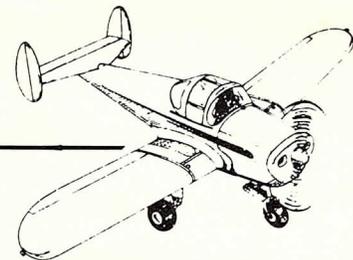


# COUPE CAPERS

Ercoupe Owners Club Newsletter



VOLUME 17 NUMBER 11 NOVEMBER 1988

Skip Carden - EDITOR

## NOMINATIONS FOR REGIONS END

The nominations for new directors for regions 1,3,5,7,9, and 11 ended November 10 as announced previously. There were only two nominations received during the nominating period. They were Zig Dawid from region 7 and Russ Jensen from region 5. Since Ernie Cuff has asked to be relieved in region 7, there will not be any necessity for an election for region 7.

In Region 5 we have two persons for that region. Bob Dermody who is the present Regional Director for Region 5, and Russ Jensen. Since we have two names for this region we need to hold an election for Region 5. Voting in this election is limited to those persons who live in region 5 and are members in good standing. The Ballot is printed on page 9 of this newsletter so that its removal will not omit any material in the newsletter.

The Ballots MUST be received at the National Office in Durham, NC, no later than December 20th. Any Ballots received after that time will not be counted! Be sure to fill out the Ballot completely. The winner will be announced in the January issue of the Newsletter. - Skip Carden, Executive Director, Ercoupe Owners Club, Inc. -

## DIRECTORY TO BE DELAYED

I am afraid that we will have to postpone the Club Directory until January 1989. There has been so many changes necessary and the elections that January is the new target date. If you have any changes or additions send them in as soon as possible so that I will be able to get them listed.

## TYSON DONATES CHICKEN FOR 13th. ANNUAL ARKANSAS PICNIC

Once again the Picnic was a huge success. Thanks to all of you that came and all who worked and donated to the fund. WE LOVE YOU. There were 35 Ercoupes, 18 Generics and 167 people from 17 states and Canada.

Tyson gave 122lbs. of Split Cornish for the Saturday night

meal. It was simply scrumptious. We thank them bunches. We butchered a pig and had it all ground into sausage, 60lbs. and we ate it all. We fed 100 people for breakfast Saturday morning, our biggest breakfast ever. We hired a fellow to barbecue 60lbs. of beef brisket and 40lbs. of boston butt pork for the Saturday noon meal and it was delicious.

Longest distance flown, 1st. place to Steve and Claudette Colwell, Placerville CA., 2nd longest distance flown to Steve Kish and Boll Walters of Center Valley, PA. longest distance driven 1st. place to Lionel and Ann Parkin, Cheboygan, MI. 2nd longest distance driven to Leon and Polly Buenger, Pasadena TX. Bill Barton and Harold Bartlett from Canada and Marvin and Ruth Dunlop from Michigan(both Coupes arrived Sunday). They may have gotten awards had they been able to arrive in time. After the weather hold up, their award was just to get in the air again. An ultra light and a gyrocopter also arrived on Sunday due to engine trouble.

The Smithsonian Press donated two copies of Mr. Weick's "From the Ground Up". We truly thank them for their Generosity. We raffled the books off and made \$295.00 for the Fred E. Weick Scholarship fund. These were won by Louise Taxis and Gary Taylor. This is a super book and if you don't have one you should get one.

Skip made the Awards, Skyport, Vern Brown, Rod Bennett and others gave door prizes. We thank you muchly. For you that don't know, this is all done through donation except for a \$5.00 registration fee. The folks are great and the Picnic Fund has grown to a sizable balance over the years. This money is in savings and if we should ever quit having the Picnic it will go to the Scholarship Fund. This year we bought a deep freeze and Leonard adjusted it to not freeze, to use for soda pop. Total spent this year was \$2773.00 and we only lacked \$35.00 covering it all. We do appreciate the generosity of these folks. This includes meals, gasoline, pop, beer, patches, deep freeze and everything. If you have never been here you just don't know what a good time you are missing.

We also publish a news letter. If anyone is interested, send your name and address to the address below. This is also

contributions A good figure is \$5.00 and will be appreciated but if you want to try it first , that is OK too.

We love Ercoupes and Ercoupe people and especially Fred and Dorothy Weick for giving us this wonderful machine and for their dedication to all of us and The Arkansas Picnic.

Our home is open the year around and if you are in this part of the country broke down or just traveling thru, stop by for an hour or a month. You are welcome. Also Leonard is going to do some work on the hanger to make it more convent for cooking and serving, so if anyone wants to come help him you'll be WELCOME, WELCOME!! Most of the time when I said we in this letter I meant the Picnic Folks; the Picnic is not Leonard and Laura its all the folks that make it possible.

PS. Leon and Polly Buenger sold T Shirts and Caps, giving the Picnic Fund a commission - a generous \$100.00. Now the balance is \$65.00.

Leonard and Laura Page , Rt. 1 Box 287, Belleville, AR 72824



## STAN & OLLIE GO TO ALASKA

By; Russ Jensen

(CONTINUED FROM LAST MONTH)

We all shut down and I got out to turn the prop. You guessed it. On one compression cycle there was nothing. Stuck valve. You can imagine the consternation when I found myself at a strange airport with no idea of maintenance, no tools, and a fear of losing the trip. You think the best, but you know. We did find a mechanic (more on that later) and took a chance on pulling no. 1 valve cover plate. Sure enough, the exhaust valve was stuck. We tried for some time to get it to unstick, but had absolutely no luck.

So, the next thing was to tear down the cylinder. Fortunately, there was also an engine shop on the field. We took the cylinder off, and went over there to see what they could do. They decided they could fix it that day, and we hopefully waited for that to happen. Meanwhile, the Piper took off for Alaska. Jack stayed with me, a gesture I found very comforting at the time.

We got the cylinder back on by 7:00 p.m., and decided to call it a night rather than try and advance before dark. We repitched our tents at the Edmonton Inn and since it was still early, decided to take in the Edmonton mall that we

had heard so much about. Let me tell you; if you have a hankering to go somewhere and you're near Edmonton, go see the mall. The seven wonders of the world were hobby projects compared to the mall. A full amusement park complete with roller coaster and other similar large rides, all inside! A humungous swimming pool, a submarine ride that seems to go forever, and an Ice rink that looks like it should hold two or three hockey games at once. The swimming pool accommodates surfers and water skiers, believe it or not. They have theme streets, and mind you all I've mentioned is under roof. Only the parking is outside. We picked Bourbon street of New Orleans fame, and picked a rib joint that was pure cajun. We scarfed our food down and drowned our sorrows and headed back to sleep so we could be bright and ready for the next day's travel.

Bud did we travel? No-o-o-o-o. Oh, I run up fine, and took off okay, but 15 miles down the road my oil temperature went to red line and my pressure went down to the yellow line. Fortunately there was an airport right under me and I made a precautionary landing. I got out and checked the oil which was full. We waited a few minutes to let the temp go do and arranged that the folks in the Edmonton tower help me back to the field, following roads and vacant lots, just in case. We made it back (Jack with me all the time) and went back to the FBO. We thought and thought, agonized and agonized, and finally decided to see how the timing was. The right mag was off four degrees and the left off six. We put it back together and I took off for a test run. I noticed that although the engine was hot and the pressure was down, I was able to keep it stable. I flew for about an hour trying it out in all circumstances, and decided that it was flyable.

I landed and we thought some more and some more about what could cause the malady; we called people, pulled out manuals and decided that there was nothing we could do there short of a complete teardown. Now mind you this aircraft engine has 450 hours on it since major.

So, the big decision was; go on, or go home? A new major was out of the question. Discretion being the better part of valor, I reluctantly and sadly chose to go home. There was just no sense in going into those mountains with a questionable engine and having to haul that airplane out a thousand miles further on. I begged Jack to continue, but he refused. We were in this together, said he, and there was no way he was going to leave me. I hated to see him ruin his vacation because of my recalcitrant engine, but he would have none of it. So, we decided to leave that afternoon and if we could hit Regina before dark, we could make it home the next day. Since there were a lot of flat fields on the way, I was comfortable taking the airplane back. I didn't

COUPE CAPERS is published monthly, 12 times a year, to the membership of the Ercoupe Owners Club, P.O. Box 15388 Durham, NC 27704. The membership fee is \$20.00 a year which includes the subscription rate of \$18.00 a year. All rights reserved. Reproduction in whole or in part is prohibited. Application to mail as SECOND CLASS MAIL is pending at Durham, NC 27701. Postmaster please send a change of address form to: Ercoupe Owners Club, P.O. Box 15388, Durham, NC 27704. National Headquarters located at, 3557 Roxboro Road, Durham, NC 27704

relish hauling the plane a thousand miles on a truck, but I couldn't leave it there, so we continued to take our chances. Luck was with us, and we stopped at Saskatoon for fuel and Regina for the night. Each time we landed the temperature would go down, and when I started up, the pressure would be as high as usual. Then, as I flew on, the temperature would rise and the pressure would drop, but still remain in the green.

We pitched our camp at the Regina Inn and refreshed ourselves. The next morning we took off again, and headed for Peace Gardens to clear customs. Enroute we had a violent dispute over the proper course to Peace Gardens and I won't say who was right, but I'm writing the article and he isn't so you'll never know. We did land okay, cleared customs, looked over the gardens and headed for home. All this time my oil consumption was high--about 2 quarts every 4 hours and I switched to Aeroshell from Phillips, for what that was worth. Fuel consumption was normal, speed on the slow side, but we did make it to 9500 to catch the winds. We made it all the way to the Twin Cities nonstop, and I put the craft to bed. Jack went on to Airlake to hangar his craft, and I checked in with him when I got home to let him know I was safe.

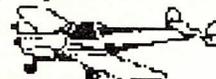
I have flown the aircraft some since, trying to figure out the problem, to no avail. It just seems to be a heat problem. Baffling comes to mind, but it all is in place. I haven't done a compression check yet, but will in the next few days as soon as my A & I can get over there. It is a puzzlement, and I would certainly welcome comments. I suspect a bad ring but won't know that until the compression check.

A word about the service in Edmonton. You know how scary it can be, stuck in a strange place and all the fears about how you are about to be had by the local mechanic; well, let me tell you. Thomas Aircraft Maintenance, Ltd., Hangar #6A, Edmonton Municipal airport, owned by Bert Thomas, is the finest aircraft repair facility I have run into, I think ever. Bert's Mechanic, Rick loved aviation so much that he changed careers and became an aircraft mechanic about two years ago. Never have I seen a cylinder come off or go on an aircraft as fast as he did it. It was done in a flash. It's the first time in my memory that I have seen a mechanic work without one iota of doubt in his mind of what was to come next. Nor was I gouged for the repairs; in fact, it was very reasonable considering I came in there in a rush and they dropped everything to accommodate me. I would have had no problem leaving my aircraft there for a major except for the added cost of going up and coming back to get it. Their workmanship was outstanding. If you are ever stuck in that area, try to get to Thomas Maintenance. I obviously can't recommend them enough.

So the saga of Stan and Ollie to Alaska was cut short. I was certainly disappointed, but imagine Jack, who had nothing wrong with his airplane having to turn around--and insisting on turning around--and cutting his vacation short.

**My, my; friends are nice people to have.**

Yours truly, Russ Jensen

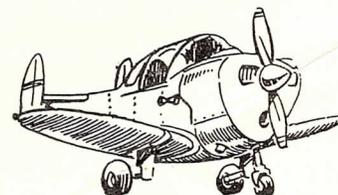


## Donors to the Scholarship Fund

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. WE ARE HALF WAY WITH \$2500. LETS FINISH IT UP!!!

Edward A. Hodgson  
R. Hugo Cotter  
R.L. Schoning  
Roger L. Nelson  
John H. Turner  
H.C. McDermott  
Leonard & Laura Page  
Dorothy C. Weick  
Jeffery Edmondson  
Vern Brown  
Merle Leise  
Joe B. McCawley  
Thomas M. Levi  
Amon Proctor  
Marv Gaddis  
Thomas D. Prutsman  
Dick Murphy  
Cosmo C. Amenta  
Robert C. Bircher  
Jerome Lasky  
Stanley E. Jennings  
Minor Lyne  
Bob Elliott  
Charles E. Drummond  
Ron Jewett  
Larry Hebert  
Robert E. Herd  
Joe La Londe  
Arizona Coupe Group

Perry Tanner  
Sydney Cohen  
June R. Kirk  
Dr. Jeff Mechanik  
Bruce Brayton  
Charles Elson  
Robert D. Beckey  
Haywood Turner  
Henry Taxis  
James E. Robertson  
William E. Quinton  
Leon Buenger  
Arkansas Picnic  
Bob Crossland  
Rowald F. Hope  
Robert McArdle  
Roy Wright  
Kevin J. Mahoney  
Douglas Webster  
John T. O'Connel  
Francis R. Imp  
George Bullock  
Ernest Fischer  
R.J. DeFrain & Patti Quinn



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.

# ERCOUPE ANNUAL INSPECTION/WORK REPORT

Date \_\_\_\_\_

Page 1 of 5  
Revised: 30 March 88

A/C REG # \_\_\_\_\_ MAKE \_\_\_\_\_ S/N \_\_\_\_\_ HOURS \_\_\_\_\_

ENGINE MAKE & MODEL \_\_\_\_\_ ENG HRS \_\_\_\_\_ (TACH) (HOBBS)

DATE PREV. ANNUAL \_\_\_\_\_ HOURS \_\_\_\_\_

OWNER \_\_\_\_\_ ADDRESS \_\_\_\_\_

INSPECTION PERFORMED BY \_\_\_\_\_ ADDRESS \_\_\_\_\_

A&P NO. \_\_\_\_\_

Instructions: Check [ ] column if item is ok. Add pertinent measurements, or observations, including corrective actions, in the REMARKS column.

ITEM	[OK]	REMARKS
A. D. NOTES	[ ]	See detailed check list. Appendix 1
EQUIPMENT LIST	[ ]	
LOG BOOK ENTRIES	[ ]	
WEIGHT & BALANCE	[ ]	
APPROVED FLIGHT MANUAL	[ ]	

## I. FUSELAGE

- a. Skin/paint [ ]
- b. Fuselage structure [ ]
- c. Control [ ]
- d. Electrical System [ ]
- e. Fuel System [ ]
- Markings [ ]
- f. Cargo Compartment [ ]
- Placards [ ]
- g. Windshield/windows [ ]

## I. WING & CENTER SECTION

- a. Fixed Surfaces [ ]
- b. Moveable surfaces [ ]
- c. Fabric/paint [ ]
- d. Skin/paint [ ]
- e. Walkway non-skid [ ]
- f. Attach fittings [ ]
- g. Fuel system tanks, markings, drains [ ]
- h. Electrical System [ ]
- i. Hydraulic system [ ]

**Special "Hints-N-Tips" Section, Re-Printed from "Iowa Coupe Scoop"**

ITEM	[OK]	REMARKS
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### III. EMPENNAGE

- |                       |     |  |
|-----------------------|-----|--|
| a. Fixed surfaces     | [ ] |  |
| b. Moveable surfaces  | [ ] |  |
| c. Trib tab & control | [ ] |  |
| d. Skin/paint         | [ ] |  |
| e. Attach fittings    | [ ] |  |
| f. Control mechanisms | [ ] |  |
| Lubricate             | [ ] |  |
| Cables/Push rods      | [ ] |  |
| g. Electrical system  | [ ] |  |

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### IV. CABIN/COCKPIT

- |                           |     |                     |
|---------------------------|-----|---------------------|
| a. Fuel system            | [ ] |                     |
| gages                     | [ ] |                     |
| Primer and lines          | [ ] |                     |
| Selector/Valves           | [ ] |                     |
| b. Oil System             | [ ] |                     |
| Press & Temp gages        | [ ] |                     |
| c. Brake system           | [ ] |                     |
| Reservoir                 | [ ] |                     |
| Replenished Milh-         |     |                     |
| 5606AM Fluid              | [ ] | _____ Oz. Required. |
| d. Electrical system      | [ ] |                     |
| Fuses/breakers            | [ ] |                     |
| Switches                  | [ ] |                     |
| Bulbs                     | [ ] |                     |
| Batteries                 | [ ] |                     |
| Wire & Cables for wear    |     |                     |
| & chafing                 | [ ] |                     |
| e. Instruments            | [ ] |                     |
| Range markings            | [ ] |                     |
| Placards                  | [ ] |                     |
| Compass correction        | [ ] |                     |
| f. Engine controls        | [ ] |                     |
| Placards                  | [ ] |                     |
| g. Safety belts & harness | [ ] |                     |
| h. Heating & ventilating  | [ ] |                     |
| i. Seats & upholstery     | [ ] |                     |
| j. Floor Boards/Carpet    | [ ] |                     |

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### V. LANDING GEAR

- |                       |     |  |
|-----------------------|-----|--|
| a. Main gear          | [ ] |  |
| Pivot bearings, shock |     |  |
| struts, doughnuts     | [ ] |  |

ITEM	[OK]	REMARKS
V. LANDING GEAR (Continued)		
b. Nose gear	[ ]	
Shock strut	[ ]	
Scissors	[ ]	
Steering	[ ]	
c. Hydraulic	[ ]	
d. Lubrication	[ ]	
e. Wheels	[ ]	
Tires	[ ]	
Brakes	[ ]	Pad: LH inner_____RH inner_____
		Thickness: LH outer_____RH outer_____
Bearings Timken 13889	[ ]	
f. Check for excessive play	[ ]	
VI. ENGINE		
a. Fuel system	[ ]	
Pumps	[ ]	
Strainers/drains	[ ]	
Carburetor	[ ]	
Primer system	[ ]	
b. Oil system	[ ]	
Oil change	[ ]	
Type & Qty. added	[ ]	
Filter/screen	[ ]	
Tank	[ ]	
c. Ignition	[ ]	
Plugs	[ ]	Gap .015" - .019";Torque 300-360 in. lb.
Harness	[ ]	
Magnetos - Breaker Gap	[ ]	Left Hand Std = .018" - .020" obs._____"
		Right Hand Std = .018" - .020" obs._____"
Magnetos - Timing	[ ]	Left mag std = 30 deg. BTC obs._____BTC
		Right mag std = 28 deg. BTC obs._____BTC
d. Exhaust system	[ ]	
e. Cooling (baffles)	[ ]	
f. Controls (adjustment)	[ ]	
g. Power Plant general	[ ]	
Cleanliness/leaks	[ ]	1=___/80 2=___/80 3=___/80 4=___/80
Compression last annual	[ ]	1=___/80 2=___/80 3=___/80 4=___/80
Breather	[ ]	
h. Heating & ventilating	[ ]	
Heater muffs, ducts	[ ]	
Controls	[ ]	
i. Engine mounts	[ ]	
j. Engine cowling	[ ]	
Fasteners	[ ]	

ITEM	[OK]	REMARKS
<b>VI. ENGINE (Continued)</b>		
Chafing strips	[ ]	
k. Induction system	[ ]	
Filter, seals	[ ]	
l. Electrical system	[ ]	
Starter	[ ]	
Generator/Alternator	[ ]	
Regulator	[ ]	
Battery	[ ]	
Wire & cable runs	[ ]	
<b>VII. PROPELLER</b>		
a. Blades, tips, leading edges	[ ]	
b. Hub & spinner	[ ]	
c. Attachment	[ ]	
d. Tracking	[ ]	
<b>VIII. AVIONICS</b>		
a. Receivers	[ ]	
b. Transmitters	[ ]	
c. ATC Transponders	[ ]	
d. Loran	[ ]	Memory battery replacement due? _____
e. ELT	[ ]	Battery replacement date? _____
f. Antennas/cables	[ ]	
g. Bonding & shielding	[ ]	
<b>IX. OPERATIONAL CHECKS</b>		
a. Engine	[ ]	
Idle	[ ]	Observed RPM _____
Acceleration	[ ]	
Static RPM	[ ]	Observed RPM _____
Ambient Temperature	[ ]	Observed RPM _____
Magneto check	[ ]	
Carburetor heat	[ ]	
Carburetor Air Temp.	[ ]	
Oil press. & Temp.	[ ]	
Cylinder Head Temp.	[ ]	No. 1 [ ] No. 2 [ ] No. 3 [ ] No. 4 [ ]
Exhaust Gas Temp.	[ ]	No. 1 [ ] No. 2 [ ] No. 3 [ ] No. 4 [ ]
Fuel press. each pump	[ ]	
b. Flight controls	[ ]	
Correct movement	[ ]	
Throw	[ ]	
c. Electrical system	[ ]	
Lights	[ ]	
Charging rate	[ ]	
d. Brakes	[ ]	

APPENDIX ICHECK LIST OF AIR WORTHINESS DIRECTIVES  
ERCOUPE MODELS 415C, 415C-D, AND 415D

A/D No.	SUBJECT	[OK]	REMARKS [na] = Not Applicable
46-23-01	Muffler Replacement	[ ]	S/N 113 thru 362
46-23-02	Engine Breather Line Hose	[ ]	S/N 113 thru 362
46-23-03	Aileron Control Column Fitting	[ ]	S/N 113 thru 1306
46-38-02	Aileron Control Stop	[ ]	S/N 113 thru 2704
46-38-03	Fuel System Elbow Fitting	[ ]	S/N 345 thru 2134
46-46-01	Fuselage Gas Tank Overflow Line	[ ]	S/N 2623 thru 2994
47-20-04	Baggage Compartment Zipper	[ ]	S/N 113 thru 4399
47-20-05	Belly Skin Reinforcement	[ ]	S/N 800 thru 2037
47-20-06	Aileron Reinforcement	[ ]	S/N 113 thru 3784 with exceptions
47-20-08	Battery Box Drain	[ ]	
47-20-09	Voltage Regulator Check	[ ]	Observe for normal operation
47-42-20	Control Column Shaft	[ ]	S/N 1033 thru 1327
50-07-01	Elevator Trim Tab Stop	[ ]	
55-20-02	Terne Plate Fuel Tank	[ ]	S/N 113 thru 2622
57-02-01	Rudder Horn Attachment	[ ]	Inspect for cracks
59-05-04	Rear Spar Reinforcement	[ ]	Inspect & reinforce one time
59-25-05	Rudder Reinforcement	[ ]	S/N 113 thru 3335
67-06-03	Rudder Bellcrank	[ ]	
69-09-01	Eisemann Magnetos	[ ]	
81-07-06	A/C Fuel Pump Screen Inspection	[ ]	
86-22-09	Carburetor Fuel Line Nipple	[ ]	All S/N; replace aluminum nipple

## 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: 1947 Ercoupe 415C Ser #744, TTAF 2149, SMOH 386. 75 Cont. Alpha Geneave 200B, Cleavland brakes. New tires. Dual Fork, Bubble windshield, fabric wings. Good paint, good upholstery, annual 6/88. Ready to go. \$5750.00. Buck Lock, Justin, TX 76247, 817-648-2673.

FOR SALE: One complete set of fabric wings with ailerons. No damage history. Fabric still in green - needs touch up paint - white. FIRM: \$500.00 Note: Converted to metal wings. Carl Tomasello. P.O. Box 224, Pleasantville, N.J. 08232, 609-653-6755.

FOR SALE: New three channel - track trailer with ramps for transporting 415C. New axle and tires. Dimetc-coated and painted. Used once. \$100.00. One pair 415C cuffs, excellent condition \$25.00. Fred Herzog, 409-948-2457. 2105 18th Avenue, N., Texas City, TX 77590.

FOR SALE: 1946 Ercoupe 415C 85hp, 1055 TT, 290 SMOH, New Ceconite 1988, Annualled 7/88, Cleavelands, Alon Nose Gear, Large Baggage, Good Glass, Auto Gas STC, Hangered, Serial #1976 \$6750.00 eves & wkends 802-442-4249

FOR SALE: Ercoupe Engine Mount, 415C, No Repairs, No sign or history of damage \$450.00 incl. delivery. Cert. Check or Money order. Pair of Goodyear Main Wheel Castings #350659 & 530898, \$35.00 incl. delivery. Single Fork #34097 w/inner cylinder #34305 & axle #34356, \$70.00 incl. delivery. Steven R. Hulland, 281 Placita Sin Fin, Green Valley, AZ 85614

FOR SALE: 1941 Ercoupe Serial # 96, 700 hrs on Airframe, Original Engine 350 hrs. since top, new ceconite on wings 1982, New Mags and harness 1982, Reconditioned Narco Escort 110, New Battery and box 1987, No Generator has a solar panel, New side and rear glass 1987, extensive annual - annual due June '89, 14gal fuel system, art. Horiz., DG and T&B, 2 9" Ventures, New Paint(Tan) 1988. \$8,700.00 Ed Fralick 616-547-5546

FOR SALE: Propeller fro 85 Continental powered Coupe. Sensenich 76 AK - 2 - 46, 30 hrs since new, and in perfect condition. I'm selling it because I am converting mine to a 100hp and the STC calls for a different prop. Asking \$650.00 or best offer. Doug Tindal, Weekday phone 319-653-2159; otherwise 319-656-2448.

FOR SALE: 1956 415C, 38hrs SMOH, 8:00x4 Mains, 5:00x4 Nose, Wingtip Landing Light, Excellent Paint, Flies Great, King KX 145, 404-922-9336 Bruce

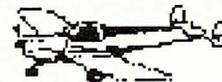
FOR SALE: 1946 415C 85hp, Trophy Winner, All Metal, Auto STC, Extensive Annual Sept. '88, Bubble Windshield, Excellent Paint, White with Red Trim, Kenney Nose Bowl and Wheel Farings, Cleveland Brakes, Dual Landing Lights in wing, Narco Escort Nav/Com, Strobe, E.L.T. Head Set, Mike , Speaker, Shoulder Harness, Hangered, Canopy Cover plus extras including parts and service manuals, Original Logs from date of mfg. Asking \$8,900.00 Located on MGM AL 205-281-9217

FOR SALE: 1948 415E Ercoupe Serial No. 4965, N94850, C-85 Engine 350 STOH, 1598TT, Excellent Paint, Bucket Seats with custom interior. Metal Wings, No Rudder Pedals, Bubble Windshield, Dual Fork nose gear, Landing and Taxi lights, Fresh September Annual, asking \$7500. Phone John Spencer - Syracuse, NY 315-689-3402



**WANTED: I AM LOOKING FOR A 1946 - 48 ERCOUCHE. WANT ONE THAT HAS METAL FUSELAGE AND CLOTH WINGS. NEED NOT BE POLISHED JUST GOOD METAL. WOULD LIKE IT AS NEAR STOCK AS POSSIBLE. DO NOT WANT ONE WITH RUDDER PEDALS, BUBBLE WINDSHIELD, LARGE WINDOWS, OR LOTS OF RADIO EQUIPMENT. WILL PAY TOP DOLLAR FOR RIGHT AIRPLANE. TT ON ENGINE AND AF UNIMPORTANT. MIGHT CONSIDER ONE WITH A CAMOUFALAGE Paint Job. Call SKIP, 919-471-9492**

## BALLOT FOR REGION 5 DIRECTOR



Name \_\_\_\_\_

Membership Number \_\_\_\_\_

(This is the first number on your mailing label)

I would like to vote for Bob Dermody for Director of Region #5

I would like to vote for Russ Jensen for Director of Region #5



# Come Fly With Us . . . . .

IF YOU WANT IMMEDIATE SERVICE THEN CALL  
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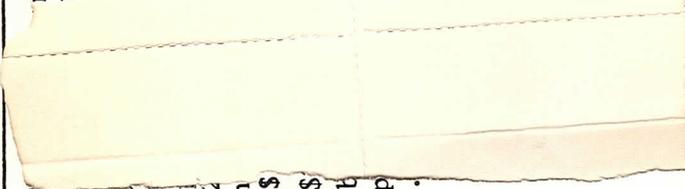


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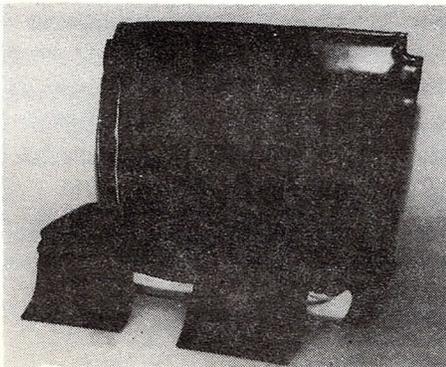
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