if you could get all the Ercoupe owners to come to one place, at one time, there would be no place in the country with an airport big enough for all of them."

"Yes, there is. One. OSH-KOSH! The E.A.A. will go for it, I'm sure."

"Well," I mused.

"See? Chuck, it's possible. It would be a big job, but think of it. All the Ercoupes in the U.S. flying over. Wow! I can't decide whether I'd rather be in the flight, or stay on the ground and watch them go over. Mabel could fly our coupe."

"How could you get 'em lined up?" I asked George. Then I

thought to myself...Why am I going along with this madness?

"Fred Weick would take off first in Ercoupe number 1."

"Number 1 is in the Smithsonian Air and Space Museum," I reminded him.

"Right! And you know what they are doing? They are restoring it to airworthy condition. Why would they be doing that if they didn't expect it to fly again someday? Some politician could convince them to loan it out for a flight like this. Senator Barry Goldwater must have some influence."

"Barry Goldwater may be a bad choice. The only plane he has ever crashed in, is an Ercoupe."

George ignored this. "Skip Carden can fly one wing, and Kelly Viets can fly the other. Make a nice show of solidarity, won't it?"

"Then the retractible," I suggested, and the four-place coupe. And the first Forney, the first Alon," the past-presidents of the E.O.C."

"Good, Chuck. You're getting into the spirit."

"Then the club officers, then the Weick Award winners...and then, why am I getting into this? It isn't possible."

"Sure it is. The leaders take off and start a huge 360 degree turn, so wide that it takes an hour and a half to get back to a point where they cross the field. At this time, the last planes are just taking off. As each three planes takes off, they start their turn. Because they are cutting the corner a little, they eventually catch up with the planes ahead of them in time to fly over in close formation. Man, I've done my arithmetic, too. Then each three planes peel off and circle down to land. Any given plane is in the air about an hour and a half, and the whole operation is over in three hours...but what a show!"

"Impossible."

"Chuck, what you have to do is write each Ercoupe Owner a letter, and..."

"George! That is one hundred pages of address labels alone."

"Right! Better get started right away. Weather won't hold forever, you know."

"And the postage will cost six hundred dollars for the first mailing alone, and we'll need several follow ups, and..."

"Right again. I'll start lining up sponsors. Let's see, there's Kenney Engineering, Univair, Skyport, A.O.P.A., E.O.C., National Aviation Enterprises, the Rockefeller Foundation, The March of Dimes, the Dukes of Hazzard..."

Well, I took leave from my job and I was into my fourth box of address labels, when I got a telegram. It was from Mabel.

It said: GEORGE OVER-WORKING. SOMETIMES IRRATIONAL. CANCEL ALL GEORGE SAID.

...Chuck Ferris





Hi Skip,

Well, I just got back from Oshkosh and what a trip. I was to fly in the parade of flight Wednesday night but the Coupe wouldn't start. Wet mags. Peter Phillips from Ontario, Canada gave it our best shot and finally got it started Thursday morning with the help of a hair dryer. We missed you at the Banquet. Too bad you couldn't make it. We have a winner at this new location. Good food and plenty of it at a reasonable price.

Vern Brown  
Minn. Wing Leader

## WHEEL FAIRINGS

Dear Skip:

The National Fly-In at Fort Collins was, as usual, a truly memorable event. It was sure great to get together again with all my friends for three solid days of fun and "coupe talk." I can't help but marvel how this little twin-tailed plane has brought together so many fine people and has enriched all our lives. Those who have never attended any of the National Fly-Ins have been missing out on a heck of a lot of fun.

We've been having a hot spell out here in California, so when I commute to work in 2522H (Ken and Fran Heath's former pride and joy), I roll the windows down, let the prop wash blow through my thinning locks, and laugh at the traffic congestion below. The Ercoupe is truly a flying sports car - the only plane you can fly with the "top" down. I'm still working at Northrop but expect to retire again soon, now that Northrop's F-5G has been completed and is flying. I use the coupe to commute the short distance from my home field to Hawthorne where Northrop is located, and it sure makes going to work a lot more enjoyable.

The question I got asked the most at the Fly-In was: When are the new wheel fairings going to be available? I wish I could answer it. However, I am working on them when time permits. I'm also working on a version of the nose bowl to provide a rectangular access hole for Alons and 'coupes equipped with rectangular carb air screens.

Many thanks to all those who put together the very successful and enjoyable Fort Collins Fly-In.

Sincerely,  
Dave Kenney

## Coming Events

### 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 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.

## For Sale

Ercoupe 415C 85 H.P. 1400 TT 450 SMOH. All metal, highly polished, rudder pedals, climb prop, new Kenney wheel fairings and landing lights, new tires, new brake system, new velour interior, new carpet, new battery, new landing gear rebuild, new windows, new motor mount rubbers, new air filter, new nose cowl. Much more. All work completed this year. This plane is like new. Asking \$6500.00 or offer. Also one set MLG landing lights \$50.00, one nose cowl \$35.00. Ken Juracka, 1461 Via Del Mar, Schenectady, New York 12309 (518) 377-5238.

Have single fork nose wheel for sale \$90.00. Robert E. Longenette, 709 S. Zane Highway, Martins Ferry, Ohio 43935 (614) 633-1616.

1946 Ercoupe originally 415C model converted to "E" model. C-85-12F about 250 SMOH, 2100 TTAF. All metal, double fork nose gear, landing lights. Bubble glass - all tinted. Very good interior, just good exterior. Goodyear brakes just overhauled. Rudder pedals. Gyro-compass + horizon. Metal prop. KX150B just out of shop. New belts, ELT, towbar, good tires. All AD's up to date and new airworthiness cert '82. Call mornings 918-426-4585 or see at McAlester Municipal Airport. \$6,000.00 firm. Saul M. Lalli.

1965 Aon A-2, 100 HP Cont. 0-200, 300 SMOH, 1300 TTA, new imron paint, new interior, new tinted glass, custom made wheel pants, M-10 nose bowl, big spinner, super soundproofed, no air leaks, King KX-170B with KI-208 Nav head, Narco Nav 12, Narco digital ADF-140, Collins TDR-950 TSO X-Ponder, Collins DCE-400, Sigtronics Intercom, audio panel, digital





clock/timer, blue face AH, vertical card DG, Elec. turn coordinator, ELT-10, strobe light, many more extras. Cruises 117 MPH IAS at 75%. No expense spared to make this the overall finest Alon in existence. Will sell for \$14,000 with above avionics or for \$11,500 with 1 Bendix solid state nav-com ILS system. Color photo pack to serious prospects only. Jerry Cook, 39 Country Club Drive, Union Point, GA 30669, 404-486-4606.

NY/CT 1946 415D 85 HP Ercoupe. 482 SMOH, 230 STOH Aug. '82 annual. New mags, good pads + discs, new tires, resealed tanks, bubble canopy, much more. Good deal asking \$6200.00. Based Westchester Co. Airport, NY. Call Steve Ferguson (203) 323-1556 or Pete Scherrer (914) 739-9736 for more info.

'46 Ercoupe 415D, 720 hours TTA&E. Imron silver. Kept in hanger. Almost original. Narco superhomer, EGT, LL. Annual Aug. '83. \$6,000. John Jordan, Rt. 2, Box 131, West Point, MI, 601-494-1132.

Ercoupe 415-C 85 hp, split elevator 1946 new paint (blue & white) new interior, new ceconite wings updated panel modified seat and luggage area, flat hat shelf and large rear windows new or rebuilt: mags & harness, carb regulator 20 amp generator fuel pump, bubble windshield, all glass and more. All AD's ok, new annual good through 8-83. Hangered since rebuilt. Good plane \$6,000 or trade for 172. Bob Browning, (301) 387-6977 (days) or (301) 387-5676 (eves).

Ercoupe 415-C 75 HP, 1420 TT, 770 SMOH, flown frequently, wings - stits recover 1981, Alon nose fork, Alpha 200 radio. \$4800, Henry Clutz, 1305 Ridgewood Terr., Arlington, TX 76012 (817) 277-1623 (No collects).

Aircoupe N3007G-1959 Forney 2250TT, 450SCMOH, 90 HP, 100 octane valves, compression 76-78, factory rudder pedals, 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, brown). No damage and well worth our asking price of \$7,500.00, have all logs and manuals. Peter Leffe, 1248-B 14th Street, Santa Monica, CA 90404 (213) 762-0600, days and (213) 394-2974 evenings.



#### 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

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Material for publication must be submitted on the 1st day of the month preceding the date you want it to appear in the Newsletter. The Newsletter will be mailed on approximately the 10th of each month.





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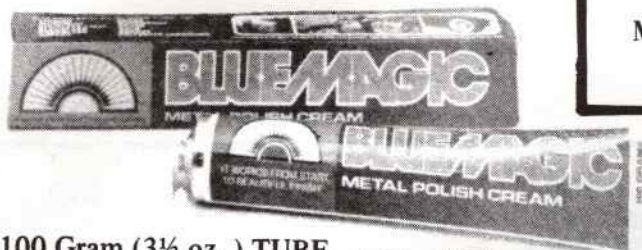
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