



America's First Successful Light Plane in Production

FROM the first announcement the Monocoupe has attracted the attention of flyers in all parts of the world. Its smart lines, its ease of operation, its comfort, high safety factors and economy have made it the style leader everywhere.

Monocoupes are now flying in almost every part of the world and hundreds of them are seeing daily service in America.

During 1928 the Monocoupe has never failed to carry off prize money in race and efficiency contests where it has competed with larger planes of twice the horse power.

Descriptive data: Span, 32 ft.; length over all, 30 ft.; height, 7 ft.; weight, 795 lbs.; gross weight, 1350 lbs.; disposable load, 555 lbs.; rate of climb, 800 ft. first minute; high speed, 97 miles per hour; cruising speed, 85 miles per hour; landing speed, 37 miles per hour; cruising range, 500 miles; miles per gallon of gasoline, 20; ceiling, 13,000 ft.



The Ultimate Plane for the Private Owner

THE Monocoupe is a two place, side by side, externally braced, cabin monoplane, powered with the Veebe five cylinder radial, air-cooled, engine which develops 62 h. p. It is built in accordance with the requirements set forth by the Aeronautics Branch of the Department of Commerce and fills a great need in the steady advance of aviation, and makes possible private ownership and personal transportation by air.

Its enviable record during the last year has convinced its many owners of its modern and superior structural and aerodynamic features.

The Monocoupe is modern in design and fulfills the future demand for luxurious comfort in air travel without the need of race track clothing. Monocoupe traveling

is companionable—you converse with ease at full throttle—fatiguing propeller blasts, motor gases, flying oil and other discomforts of the military type plane are eliminated. The Monocoupe is especially adapted for unfavorable flying conditions, no weather is too rough, too cold or too wet. Its ability to get in and out of small fields has made it the favorite among flyers who have had occasion to subject it to the most severe tests. It is easy to handle in the air, on the ground and in the hangar and demands little or no attention to keep it ready for service at all times.

The Monocoupe is low in first cost—in cost of operation. Not only the greatest dollar for dollar value but it has the most comprehensive guarantee known to the industry.



The Monoprep is Designed for Safe, Eco- nomical Training

THE Monoprep promises to be one of the greatest boons to the advancement of aviation in 1929. The ownership of airplanes is entirely dependent upon people to fly them. The high price of new production planes necessitates too high a price for training to attract the large number who would care to fly if instruction costs were less.

The Monoprep is built with the needs of the student and operator in mind. It is sturdy and rugged. It is wide and comfortable, wide landing gear, slow landing speed. It is low in initial cost and maintenance.

The Monoprep can be operated at a fuel cost of \$1.00 per hour.

Descriptive data: Span, 33 ft.; length, 21 ft.; height, 7½ ft.; weight, 825 lbs.; gross weight, 1350 lbs.; high speed, 85 miles per hour; cruising speed, 70 miles per hour; landing speed, 33 miles per hour; cruising range, 400 miles; price \$2675.

\$2675
Flyaway at
Moline, Ill.

The Monocoupe
Registered Trade Mark

\$2675
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