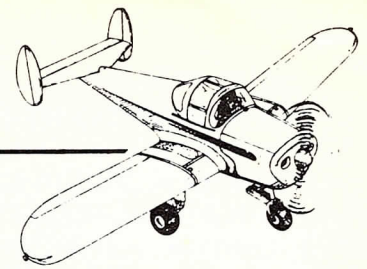


# COUPE CAPERS

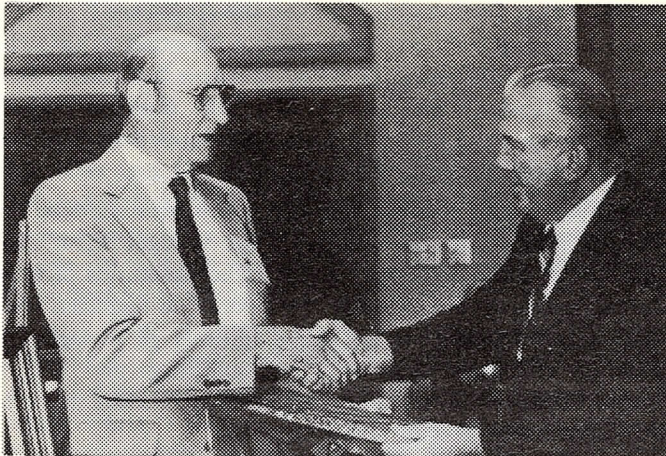


## Ercoupe Owners Club Newsletter

VOLUME 17 NUMBER 1 JANUARY 1988

TELEPHONE (919) 471-9492

Skip Carden - EDITOR



### LINDBERGH FUND HONORS WEICK

Lindbergh Fund President Don Padilla (right) congratulates inductee Fred E. Weick, Vero Beach, Fla. Weick, a pioneer aeronautical engineer, worked with Charles Lindbergh on propeller improvements for the Sirius airplane.



### SANTA COUPES

The Minnesota wing generated a toys for tots program airlift here, and it went off without a hitch Sunday the 20th. 14 Ercoupes and 3 mavericks showed up on the ramp at St. Paul Downtown airport at 7:00 a.m., and shortly thereafter the trailer rolled up to load us up with toys for the poor children in Bagley, Minnesota. We left at 9:00 for Bemidji. We looked like a swarm of locusts in the air, but at 11:30 we landed at Bemidji where we were met by the CAP who gave us coffee and rolls to relax. Then we pitched in and unloaded our planes into a semi-trailer, which was half full when we were done. Don't think those aircraft can't carry a load! I don't suspect that Fred ever envisioned the Ercoupe being a cargo hauler, but it sure was. There wasn't a dry eye in the place when we landed.

The Bagley area is hard hit this year, and the parents weren't able to buy gifts for their kids. Christmas day they will have a big dinner at the town hall, Santa will come and distribute the toys, and the spirit lives on.

This is probably one of the most satisfying accomplishments I've ever been involved with. Mark Cassman set the whole thing up, and it went a hell of a lot smoother than your average military combat operation. It was like clockwork, and the cooperation of the wing coupers was unsurpassed.

Whenever I get involved in something like this, I think of young Fred Weick huddled over the drawing board, designing, never dreaming what the future holds in store for his creation. It is more than an airplane. It is the glue that holds a lot of kindred souls together — a catalyst to make us be better than we are. Maybe Fred intended to draw that in...

*Russ*

### MARK I EYEBALL

Dear Skip,

I WANT TO COMPLIMENT YOU ON YOUR ARTICLE IN COUPE CAPERS!!!!

You know I live near Tampa International — which has quite a lot of both commercial and general aviation traffic.

Being alone in the world and liking to watch airplanes I often listen to the various frequencies on my scanner — or go over to the airport and watch the flow of planes.

Tampa has a wide open field which has very little bad weather so how can a problem exist when visibility is 50 miles? Yet — I feel certain that there are go-arounds every so often, and these are caused by someone! Who??

Another thing that bothers me is that so many people are putting all sorts of avionics in their plane and paying more attention to the dern Loran than to looking through the windshield to see if anyone is coming at them at the same level!!!

I rode from Vero Beach with a fellow and was scared to death!! He never took his eyes off the instruments and radios and I wore myself out scanning the skies for other planes! When we got to the airport he was still engrossed in the knobs and dials and forgot to put the gear down! Naturally he got told to do so!! One week later this same guy didn't put the gear down again and bounced a \$150,000 plane into Tampa bay with several teen-age girls aboard. It was only luck that no one was badly injured!!

So — if we have ding-a-lings up there looking at the various toys and depending on approach control to bring them home safely we will have accidents!

Every pilot should visit the radar room at a busy airport. The one here at Tampa is open to visitors on some sort of call-ahead basis. Looking at that screen and you think it is snowing! All the planes in the area with their little designations and altitudes would drive me completely out of my mind in just a few minutes!

Did you ever hear of Doolittle radar? That's what I hear Jimmy called it — two eyeballs up against the windscreen! BEST AWAY BACK THEN — STILL A GOOD IDEA???

*Keep up the good work!!*

*Dave Graves*



## COOPER TO REPLACE JEWETT

Jo-An Cooper of Phoenix will be the new Board member representing Region 8. Jo-An takes the place of Ron Jewett who resigned his Board position due to his health. Jo-An an active Couper in Region 8 owns a really nice '46 Ercoupe will be a real asset to the Board. What a nice touch to have someone named COOPER (Couper) to serve on the Board.

## FRED WEICK HONORED

Fred Weick was the subject of a very nice article written by Kelly Viets and printed in the December issue of "The Vintage Airplane". It contains some until recently unseen photos of the Weick W-1. In his article Mr. Viets details many other items about Fred and Dorothy that you may not be familiar with. Fred also told me that he has turned over his notes to the Smithsonian and that they are preparing a book on his life that will be released soon. I am glad that after all these years that Mr. Fred is finally getting the recognition that he deserves. I am sure that some of the older members will remember when Wayne Olson and myself mounted a drive to have Mr. Fred inducted into the Aviation Hall of Fame in Dayton. It soon became apparent that this outfit was not really interested in honoring Aviation Pioneers as it said but was interested more in politics and bucks. It is a shame that those who should be honored while they were still alive were passed over for Astronauts and politicians. Pardon my soapbox but that type of hypocrisy gives me a severe pain in my backside.

## PRAISES FOR SKYPORT

Dear Skip:

In 20 years as a corporate pilot/maintenance manager, I have never dealt with a more accomodating outfit than SKYPORT AIRCOUPE SERVICES. They are quick, knowledgeable, fairly priced and always courteous. After dealing with the frustration of parts availability on a couple of sports car restorations I think we are indeed fortunate to have SKYPORT so we can keep Coupes Flying.

John R. Price  
406 Wilshire  
Coffeyville, KS 67337

## JON HILES ELECTED

Jon Hiles, Enon Ohio will was elected to a two year term on the Ercoupe Owners Club Board of Directors. Jon will replace Steve Kish who has served on the board since December 1987.

I want to thank Steve for the fine job that he has done in organizing Region 6 and for the many flying activities that he has sponsored and participated in. I am

sure that we will hear more of Steve and the Penn Coupers and their fine newsletter in the future, again THANKS.

## DRUG WAR VICTIMS

Dear Skip,

I enclose \$20.00 to continue membership which is due in March. We shall be planning a Fly-In at Milford, DE in the spring. I will write with more details later.

During a recent discourse with other pilots who had been in Miami and near the Mexican boarder, several cases of Customs officials searching for drugs in aircraft where there were no drugs were not required to repair or pay for interiors slashed open, panels and structural parts torn by wrecking bars and the like. We were discussing the idea of a new type of Aircraft for use in legal flights near the D.E.A.s war between drug eg Documentaries of drug busts on television sponsored by Coors and Segrims. Such an aircraft would be constructed entirely of plexiglas so that all could see that there are no drugs and D.E.A. representatives of the liquor industry would not have to vandalize these aircraft to search them.

While we are on the subject of innocent people losing their aircraft in the war between drugs(forced on a gullible public as a war on drugs) I quote a lecture given by an FAA official visiting an aeronautical engineering class in Ohio State University in 1984 telling how aircraft used in crash tests are impounded aircraft that have been stolen from innocent owners by drug runners. These Aircraft were not returned to their owners and insurance would not pay because these Aircraft scheduled for crash tests recovered Aircraft.

Respectfully Yours,  
Barney Vincelette  
Box 141  
Houston, DE 19954

The small article in the "Regional Roundup" section of the November, '87 edition reported that in California, the governor signed into law a bill that removes the requirement for owners of old aircraft to pay personal property taxes. What a nice Christmas present. Apparently, California has an organization devoted to supporting the large cadre of owners of old airplanes. A state senator there, however, was responsible for supporting the bill. He's Jim Ellis, according to the report, but the bill, guided and probably initiated by Ellis in the state legislature, was signed guided and probably initiated by Ellis in the state legislature, was signed by Gov. Deukmejian. Also heavily involved in the successful effort was the California Antique Aeroplane Association. The bill eliminates the requirement for owners of antique airplanes to pay further personal property taxes on their antique planes. No date was mentioned regarding what is or isn't an antique airplane, but 25 years or older has for some time been accepted generally to qualify. Hurrah for Ellis, et al in that effort out west. Maybe something like that can work its way east?



## Hints 'N' Tips

### SLOSH PROBLEMS

I joined the Ercoupe Owners Club in October. I thought I would write to Caution anyone who needs to slosh their nose tank as I did recently. I bought a quart of Randolph 9-12 sloshing compound and followed label instructions to the letter. I put the tank back on and found on my shakedown flight that the tank was not filling. My first thought was that an insect had stopped up my fuel line while the tank was off. Through the process of elimination, I finally determined the slosh seal had sealed up my inlet fitting on the nose tank. If I had simply blown some air through the inlet after sloshing I could have saved a lot of work and an unnecessary flight scare. I only hope that this experience might prevent others from this same problem which could have had far worse consequences.

Skip I have a 46 Ercoupe with Eisemann Magnetos. I have had considerable trouble in finding shielded ignition harness for LA-4 Eisemann mags. Do you know where I can get a replacement harness? The mags work fine and I understand parts for the mags can be obtained.

Richard Powell  
213 Brandon Ct.  
Raleigh, NC 27609

*Can anyone help Richard with a replacement harness for his mags? If so write him and let him know.*

### AUTO GAS

Good Morning Skip;

It's been awhile since I have written to you, but a couple of things written in the 6 Nov. issue sort of bug me a little.

As you're aware of, I don't fly anymore due to diabetes that will not be controlled. However that does not constitute my not loving Ercoupes.

All this smoke, ranting and raving about auto gas give me a very large pain in the south side going north. I used it for years before it was legal to use. Flew out of the So. Calif. desserts when the temperature was 117°+. Absolutely no problems whatsoever.

Auto gas has a higher octane rating then AV gas does. As a matter of fact that engine was designed to fly on 73 Octane fuel. So what's the big deal?

Even down in Mexico I filled it once with auto gas that was rated at 72 Octane. No problems whatsoever. If you want to check further, talk to some bush pilots up north in Canada. They burn anything they can get. Still no problems.

If the engine won't run properly it's because you have a minor mechanical problem. You better take the time to find out why. Could be that cam that operates the pump is

worn. Could be you've got some restriction in your fuel line. Could be that your fuel line is not bent properly. There has to be something with the fuel system that is wrong. Stop and think it out. You won't be sorry.

As for the letter that Fred Herzog wrote about not having very good climb qualities — he's right, you know. If his prop is for cruise he can forget about climb. I've always said repitch your prop to 71-48. You only lose a few miles per hour on your cruise but your climb out is fabulous, nothing but great.

Now the question is going to come up: How do I know it will work better? I used to fly 2865H out of Quartz Hill Airport in the High Desert. The strip was soft sand, 2400 feet long. You took off to the west into a hill. Believe me, at 117 degrees + with a density altitude approaching 6000+ feet and my weight being 240 lbs. +, you had better be right the first time. No second chances there at all.

Skip, keep up the good work. Have a Merry Christmas and a roaring good New Year.

*Keep Coupes Flying  
The Coupe Moose  
Bill Jacobi*

*P.O. Box 2400  
Fallon, Nevada 89406  
1-702-423-3097*

P.S. The leaded fuel that I used was always leaded.

### LEONARD SEZ

Dear Skip and fellow Coupers,

Lately there have been letters in Coupe Capers from members wanting more Hints N Tips on Ercoupe Maintenance. I feel honored to be allowed some space for my own findings and experiences with the Coupe. First I would suggest, if anyone has comments, pro or con, on my ideas, contact me not Skip. If you feel a reply to my article needs to be published in Capers, then write Skip. He will edit, if necessary, or may even fail to print it if he feels it will stir up controversy in the Club. THAT WE DO NOT NEED.

First I am not a licensed aircraft mechanic or inspector. Anything that I say about maintenance may or may not be according to regulations. As most of you know, we all sometimes bend the law. In my case, I have been known to literally tear it. Even so I am doing so at my own risk and you should assume the same responsibility.

I will be writing this under Marl Twain's law of etiquette. He said, "Even though I disagree with your opinion, I will fight to the death for your right to your opinion." I hope you will afford me the same courtesy.

Some may say, I am not qualified to write these articles. I even expect this to happen, as I understand that we have over one thousand members, I will be dealing with over one thousand personalities.

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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.

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Please let me list some of my qualifications. Shortly after World War II, I was employed by one of the largest FBO's in Wichita KS, the home of two of the largest general aviation manufacturers in the US. I was at the height of my glory, working among all the airplanes, large and small. Then one day one of Mr. Fred Weick's little wonders stopped in for some maintenance. There I stood with my mouth open; filled with awe, such a pretty bird, I must have one, looks like a fighter plane, even has a steering wheel, and even has the third wheel up front to keep its little wooden prop from hitting the dirt if you put the brakes on too hard. There I stood looking at the eighth wonder of the world, and the boss walked up, took my broom away from me and gave me my walking papers.

From there I went to Tulsa and started building B47 bombers for McDonald Douglas. I worked in department 186, final assembly, where we worked all the inspector squaks, before the plane was turned over to the Airforce. That is where I learned much about aircraft. One day they lined us up and explained to us that if we added one washer to every bolt and screw in the airplane, with a full bomb load they could only load enough fuel to stay airborne less than one hour. Now you see why my convertible is a Plain Jane. But it will perform with the best and out perform most.

My Club membership number is the same as the department number at Douglas, 186, so you see there are very few that have been in the Club longer.

From Douglas I went to Colorado where I started a sizable farming operation along the Arkansas River. I also became associated with a vast cattle ranch between Walsenburg and LaVeta in the Rocky Mountain foot hills. There the Coupe began to earn its keep, looking for sick and stranded cattle; and in winter snow bound cattle. That is where I began to learn how to maintain the Coupe, and found some of its quirks and shortcomings.

Lets start with the fuel system. My serial number was 2696. Now serial numbers 2623 to 3220 had a stand pipe in the top tank to return the excess fuel to the mains. The line went into a tee in the crossover line between the wing tanks. Good enough, except when you were looking for lost cattle at tree top levels at 5 to 7 thousand feet altitude in mountain turbulence. The over flow fuel would carry some air with it to the crossover line where the pump would pick up some of the air, or vapor, through the tee in the same line. The engine is working hard, its hot, then the fuel pump vapor locks. You are looking for cattle, not watching fuel gauges; when you scan forward and notice that the top tank is almost empty. That is where I learned darn fast that the fuel system had some deficiencies; and that paying attention to the flying and saving my own skin was lots more important than getting rich in the cattle operation.

The moral of the story is; fly the plane and pay strict attention to its operation at all times. Also don't skimp on up-keep. Your friends and neighbors won't remember your beautiful, polished, Emron paint job very long after your mouse infected, no good Ercoupe wing has broken off, from corrosion, and sent you to your final reward.

So far there has only been two people who brought their coupes to beautiful Arkansas and spent a couple of days with us, ate hot biscuits and had a good visit while I removed the wings, and inspected the spar caps; then if the spar caps are airworthy, I will mouse proof the rag wings for \$150.00, or metal for \$200.00. IT CAN BE DONE!

Who would give up a \$150. or \$200. dollars of beer money to maybe save their life? So far, only two. Besides that I may scratch your Emron, and we can't have that can we?

Till next month, PLEASE DON'T BAD MOUTH COUPES

Sincerely,

The Bearded Hillbilly, with the funny cigarettes.

Leonard Page, Rt. 1, Belleville AR 72824, 501-495-2647

## RE: AIRBORNE WEATHER

Dear Skip,

In reference to your November Coupe Capers newsletter, about F.A.A. sponsored aviation weather reports... great idea of course. I guess I just assumed we were all using this service.

Many thanks for the reminder by Mr. Gott of Waltham, Mass.

I also use my Radio Shack N.O.A.A. weather monitor "cube". I am going to leave this at home and replace it with a Radio Shack Weather Alert or Radio Shack Weather and Time Receiver. "At altitude," in my area, I can pick up Erie, Cleveland, Buffalo and when further south, Pittsburg. What I don't like about it is the location of the crystal controlled channel switch on the bottom. I hope Radio Shack corrects this and adds the emergency weather alert in the National, W.W.V. time unit.

Cordially,  
Cosmo C. Amenta  
Club #403188/09 1852  
RD #3, P.O. Box 650  
North East, PA 16428

P.S. Does Steve Kish have an annual "FLy-in" in our area? I haven't heard from him.

P.P.S. Your "Coupe Capers" is proving to be a wealth of useful information. Does someone have all this in a preflight & flight checklist?

## NOTES ON THE ENCODER/ TRANSPONDER INFORMATION

Most all encoders will work with most any transponder. The wires connect number to number — letter to letter. The only difficult thing is to be sure that the transponder when in mode "A" position has the altitude mode "C" turned off. If necessary it might come to adding a switch in the common lead to turn the encoder off — this being an easy out.



Special cases are AT5 etc. which are mostly capable of accepting an encoder — the AT50-50A which are supposed to have been modified in 1975 by a factory paid for change.

If you ground the signal common lead from the encoder it will be on all the time. You can then find out if the transponder has the circuitry to turn it off. If not you must either put in the switch or wire to the obvious point on the transponder.

It is not suggested that a attempt be made to modify a transponder or have it done. Best to buy a new one!!

#### ENCODERS

##### Aerosonic

A-NC	D-NC	G-A2	K-B2	N-C2
B-14v	E-D4	H-A4	L-B4	P-C4
C-Strobe	F-A1	J-B1	M-C1	R-Ground

##### Transcal?King

1-NC  
2-A1  
3-A2  
4-A4  
5-B1  
6-Signal common  
7-NC  
8-28v  
9-B2  
10-B4  
11-C1  
12-C4  
13-C2  
14-14v  
15-Ground

##### Narco AR850

4-Tie to 9  
10-Ground  
13-14 to 28v  
14-C2  
15-B4  
16-B2  
17-B1  
18-A4  
19-A1  
20-A2  
21-C1  
22-Enable  
23-Strobe  
24-C4  
25-Signal gnd.

##### Pointer

1-Ground  
2-NC  
3-NC  
4-14v  
5-NC  
6-Common  
7-A1  
8-A2  
9-A4  
10-B1  
11-B2  
12-B4  
13-C1  
14-C2  
15-C4

#### TRANSPONDERS

##### EDO

1-Ground  
2-Mode C Common  
3-A4  
4-C4  
5-A2  
6-C2  
7-A1  
8-C1  
9-14v  
10-Dimmer  
11-NC  
12-B1  
13-B2  
14-B4  
15-D4

##### AT5-5A-6-6A

(encoder side)  
1-C1  
2-A1  
3-C2  
4-A2  
5-C4  
6-Tie to 7  
7-  
8-A4  
9-B1  
10-B2  
11-B4  
12-Sig common  
13-14v  
14-Gnd

##### Kt75

1-14v	6-A1	11-B4
2-Ground	7-A2	12-C1
3-Mode C on	8-A4	13-C2
4-Suppressor	9-B1	14-C4
5-Code common	10-B2	15-D4
		16-Dimmer

##### AT50-50A-150

2-Ground  
3-Ditto  
4-Lamps  
5-Strobe  
6-A2  
7-A1  
8-A4  
9-B4  
10-B2  
11-C2  
12-B1  
13-C4  
14-C1  
16-14v  
18-Digitizer power

##### KT76/78

1-B2  
2-B4  
3-C1  
4-B1  
5-14v  
6-A1  
7-A2  
8-C2  
9-A4  
10-C4  
11-Dimmer  
12-Ground

##### KT75R

(mode c only)  
1-14-28v  
2-Gnd  
3-Shield  
4-Suppressor  
5-Code common  
6-A1  
7-A2  
8-A4  
9-B1  
10-B2  
11-B4  
12-C1  
13-C2  
14-C4  
15-D4

##### ARC 359-459-859

1-Ground  
2-Ditto  
3-Remote ident  
5-Ditto  
9-Switched A+  
10-D4  
11-Mode c common  
12-Dimmer  
13-A2 20-C4  
14-A1 21-C1  
15-A4 22-LV input  
16-B4 23-Tie to 8  
17-B2 if 14v-use  
18-C2 resistor for  
19-B1 28v.

##### KT76A/78A/79

(bottom)	(top)
A-Ground	1-Ground
B-B4	2-14v pilot
C-A2	3-28v "
D-C1	4-TP1
E-B1	5-+5v test
F-Ext ident	6--6v test
H-C4	7-TP3
J-A4	8-D4
K-A2	9-NC
L-C2	10-TP2
M-A1	11-14v
N-9v	12-NC
(KT79 pin 11-14 or 28v)	

#### ENCODER SPECIAL

I will sell the POINTER encoder to the club members at a special price of \$325. Pointer has been in the ELT and Encoder business for many years and has a fine reputation for quality and repair in warranty. Paperwork furnished with the encoder to tell how to install to your transponder.

If the letters and phone calls are any indication there is a lot of interest in these things.

Dave



# COUPE SCOOP

## Oil Leaks Part III

If you have followed the first two articles and have your push rod housings and valve covers void of leaks, there is not too much more to do. One place that often gets overlooked is the cap on the oil filler tube. The cap has a gasket and if it is worn or missing, it is an excellent place to lose oil during turns, etc.. There was a fellow selling replace gaskets at Telequah made of the silicone material. The same gasket can be used on the fuel tank, but you will soon change back to the rubber ones there. They are first class for the oil spout, however. They are thicker and provide a better seal. A new rubber one will work well, but be sure to tighten the spring clip for a good seal. If you have not installed the oil breather kit modification, you are missing another good bet to lower your oil consumption. Past that, you should talk to your A&P about working on the engine. My oil consumption has dropped 30% and far exceeds the Continental 75-85 Engine specifications of one quart per four hours.

While we are at it, I might mention that I change oil around every 15 to 20 hours of flying. I use Phillips Cross Country I, which I purchased by the case for about \$1.15 per quart. It has been an excellent oil for me:

After three years and 450 hours, compression on all cylinders is still between 78 and 80 on every cylinder. Most Ercoupes will burn more than one quart in four hours which you might say gives you a second oil change between oil changes. If you want to know where to buy \$1.15 oil, contact me. One last oil savings tip. While my engine will hold five quarts, I seldomly put in more than four. Most of the 5th quart will be dissipated quickly from the vent tube, etc..

Ramblin,

**Ron Johnsen (515) 255-6894**

### Alcohol and Ercoupes Don't Mix:

We who have been flying Ercoupes for a few years have seen this in print many times, so this article will not be new to you. Coupes are traded, and we have new members who might not know the consequences of using alcohol gas, or even getting a heavy dose of alcohol tailings in Non-alcohol gas. If you are buying gas at several stations, convenience stores, etc. and still have the butyl neoprene tip on your carburetor needle valve, you are in my opinion an accident waiting to happen. I suggest that you purchase your gas at a national supplier, after you have done the alcohol/gas test that I have explained. If you purchase this at other locations, take the jar with you and do the test on the spot. Stay with a station that tests alcohol free. My experience with a stuck needle valve came over lake Saylorville, at a low altitude. It was flooded and I was taking pictures. The engine almost died, ran real rough, RPM's way down, not enough to stay airborne even for a little bit, to get off the lake. I think fortune smiled at me that day. My Coupe is cold blooded in starting and must get a part shot of primer to keep going at first. Without thinking, I grabbed the



primer and gave it a shot. The engine "took", by using the primer allowing me to hold altitude. I coaxed it up over the dam and headed for Morningstar Field about 5 miles away, but was partly under water because of the flood. About half way there, the engine started running on its own. I pointed it "UP". About this time, the Des Moines tower asked me, "Ercoupe 667 what are your intentions. We have another aircraft in the area." It was very difficult not to come back and say, "My intentions are to keep this" thing in the air, but I did not. I said "Ercoupe 667 returning Krohn Prairie City direct." In retrospect I should have said I was having engine problems. If it quit for good, someone would know.

This problem with the needle valve is now a common known problem. The primer bypasses the carburetor and goes directly to the engine. I hope this never happens to you, but if it does this might get you home or extend altitude to a more favorable place. We replaced the valve and seat and have had no more problems. I have explained the test for water/alcohol on the next page, try it, it works.

By,

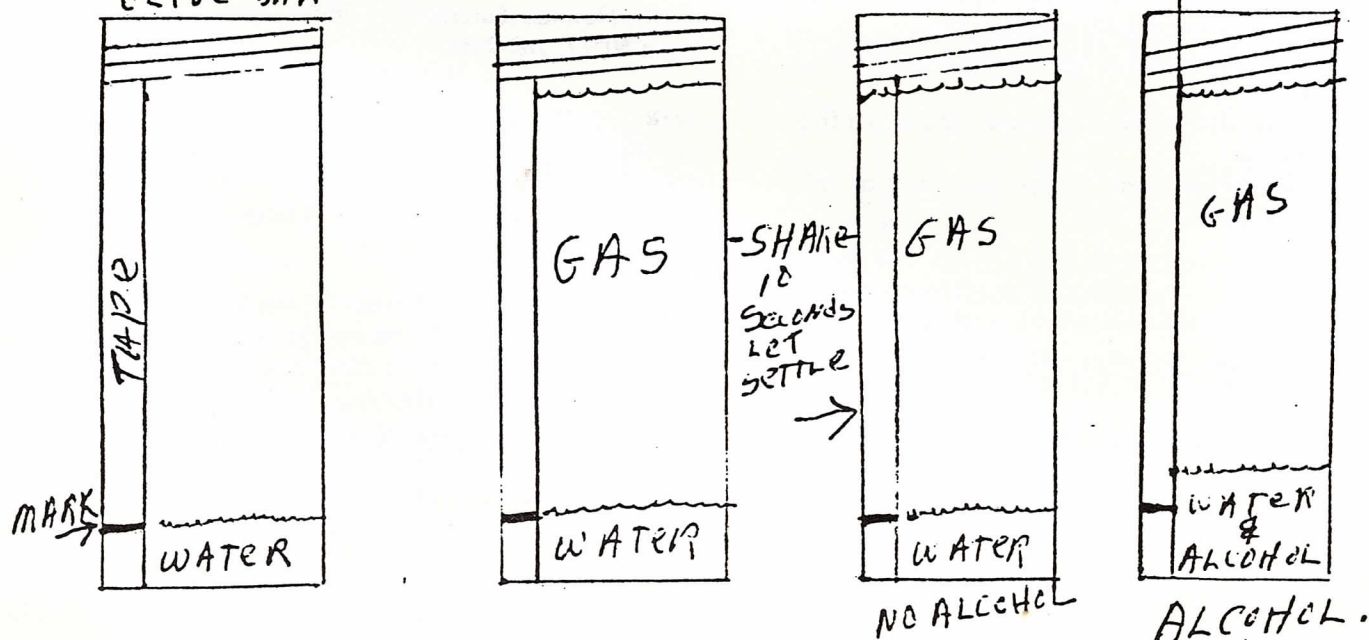
**Norman Turnquist - Editor**

#### WATER/ALCOHOL TEST:

The best test tube for doing this is a straight sided olive jar. I put a piece of masking tape up the side and put a mark on the tape approximately 1/10 the way up. The exact location is not important. Put water in the jar up to the mark, this is the most important step. Then fill the jar almost to the top with gas. Put the lid on. Shake for about 10 seconds, then after gas has a chance to settle another 10 to 15 seconds, look at the amount of water in the jar with reference to where the mark is and was. If your water level is above the mark, there was alcohol in the gas. What happens is this: the water precipitates the alcohol out of the gas. so what you see in the bottom of the jar is now an alcohol water mixture.

Norman Turnquist

OLIVE JAR





## Mail Box

This is in response to Coupe Capers — Aug. '87 (help needed). Hope these papers will fill the bill.

Coupe #5474E is no longer. I totaled it on June of '86, on my farm in N.H. How true it is, that most accidents are a series of small mistakes. My landing strip is a bit unusual in that it's on the side of a hill with a turn in the middle. We used it only for my coupe and the neighbors' cubs. On this eventful day I had adjusted my new brakes that had been dragging. The flight was to be once around to make sure everything was all right. It was a super warm summer day so I was flying with the hatch open. The pitot was full of bugs so no air speed indicator.

Mistake #1 — I didn't need that. I had flown without instruments many times. Take off — brakes not dragging, everything working perfectly.

Mistake #2 — For three years I had been following a landing procedure over the small mountain, touching down one third up the runway. Today I deviated from that proven safe approach. I thought to myself I'm going to slip over these trees and touch down right on threshold. Of course to slip an Alon your practically have to stall it.

Mistake #3 — I have been flying since 1946. I have had three forced landings in various airplanes. No structural damage and no accidents. I'm infallible; nothing can happen to me. Oh yah. Full power before touch down — didn't work. I dropped it in, broke the plane in half, totaled. A fourteen thousand five hundred dollar paint job, tune up and restoration, with less than twenty-five hours on a new engine, out the window.

When I had that work done I had them install a shoulder harness. When I looked at the job, I commented to the shop owner that I was only a plumber, but the anchor on the harness didn't look good to me. He told me it only had to last so many 10ths of a second, and it would be fine. The first thing that let go was my shoulder harness. My face took out the air speed indicator, to the tune of forty stitches. If the harness had held, I would have walked away without a scratch. The ribbon of metal the harness is still attached to is thinner than the smoke pipe I use on my boilers. Hope this info may help someone else.

I have enjoyed Coupe Capers many years now. Keep up the good work.

I met you on the first fly in at Tallaqua, and also a fine group of enthusiasts.

My typewriter cannot spell. If you print any of this please correct my spelling.

Regards.

Ray Burns

21 Pond Street

Marblehead, Massachusetts 01945

## COMING EVENTS

April 10th - 16th Sun and Fun, Lakeland Florida. For info write them at P.O. Box 6750 Lakeland FL 33807, or call 813-664-2431

EAA Chapter 3 Antique and Classic Fly-In Burlington, NC May 6th. - 8th. Contact Ray Bottom, 103 Powhatan Pky. Hampton, VA 23361.

## For Sale

TRADE, Russian Assault rifle model SKS, caliber 7.62x39. Similar to AK-47. New condition trade for modern transponder 702-673-1658

**FOR SALE:** Eagle's Nest Airfield. 25 mi. SW of Columbia, SC. 5 mi. from 18 hole golf course, 20 mi. from Lake Murray. Shown on Atlanta Sectional. 57 acres, 2700 and 1300 ft. grass runways. 50x70 ft. steel hangar with door on both ends. Will hold 5 Coupes! Beautiful doublewide mobile home on block foundation, 3 BR, 2 bath, garden tub, central heat and air, large deck and Florida room, satellite dish, fenced yard, dog kennel. Also cleared secluded house lot part way up runway, septic tank and well, ready to build on. Plenty of space for additional home sites. Excellent opportunity for several coupes to buy field together and keep planes in hangar or in back yard. Have local pilot who may be interested in partnership. Asking \$225,000. Call Wayne DelRossi at 803-894-4532 after 6 pm.

**FOR SALE:** 1946 415-C, excellent condition. 45 hours on O time C-85 engine. All metal, double nose fork, bubble windshield, new interior, Genave 200. \$7500. Also have a right hand tank, a header tank, and an "Alon type" elevator. F.J. Fishburn, Rt. 7, Box 242F, Manhattan, Kan. 66502. 913-539-7245.

**FOR SALE OR GIFT:** Narco Omnigator, complete powersupply, wire harness and radio. It worked when I took it out of my Coupe. Will "sell" for the price of shipping to someone who has use for it, say \$12.00. Want to buy: Ercoupe R/C plane kit, or the plans to build one. I had one back-ordered from the modelbuilder magazine but has been back-ordered 3 months. I would like to buy a transponder for my Coupe, my instrument panel is full, so must mount below the radio which is now below the panes. If you have one that you would sell, let me know. Or if you know of a place I can get the best price on a new one let me know. Norman Turnquist, 2536 Grandview, Des Moines, Iowa 50317. 262-2811.

**FOR SALE:** King Transponder KT-75 with antenna, Working when removed \$200.00, also Rotating Beacon \$50.00, All Prices plus shipping. Call or write Gary D. Whitlow, 6425 Franciscan N.E., Albuquerque, NM 87107, Ph. 505-344-9460, (no Collect)

**FOR SALE:** Set of spark plugs for use in those coupes that don't use the "Bump" fairings on the cowling. 4 M41E Champion (unshielded), 4 EM41E Champion (shielded). New. \$65.00 (includes shipping. Set of skis (three of them) for Ercoupe with all rigging and fittings. Very good condition, but may need bottom keel strip after a season or two. \$500 plus shipping. 20 AMP generator with regulator. Overhauled & tested. \$75 plus shipping. 35 AMP generator with regulator. Overhauled & tested, \$85 plus shipping. Burt Ellegaard, Valley Haven Pk #20, Shakopee, MN 55379. (612-941-3633 days)



**WANTED:** C85 serviceable crank case cover with or without oil pump gears. Motor mount and all 4 firewall fittings, Fuel mixture assy. for a NAS3A1 Carb. Full panel of instruments. Some were at the nationals that I could use. Yellow tag or certified not required. Please send list and prices. Dale Obermeyer, 13462 Benton St., Garden Grove, Calif. 92643.

**FOR SALE:** Alon nose tank, \$250. Need copy of Coupe trailer that came out w/plans for folding wings about 15 years ago. Bill Horstman, 2723 Linden Pl., St. Charles, MO 63301.

**1946 415C:** TTAF 1906. TT Engine 1300 SMOH 600 STOH 50. Escort II, David Clark intercom, King Loran, new mags, strobe, auto gas STC, annual to 6/88. \$9000. John Minningee, 215-538-0371. Robert Mohr, 215-536-3915.

**FOR SALE:** Ercoupe — 1946 415C. 240 S.M.O.H. 1750 TTAF. New paint and upholstery. Metalized wings. Rudder pedals. Alpha Genave 200. Call or write Donald E. Fauber, 10671 Carver Drive, Cupertino, Calif. 95014. Tel. 408-257-2491.

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**WANTED:** For 85 HP Conn. Complete propeller with flange & spinner. Carburetor air housing assembly with air filter. Bubble windshield. Shoulder harness. J.R. LaLonde, 4782 N 5 Mile, R#1 Williamsburg, Mich 49690. 615-938-2316.

**FOR SALE:** New Fiat-style windshield and seal for 415-C. \$50. Also complete set of aileron hinges (8), \$20. (501) 741-7458.



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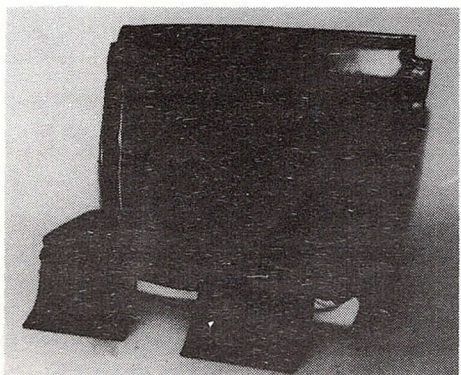
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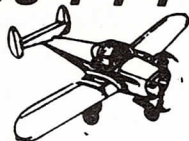
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