



OFFERED FOR SALE

N7539C

1958 Forney F-1 Aircoupe

S/N 5654 · Continental C-90-12F, 90 hp

Based at Grays Creek Airport (2GC) · Fayetteville, NC

Sixty-eight years of flying.
Ten owners. A paper trail
that never goes cold.

1,929.5

HOURS TOTAL TIME
airframe, since new

564.0

HOURS SINCE MAJOR
overhaul completed 2008

10

OWNERS OF RECORD
1958 to present, no gaps

68

YEARS OF LOGBOOKS
delivery flight forward

Equipped with ADS-B Out · Cleveland disc brakes · alternator conversion · spin-on oil filter · shoulder harnesses · wheel fairings · auto fuel STC

What the logbooks tell a buyer

Every claim below is traceable to a logbook entry, a Form 337 or an STC on file.

An unbroken paper trail

Ten owners from the November 1958 delivery flight to today, each with logged maintenance, FAA Form 337 major repairs and modification records. No missing decades to explain away.

Both wing front spars replaced

The right in 1984 with a serviceable used spar of the same type per Form 337; the left in 1998 with a new spar (P/N 14007-L). Each with new skin and rivets. Tail cone and empennage re-riveted with CherryMAX fasteners in 2000.

A Continental C-90-12F with a known history

Major overhaul 2008 at 1,365.59 TT: four new ECI cylinders with rotocoils (STC SE10129SC), new crankshaft, camshaft, magnetos and harness. New cylinder #2 and overhauled carburetor in 2025.

Airworthiness Directives, documented

AD 67-06-03 aileron bellcrank (1987) · Bendix magneto ADs (1989) · AD 94-18-04 wing openings per SB 27A (1995) · AD 2002-26-02 center section, per Univair SB 31 (2003).

Corrosion treated as a program, not an event

Univair SB 31 drain holes and a borescope inspection in 2003, Corrosion-X applied in 2003 and again in full in 2025, and wing, tail and rudder skin corrosion addressed in 2026 — the type's weak point, repeatedly opened and treated.

Equipped and current

uAvionix tailBeacon ADS-B Out · Cleveland disc brakes (SA1206GL) · alternator conversion (SA1009NE) · spin-on oil filter (SE7562SW) · shoulder harnesses · wheel fairings (SA1181GL) · auto fuel STC.

Already done for you — 2023 to 2026

The expensive items on a sixty-eight-year-old airframe have been addressed in the last three years, with parts and paperwork to match.

- New cylinder #2 (kit SA10200-A22P), Real pushrod tubes
- Stromberg NA-S3A1 overhauled, Skyport gascolator fitted
- Left exhaust repaired with PMA aft shroud
- Firewall hoses, crank seal and strut mounts replaced
- New Concorde RG-35A battery, tires, discs and linings

- Full Corrosion-X treatment; skin corrosion treated 2026
- 6-gallon header tank removed, repaired, reinstalled
- Main gear strut barrels honed, pistons resealed
- Three new rudder hinges, bonding jumpers, yoke taper pins
- Airspeed indicator calibrated; aileron rivets repaired

Chain of ownership & documented maintenance

Ten owners, November 1958 to the present. Hours are as recorded in the airframe and engine logbooks; TSTOH indicates time since top overhaul, TSMOH time since major overhaul.

Charles Y. OWNED Nov 1958 – Nov 1984 TOTAL TIME 0.0 – 399.5 (approx.)	1958–59 Production test flights and initial delivery. Early airframe repairs: propeller straightened, wing leading-edge dent repaired, lower fuselage skin renewed from firewall to front spar, new nose gear and engine mounts. 1959–61 Cylinder temperature gauge and fuel quick drain installed; lower cowl and scissor assembly repaired; wing surfaces repainted. 1968–73 Oil tank crack repaired. New tires, tubes, battery, voltage regulator, compass, brake lines and master cylinder seals. Replacement tail cone, stabilator, elevator, control and trim cables. Carburetor overhauled and fuel tanks slushed. 1973 Grimes fuselage belly strobe light system installed under STC SA881EA.
James H. OWNED Nov 1984 – Dec 1986 TOTAL TIME 399.5 – approx. 458.0	1984 Major repair of the right wing following rodent damage. Per Form 337 dated 18 December 1984, the front main spar was replaced with a serviceable used spar of the same type, together with leading-edge ribs #3 and #5, leading-edge skin and lower skin. 1984 Narco ELT-10 emergency locator transmitter and antenna installed under Form 337. 1984 New sliding canopy plexiglass, seat belts, 35-amp battery, fire-retardant carpet, brake pads and O-rings; carburetor float needle serviced.
Norman B. OWNED Dec 1986 – Aug 1989 TOTAL TIME approx. 458.0 – 485.97	1987 AD 67-06-03 complied with by installing a new aileron bellcrank casting (P/N 004-52425) and nylon bearings. 1988 Converted to Cleveland wheel and disc brakes (P/N 199-69) under STC SA1206GL; all fuel and oil lines replaced. 1989 Bendix magneto ADs completed with new bushings, coils, oil seals and ignition harness.
Richard M. OWNED Aug 1989 – Oct 1991 TOTAL TIME 515.51 – 615.16 SINCE TOP OVERHAUL 0.0 – 45.2 (top OH at 569.96 TT)	1989 New LP Aero / Penn Plastics windshield assembly, center sliding window, aft right window and carburetor heat hose. Panel upgraded with Narco MK-12D nav/com, ID-824 VOR/LOC, Narco AR-850 encoder, Terra TRT-250 transponder, Aeritalia directional gyro and venturi; overhauled Kollsman altimeter. 1990 Engine top overhaul using four reconditioned cylinders from Clydesdale Aircraft Corp. TAF spin-on oil filter adapter installed under STC SE7562SW. Fuselage fuel tank and oil tank removed and repaired; belly bulkhead antenna connector installed. 1991 Right wing skin repaired at Alphin Aircraft. New propeller spinner, bulkheads and prop flange; right magneto overhauled.
Donald S. OWNED Oct 1991 – Mar 2000 TOTAL TIME 668.78 – approx. 891.0 SINCE TOP OVERHAUL 98.82 – 321.04	1992–93 Nose strut serviced and landing light replaced; exhaust guide reamed and cylinder #2 repaired. 1995 Wing inspection holes cut to comply with AD 94-18-04 per SB 27A. Nose gear strut rebuilt with new inner cylinder assembly and O-rings; nose wheel and tire replaced. 1996–97 Serviceable oil sump installed; Stromberg NA-S3A1 carburetor overhauled. 1998 Left wing removed to correct spar corrosion — new left front spar (P/N 14007-L) installed with replacement skin and rivets. Two new main tires mounted.
Samuel Y. OWNED Mar 2000 – Nov 2003 TOTAL TIME approx. 909.4 – 1004.7 SINCE TOP OVERHAUL 339.44 – 434.74	2000 Skyport main and nose landing gear wheel fairings installed under STC SA1181GL. Tail cone and empennage rivets replaced with CherryMAX rivets. Longer pilot seat belt; left exhaust stack replaced. 2001 Skyport metal bowl gascolator installed under STC SA01246CH. New windshield, right sliding window and factory-new fuel pump. 2003 Center section corrosion AD 2002-26-02 addressed via Univair SB 31 drain holes and borescope inspection. Airframe treated with Corrosion-X.

Mill Pond Associates, LLC OWNED Nov 2003 – Aug 2004 TOTAL TIME 1030.09 – 1082.35 SINCE TOP OVERHAUL 460.13 – 512.39	2004 Overhauled cylinder #3 from Teledyne Mattituck installed. Stainless steel exhaust manifolds and new muffler. Firewall-forward fuel and oil hoses replaced using kit SMK51. Oleo struts and flexible brake lines overhauled. SPA 400 intercom installed. Skyport main gear travel stop bushing kit (SMK-84-1) fitted. Main wheel bearings, tires and carburetor heat cable replaced.
Stonehedge Assoc. LLC OWNED Aug 2004 – Mar 2022 TOTAL TIME 1116.76 – 1869.23 MAJOR OVERHAUL Mar 2008 at 1365.59 TT	2004–05 Aero Fabricators shoulder harnesses and lap belts installed. Canopy and aft windows replaced. Skyport remote brake reservoir kit under STC SA01409CH. Ford alternator and voltage regulator under STC SA1009NE. PAI-700 vertical card compass; camshaft drive gear replaced. 2007–08 Major engine overhaul: four new ECI cylinders with rotocoils under STC SE10129SC, new crankshaft, camshaft, magnetos and ignition harness. Left fuel tank repaired and repainted. Propeller dynamically balanced. 2010–12 New Cleveland brake discs and linings. Engine disassembled and crankcase resealed by Columbia Aircraft Services, including honing the cylinders and installing new rings. 2013–18 Tachometer overhauled; exhaust stack repaired; CHT gauge replaced; Gill-35LT battery installed. 2019–21 uAvionix tailBeacon ADS-B Out installed. New pilot-side window panel. ELT inspected and tested, wheel bearings greased, garter filter replaced. Annual inspection by Cutting Edge Aviation; oil and filter changed; spark plugs cleaned, gapped and tested.
Nelson & Dona Kay B. OWNED Mar 2022 – Dec 2022 TOTAL TIME 1880.44	2022 ELT battery replaced. Airframe and engine inspected, engine compressions checked and magnetos timing verified.
CURRENT OWNER Colt Randles OWNED Dec 2022 – present TOTAL TIME 1882.11 – 1929.51 SINCE MAJOR OH 516.61 – 564.01	2023 Replacement starter drive clutch and gear installed, pull lever adjusted, intake system cleaned and spark plugs serviced. 2025 Cylinder #2 replaced with a new kit (SA10200-A22P) and Real pushrod tubes following a melted exhaust port. Stromberg NA-S3A1 carburetor overhauled; Skyport metal gascolator installed; left-hand exhaust repaired with PMA aft shroud; auto fuel STC placards added. Main tires, brake discs and linings, firewall hoses, crank seal, Concorde RG-35A battery and strut mounts replaced. Full Corrosion-X treatment applied. 2026 6-gallon header fuel tank removed, repaired and reinstalled. Control yokes reinstalled with new taper pins. Main gear strut barrels honed and pistons resealed. Wing, tail and rudder skin corrosion treated. Right aileron rivets repaired. Three new rudder hinges and control bonding jumpers installed; airspeed indicator calibrated; oil sump baffle clearance adjusted.

Records available for inspection. Original airframe, engine and propeller logbooks, FAA Form 337s and STC paperwork are on hand and welcome to be reviewed in full, along with a pre-purchase inspection by the mechanic or shop of your choosing. This summary was compiled from those records and is offered for information; the logbooks themselves are the authority.

INQUIRIES

Colt Randles

Owner, N7539C — 1958 Forney F-1 Aircoupe, S/N 5654

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