

Alon A-2 Aircoupe for Sale – N5618F Grand Champion Custom Contemporary at Sun-n-Fun 2019, People's Choice Award and Best Alon Award at Ercoupe Owner's Club Convention 2012. Extensive restoration from 2000 to 2005 (1800 manhours) with plane finished in green epoxy primer. Aircraft disassembled and painted in military paint scheme 2017 – 2018 (300 man-hours). Extensive documentation (with photos). Hangared for past 25+ years. Excellent quality of restoration and paint job. Turns heads everywhere it goes. NDH. Factory rudder pedals. 2666 TTSN, 816 since engine rebuild. Truly one of a kind. **PRICE REDUCED to \$52,900.** Available for inspection at Montvale Airpark (TN87), Maryville, TN.



Awards won by Alon Aircoupe N5618F.



iPad Mini does not go with airplane, but the Stratus 2S, GPSMAP 496, Monroy Air Traffic Detector, David Clark headsets, tiedown kit, tow bar, and canopy cover do.



Full engine instrumentation with CAT, four position EGT and CHT.



LORAN radio was previously mounted under the Nav/Com. LORAN was removed and cover plate installed. Mounting rails are there for a second radio under Nav/Com.



All instruments and avionics are lighted either internally or with post lights. All controlled by Ameri-King solid state dimmer.



Interior colors are coordinated with exterior colors.

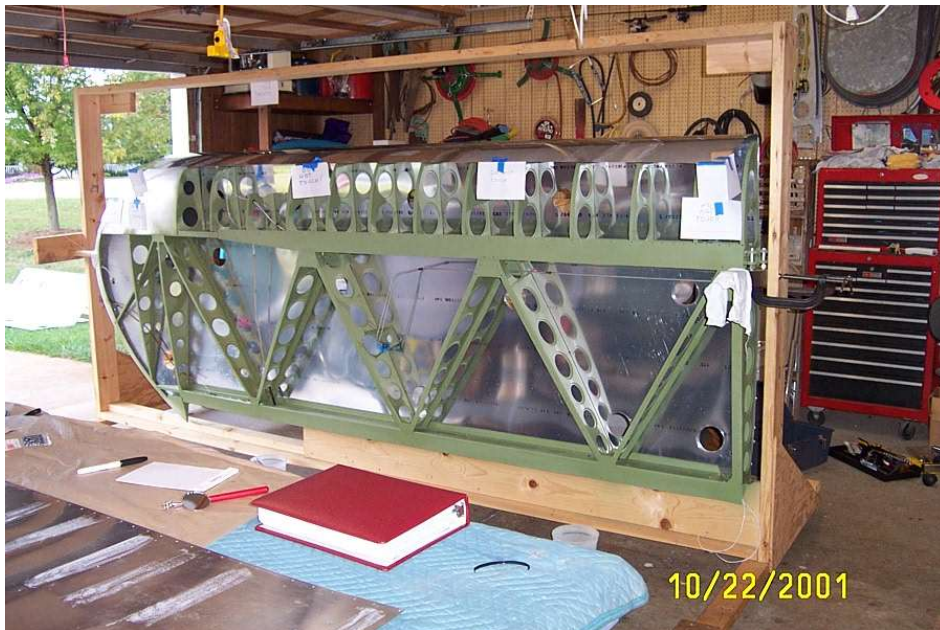


View showing extended baggage compartment, baggage tie-down eyebolts, halon fire extinguisher, ELT, inertial reel shoulder harnesses, and first aid kit. Partially hidden from view is heavy military-grade knife for emergency egress, and tool kit pouch behind pax seat.



Examples of the extent of the restoration of this airplane:

Wings are like new inside and out. Disassembled, media blasted, epoxy primed and reassembled with new wing skins. Wing skins are epoxy primed inside and out. No corrosion here!

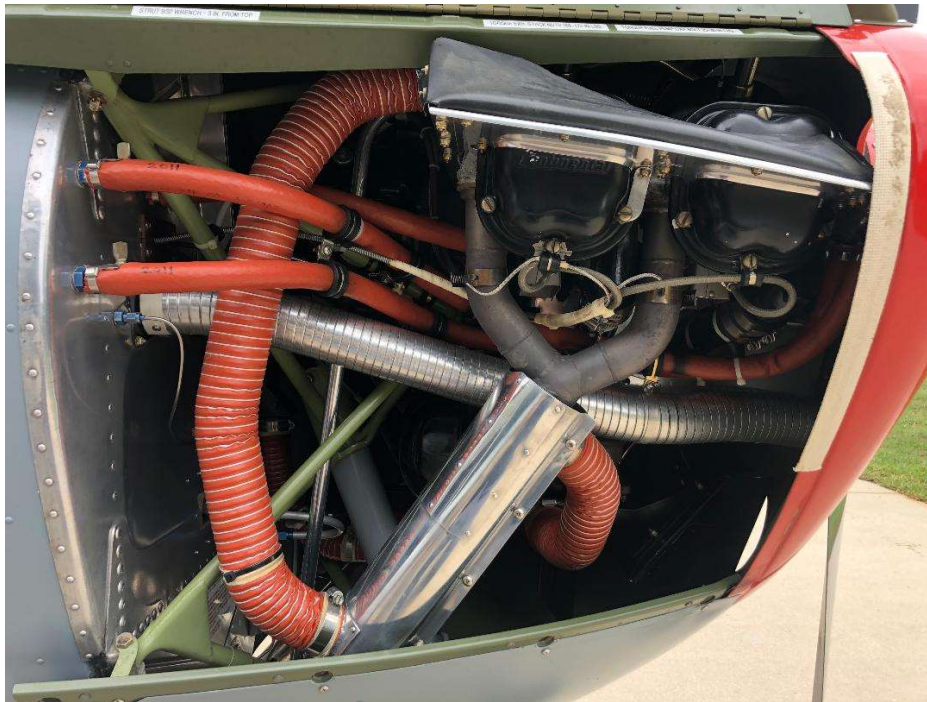


Another example of the extent of this restoration. All controls, bellcranks, pushrods, control column, etc, were removed, cleaned, inspected, epoxy primed and reassembled with all new bearings, bushings, rod ends, etc.



Engine compartment was completely restored and looks like new. Firewall is polished stainless steel.





Comments

1450 lb Gross Weight, 1,013 lb Empty Weight (weighed), 437 lb Useful Load

Standard 24 gallon fuel capacity

Excellent, up-to-date maintenance - Ready to fly anywhere right now

Annual Inspection just completed in April 2026

Engine oil and filter changed every 25 - 30 hours

Magneto 500 hour inspections complete (Right Mag at 2,569 hours, Left Mag at 2,473 hours)

Wing structure is like new inside and out (new wing skins and leading edges during restoration)

Top rear fuselage skin replaced during restoration

Five 3-inch binders full of documentation (Logbooks, Receipts, 337/STC's, Tech Data, Notes)

Within Last 8 Years:

Overhauled carburetor, overhauled vacuum pump, vacuum hoses replaced, turn coordinator overhauled, artificial horizon overhauled, new gyro air filter and vacuum regulator air filter, new engine mount rubbers, bolts, nuts and washers, new prop bolts, installed uAvionix skyBeacon, installed Electronics International SC-5 Super Clock.

Equipment:

Artificial Horizon (Vacuum, with internal lighting, vacuum warning flag)

Directional Gyro (Vacuum, with internal lighting, heading bug and autopilot output)

Turn & Bank (Electric)

Ammeter

Voltmeter

Vacuum Gauge

Oil Temperature

Oil Pressure
 Cylinder Head Temperature (4 cylinder with selector switch)
 Exhaust Gas Temperature (4 cylinder with selector switch)
 Carburetor Air Temperature
 Digital Clock/Timer (SC5 Superclock)
 Ram Mount for iPad Mini
 King KX-125 Nav/Comm
 King KT-76A Transponder
 Narco AR-850 Altitude Encoder
 Vertical Card Compass
 Sigtronics Intercom (Built into Instrument Panel)
 Datcon Hour Meter
 Garmin GPSMAP 496 (Mounted on control yoke, with remote antenna)
 Stratus 2S ADS-B Receiver (Weather, Traffic, AHRS, Synthetic Vision)
 uAvionics skyBeacon (Wingtip mounted ADS-B Out)
 Monroy ATD-200 Traffic Detector
 Ameri-King DC to DC Light Dimmer
 Instrument Panel Post Lights
 Instrument Panel Flood Lights
 Back-up Instrument Panel Lighting (Independent of aircraft power system)
 Gregoire Control Wheel Grips with Pilot's PTT
 Amsafe Inertial Reel Shoulder Harnesses (With 337 and Engineering data)
 EBC Emergency Locator Transmitter
 Vernier Throttle and Mixture Controls
 Halon Fire Extinguisher (Mounted in baggage compartment)
 LED Landing Lights (Signed off by IA as Minor Mod)
 Adjustable Seats (Alon Optional feature)
 Univair Extended Baggage Compartment
 Custom Interior (by Gordon Ford at Professional Interiors, all materials have flammability paperwork)
 First Aid Kit Pouch (sewn into baggage compartment upholstery)
 Tool Kit Pouch (sewn into baggage compartment upholstery)
 Handbrake System (Alon Optional feature)
 Spring Steel Landing Gear Legs (Alon Optional feature)
 Skyport Nose Gear Strut Boot
 Towbar
 Upgraded Cabin Ventilation System (Signed off with 337)
 Cold/Hot Weather Operation Conversion Kit (Changes airflow to cockpit and engine oil tank in hot/cold weather)
 Polished Aluminum Engine Baffles
 B&C Light Weight Starter
 Spin-On Oil Filter Adapter
 Engine Oil Quick Drain
 All Engine Compartment Fuel Lines are Firesleeved
 Wing fuel tanks disassembled, cleaned, resealed and reassembled by John Wright, Jr.
 McCauley Prop (repitched from 58 to 53 in 1992 for better climb performance)
 Tinted Canopy and Rear Glass (Excellent condition, All Plexi new at restoration)
 Custom mixed Sherwin Williams Acry Glo Paint
 Canopy Sunshade Material Installed
 Cleveland Wheels and Brakes
 Cockpit Soundproofing Insulation
 Powersafe SBS-16J Light Weight Sealed Battery Installed (with 337)
 "The Claw" Aircraft Tie-Down kit

Two David Clark H10-30 Headsets
 Premium Quality Canopy Cover (by Bruce's Custom Covers)
 Miscellaneous Spare Parts
 Upgraded Exhaust Stack Vibration Isolators (signed off with 337)
 Exhaust System rebuilt by Dawley Aviation (Heavier gauge metal)

AIRSPEEDS (* = Observed IAS, Not book values)

Best Glide Speed	78 MPH	(68 KTS)
Best Rate of Climb	68 MPH	(59 KTS)
Best Angle of Climb	55 MPH*	(48 KTS*)
Indicated Stall Speed (Pwr On)	48 MPH*	(42 KTS*)
Indicated Stall Speed (Pwr Off)	57 MPH*	(50 KTS*)
Maneuvering Speed	108 MPH	(94 KTS)
Plan Cruise Spd at 2400 RPM	102 MPH*	(89 KTS)* (Slower than book due to Climb Prop)
Plan Fuel Flow at 2400 RPM	5.7 GPH	

**Note: Some of the interior and engine photographs in this spec sheet are from around 2020 - 2021.
 Paint scheme, colors, and markings were copied from the Lockheed P-38 Lightning "Sassy Baby II".**