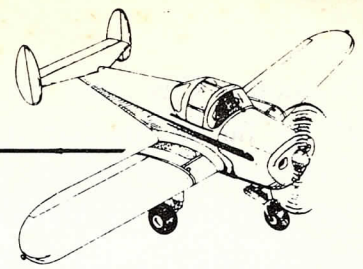


COUPE CAPERS

Ercoupe Owners Club Newsletter



VOLUME 17 NUMBER 8 AUGUST 1988

TELEPHONE (919) 471-9492

Skip Carden - EDITOR

88 in 88 at 88

by Ernie Cuff

So, what has that got to do with the Ercoupe Owners Clubs National Convention, held this year at Ames, Iowa? Easy. Eighty-eight coupes were on hand for the 1988 convention, held during Mr. Fred Weick's 88th year. So, 88 in '88 at 88. Just a coincidence? Of course, but a catchy one you'll have to admit.

Eighty-eight Coupes! All in the same place, at the same time. That's the largest turnout we have had in many years. Eighty-eight coupes from 22 states. Shirely Brittan and her enthusiastic crew put together a four day convention with a good mix of "Coupe" activities and social activities, that had something for just about everybody, with the emphasis on FUN!

The state of Iowa, described by some as being the vast heartland of America, with its agricultural based economy and down-to-earth population was a great place for the EOC National Convention, and the people of Ames did all they could to make our stay there a pleasant one. We got a lot of newspaper, radio news and television coverage of our event, and we managed to create a great deal of interest among the locals with our unique, beautiful airplanes.

The weather had been a big concern. The lead story on the national news for the previous month had been "The Drought" and "The Heat Wave" in the mid-west. Temperatures had jumped the century mark, and I had been looking

forward to attending the convention with what could only be described as mixed emotions. Memories of the 90 plus degree heat and the 90% humidity at the 1987 convention at Tahlequah, Oklahoma, haunted my mind as I made my flight plan to Iowa. But it turned out, as it often does, that all my worries were for naught, because a cool air mass moved down from Canada on Wednesday, and it lingered on through the weekend. An area of IFR and marginal VFR weather started at Ames and extended north for over 100 miles, and stretched to the east and west for hundreds of miles. Then 200 miles to the south heavy rains were drenching the parched Kansas farms. These weather patterns affected many pilots who were flying in, but my route from the west was mostly clear except for some scattered thunderstorms around Laramie and a low overcast as I approached Des Moines. I was so sure that it would be hot that I didn't bring a coat, but Wednesday afternoon turned out to be so chilly, that I had to borrow a jacket from Ron Jewett to keep from turning blue. After Wednesday, each day became progressively warmer, until Sunday morning arrived with all the heat and humidity that I had anticipated would grace the entire event, but most of the Coupes were gone before it could become too oppressive.

Some other pilots didn't fare so well at the hand of the weather. I know that there are many pilots that have a story to tell about getting to Ames. Obviously, I didn't hear all of the stories, but I do know of a couple that are representative. George Gallaspy and Wes Heckes left from the

Oklahoma City area on Tuesday morning, and got as far as Manhattan, Kansas, before they were nailed by stormy weather. They cooled their heels at the Manhattan airport for two days waiting for the weather to improve, to no avail. Then a local Ercoupe owner, by the name of Frank Fishburn learned of their problem, and insisted that they complete their trip to Ames in his own car. His car turned out to be a late model Cadillac, which has to be the second best way to get there. I'll tell you, "Coupers" are the nicest, most helpful people you could hope to meet, anywhere.

Then there is the story of the three Ercoupe pilots from Southern California. Roger Koach, Don Moore and Ed Stevens left Hesperia Tuesday morning, heading for Tucumcari, however weather stopped them at Grants, New Mexico. Wednesday morning they started out again, but this time they were stopped by the weather at Dodge City, Kansas. The weather on their planned route looked gloomy, so they decided to attempt an end-play around the weather, but were put down again at Emporia, Kansas. This time they spent two days soulfully watching the wet, sullen skies. Saturday morning things looked a little better, so they tried again. Thirty-five minutes later they were on the ground again, this time in Lawrence, Kansas. One and one-half hours later they were able to start the last leg of their trip. They arrived at Ames at about one-thirty on Saturday afternoon, just in time to sign in, clean up, and join in with the Saturday night awards banquet. Persistence pays.

Shirley had a full slate of planned activities, starting with a Thursday morning "Poker Run" which, unfortunately, appeared to be rather lightly attended. I guess that some of us, unbelievable

as it may sound, had had enough flying for a while, and were content to just sit on the side-lines and watch the Ercoupes come and go, to meet old friends or to go "coupe looking" through the rows of airplanes.

Thursday afternoon there were two technical seminars, the first one headed up by Leonard Page. Leonards home-spun humor and presentation was enjoyed by all, and believe me, he is not the backwards hill-billy he would like to have you think that he is. He started out by advising that before you spend a lot of money on paint, upholstery and fancy do-dads, spend some time and money to be sure of the basic structural integrity of the airframe. That is a 40 year old piece of aluminum you are flying so check it thoroughly for corrosion! Among other areas, you need to be able to inspect both the upper and lower spar cap to be sure that they are free of all structural corrosion which would compromise the strength of the spar.

Any given structural part is designed to withstand certain "G" loads. Fred Weich stood to relate some tests that were done many years ago by Jimmy Doolittle flying a Lockheed "Vega". Using a primitive strain gage, while flying fairly close to the ground through strong summer turbulence in eastern Colorado, they found that designed "G" loads could easily be exceeded. Therefore it is essential that the metal is still of it's original strengths in order to stand up to their original limits and to not exceed its safety margins.

Much of the talk centered around the Continental 75/85 horsepower engine. The main (but not only) difference between the two engines is that a shorter, lower pitch prop is used on the "85", which allows the engine to turn at a

higher RPM, which in turn means more "explosions" per minute, and thus means that more horsepower is being developed. Leonard brought out the fact that the only way to know for sure about the amount of power being developed is to use a manifold pressure gage. This information applied to the horsepower curve chart provided by Continental, will let you know exactly how much power is being developed. However, the fact of the matter is that if you are not turning the RPM, you are simply not developing the power. He also brought out the fact that a "75" horsepower prop (7351), trimmed and re-pitched to an "85" (7150) will have a thicker cross-section, and thus will not be as efficient as a prop that started out life as an "7150", but that considering the \$1800 difference for a new prop, re-pitching and shortening was the more economical way to go if you want a little extra horsepower.

The second technical seminar of the day was titled "Nuts and Bolts", and that's exactly what it was. The topic was presented by Mr. Herschel (Shorty) Simmons, and delved in some detail into the "AN" bolts used in aircraft. The main point that I got out of the discussion was the importance of using the proper length and style bolt for the job. An "AN" bolt should never be modified by drilling or shortening, nor should a too-long bolt be accommodated by using extra washers to fill up the length. It is essential to use the exact bolt originally specified to obtain the engineered performance from it.

Thursday evening an Iowa picnic was served. The food was hearty, and plentiful, and was obviously relished by one and all. While waiting in the serving line, I found myself standing next to Leonard and Laura Page. Let me tell you a little about Leonard. Colorful best describes him.

Leonard is a tall, angular man with dark penetrating eyes, lean facial features and a trim, graying full beard. Every time I've seen Leonard he has been wearing either a pair of blue or orange coveralls, which are covered with EOC "event" patches, and has had a baseball cap, with an Ercoupe Club patch on it, clamped down on his head. Honest and straightforward, Leonard is a man of the old school where right is right and wrong is wrong. His world seems to consist of simple black or white decisions, with not much room for the subtleties of modern life or for the shades of grey some have to face in the more sophisticated world. You can count on Leonard to say it as it is, or at least the way it appears to him. And everything he says is said in a slow, deep Arkansas drawl, of which he seems to take some justified pride. However, give him the opportunity to "pull the leg of a city boy" like myself, and all these good intentions seem to get lost in the simple pleasure of seeing how many "whoppers" he can lay on the unsuspecting innocent.

In the course of our conversation, I had asked him how many chickens he had on his chicken ranch, and he said that they had just received a shipment of 35,500 new chicks. He went on to say that he and Laura would have leave right after the Saturday Night Banquet and drive all night, so that they could get back in time to vaccinate the new chickens. "All 35,500 of'em?" I asked blandly, "sounds like an awful lot of work". There was only the slightest pause, while he solemnly looked me straight in the face and considered my question. Then he launched off with, "Yesser, all 35,500 of'em. The way we do it", he continued, "is that Laura starts at one end of the barn and a-herds them all down towards me - - -" About that time, Laura turned slightly; so that she had her back to me, and she seemed to have

developed a sudden fascination with the roof-line of a nearby building, and was studying it intently. "Mean-while, I'm at t'other end of the barn, a-grabbin' and a-shootin' just as fast as I can". I noticed that Laura seemed to be having some sort of a gasping, chocking spell, but she never took her eyes off of the roof-line. "After a few hours of that, my knees start to play out and get so sore that I can hardly stand it". Laura's chocking spells were getting worse, and I could see that they were starting to cause her shoulders to shake from time to time. "My hands get so tired from poking that needle, that they just ache", he said sadly. He studied my face carefully to see how well I was accepting all this information, before going on. I didn't want to ask any more dumb questions, so I let him proceed. "And then another problem we have", he said, as he got well warmed up on the subject, "is that the chicks may start a-pecking each other, and making blood spots on one of them, which only makes them peck all the more. They can kill a chick in an hour or less. So, what we have to do is catch every one of them fellers, and put little red eye glasses on'em, so they won't see the blood spots on the other chicks". Laura's chocking is now reaching alarming proportions, but she still hasn't looked away from that buildings roof. "And then there is beak trimming. Let me tell you that trimming 35,500 pairs of beaks, that's, let me see, 71,000 beaks - - -" Laura now turned slowly and their eyes met. She gave Leonard a long, intent, meaningful look, which Leonard seemed to understand. "Well, raising chickens is a tough business, isn't it, honey" he said, as his voice trailed off. She just shook her head slowly. (Later, I found that the truth of the first story is that "vaccinating" the chickens consists of applying a medication to their drinking water, the truth of the rest of the story is uncertain, at best)

It was good to see Fred and Dorothy Weick again. Fred, at 6 feet, 2 inches tall, is an imposing figure, whose erect posture belies his

88 years with us. He is a kind and considerate man, with friendly eyes, and an easy smile that seems to engage his whole face. He listens intently to whatever you may have to say, and answers any questions in thorough detail. Ever the precise engineer, his soft-spoken conversation is slow and measured, with occassional hesitations while he considers and selects the proper word he wants to use next. His hand are in constant motion while he talks to provide a visual aid to what he is saying. Zig Dawid and I walked back with him, from the picnic to the dormitory, at a pace that would have put many younger men to shame. He was eager to get back and check on Dorothy, who is still recovering from her recent heart attack. We were all pleased to see Dorothy looking so well. She seems cheery and perky as ever, and is the kind of person that would seem to fill the description of the All-American mom. She is feeling much better now, but Fred is concerned that she dosen't overdo herself. The caring concern that they feel for each other is evident in their talk, and in the the way their eyes meet. It is apparent that each is the most important person in the other persons life and I have seen them walking along hand in hand like teenagers. The love and respect, that we feel for both of them seems to join us into one big family.

As always, the highlight of the EOC convention for me, was the opportunity to spend some time talking with Mr. Weick. Talking to Fred is always a pure pleasure, I never know where these conversations are going to go, but it doesn't matter, because wherever they may go will be fascinating. He told me about the plans he had had to build a higher performance "cross-country" Ercoupe. His plan would have been to do some aerodynamic clean-up, particularly around the windshield and cabin area (similiar to an Alon), and around the fixed landing gear. He would have used a 125 horsepower Lycoming engine and added two more wing tanks that would have been

inter-connected with the existing tanks so that each wing tank would have been filled only from the outer inlet in each wing. The wing tanks would carry 18 gallons per wing. He thought that he would have had an Ercoupe with a cruise speed of about 140 miles per hour, and with a range of nearly 600 miles. He continued on to say that this idea was being developed after his association with Texas A&M and the development of the "Ag-1" aerial applicator, but before going to work for the Piper Aircraft Company. But I thought that I could detect just a little wistful tone to his voice as he concluded with, "but I stopped working on that idea when I went to work for Bill Piper which, of course, turned out to be a much better deal for me financially".

Friday afternoon the third technical seminar was conducted by Burt Ellegard. His primary topic was the problems involved with cooling the Ercoupe engine, particularly the 85 horsepower version. He talked about the importance of installing all the rubber baffling around the holes in the metal baffle plates, where the motor mount tubes go through, and being sure that there are not gaps between the cowling and the baffle plate. The C-85, as installed in the Ercoupe, needs all the cooling air it can get, and "ram air" lost around these leak points can add up to a lack of total cooling air. He said that the Kenny nose bowl appears to aid the cooling process in most cases. They also talked about proper operating oil temperatures. A good rule of thumb is that the oil temperature should run no more than 110 to 120 degrees Fahrenheit over the outside air temperature.

The most exciting new development seen at the convention, was the thirty gallon fuel tanks now being certified by Skyport. The existing wing tanks will be replaced by a 15 gallon wing tank for each wing, and the nose tank will be eliminated. This will add over an hour to the cruising range,

and will also open up the back side of the instrument panel to more useful space for radios or other instruments, not to mention the added safety factor of getting rid of the "lap full of gasoline". They are expecting to have the certification process completed before the end of the year.

At four P.M., Friday afternoon, a parade of busses, vans and cars left for Boone, Iowa. Boone boasts the "Boone and Scenic Valley Railway", which is a combination railway museum and working railroad. The tourist train is presently powered by an aged diesel engine, while a rusty steamer is being coaxed back into life through an extensive restoration. The train is made up of a curious, random assortment of passenger cars, all of varying age, style and condition. The car I rode in started life an uncertain number of years ago as an electric streetcar. It was in a partially restored condition, with a recent upholstery job on the seats, but with rusted-through window frames and curling paint on the overhead, but it all added to the complete fun and charm of the expedition. The train creaked, rattled and rolled at a very sedate pace for six miles into the lush Iowa countryside, and down to a sizable river where it crept over a trestle of truly impressive height. I couldn't help but notice that more than a few of the travelers spent that portion of the trip looking straight ahead, or up at the ceiling, rather than with their heads hanging out the window looking down at the river far below. The pilot population seems to have their fair share of acrophobics. The trip terminated at a large YMCA camp, where they put on an old fashioned feed of hearty camp food.

Skip Carden, Executive Director and Joe McCawley, Chairman of the Board for the EOC, were among those that had to revert to a "plan B", when it came to flying to Ames. The same bad weather that many other pilots had encountered had them grounded too, so they had

to take a commercial flight to Des Moines, and finish the trip in a rental car. That left them ground bound at Ames, while others were preparing to make the Saturday morning flight to "the Amanas" for brunch. Steve Kish and I were charitable enough to offer them a ride, so we, along with about 16 other coupes broke ground and took up a heading for the Amanas, 100 mile to the east, there to land on a little grass strip.

The Amanas are a close-knit group of seven religious communal villages which were started in the 1850's, peaked out in the early 1900's and then were languishing, until in recent years, they have become something of a tourist attraction. Originally, it was mostly an agricultural economy, but was also made up of local manufacturers providing clothing, furniture and other basic necessities. Now, their major industry is catering to the tourist trade, and the manufacturing of the Amana brand refrigerators and freezers. Many of the older residents still observe the old traditions, but most of the younger folks seem to have found other interests, or moved on to other things. In some respects their life style compared with that of the Amish, but it appears to have been a little less severe in how it affected their day to day activities. Their country stores have now been converted into candy shops, novelty shops and restaurants.

Restaurants, that's what we came for. There were several to choose from, and the one we selected was one that served a family style meal, which means that there were a large group of Ercoupe enthusiasts seated around one large red-checked oilcloth covered table, and for \$5.00 each, they just kept bring heaping plates of food for as long as we could tolerate it. Again, it was just your basic, hearty, delicious, fresh-from-the-farm food, and we spent a pleasant hour exchanging heaping plates and friendly insults while we seriously over-fed ourselves.

The Saturday afternoon meeting for wing leaders discussed the topic "How to Increase Interest and Attendance at Club Events". We all recognize that on any given week-end, there will be any number of reasons why some individuals won't be able to attend, but it is really discouraging for those putting on a fly-in when only a few people show up. One suggestion made by Russ Jensen to motivate interest, was to get involved with charitable projects, such as their Christmas gift flights, where they delivered gifts to children living in a nearby depressed area. We don't claim to have all the answers about what to do to make the fly-ins more interesting, so, if you have any suggestions at all please pass them on. It's your club, we just want to make it more interesting, more fun or more rewarding for you to participate. Support your wing leaders, and regional directors, it can get to feel like a thankless job without your attendance and support.

Saturday night the gala Awards Banquet was held in the university cafeteria. The large room was filled to capacity with 225 happy, enthusiastic "Coupers", and after a gourmet meal put on by the university cafeteria staff, Joe McCawley took the podium, as the Master of Cerimonies. Joe is an accomplished public speaker, with a quick sense of humor which could have qualified him as a stand-up comedian. He led us into through an evening of fun and good cheer, with occasional moments of sober reflection, or thoughtful appreciation for the accomplishments or memories of those who have made meaningful contributions to our club. Mr. Weick was persuaded to say a few words, and since Fred is not given to making lengthy public speeches, they were a very few words. After receiving a standing ovation, he said, "It makes me very happy to see so many people flying and enjoying Ercoupes after these nearly 50 years since the first coupes were built. We want to thank everyone, starting with Shirley Brittain, for all the courtesies and kindness shown by all".

Eileen Wright displayed a previously unsuspected flair for poetry when she stood and read this poem which she had written:

*Have you ever thought how it must have been
when Fly-ins were only for planes? With no
folks around, And the only sound, The toot of
passing freight trains?*

*New planes on arrival would rarely be greeted
by more than the dip of a wing. There was no
one to care That they safely got there, Or their
praises to gratefully sing.*

*As the Fly-ins dragged on with no thing to do
the Ercoupes began to get bored. They said,
"We've been thinking, These Fly-ins are stinking!
Our owners should not be ignored."*

*So from that do forward Ercoupes bring their
owners,*

*And the planes are delighted to hear - The
generous sharing, The obvious caring, And the
friendships grow year after year.*

The judges said that this was the toughest year yet, when it came to selecting the Best-of-Class in all the different categories. There were a lot of beautiful airplanes, each showing the result of many, many hours of hard work. The award which evoked the most emotion was the one presented to Dorothy Weick. Dorothy received another standing ovation as she stood to accept "The Number One Co-Pilot" trophy. The awards were handed out by Joe McCawley to the following recipients:

Number One Co-Pilot	Dorothy Weick
Fred Weicks Choice	John Gartland
The Jim Jackson Good Samaritan Award	Leonard Page
The Oldest Pilot Award (at age 73)	George Morgan
The Youngest Pilot Award	Scott Ellei
The Fugawi Perpetual Trophy	Wes Heckes
The Peoples Choice Award	Scott Olsen

The Best Restoration (Original)	Scott Olsen
The Best Improved (Custom)	Jim Allison
The Best Ercoupe Award	John Wright, Sr.
The Best Forney	Marlene Radebaugh
The Best Alon Award	Roger Baglien
The Best Cadet Award	Mark Cassman
The Longest Distance Flown	Tom Dunston
The Spot Landing Contest (at 13'3")	Herb Williams
The Hard Luck Award	Norm Turnquist

The 1989 National Convention of the Ercoupe Owners Club is to be held at Minden, Nevada. Minden is located in a large valley about 40 miles south of Reno and only about miles short of the terminuse of my trip back from Ames. Since several people have asked what it was like crossing "THE ROCKIES", I will recount the experience for you. Flying west out of Ames, the checker-board farms stretch out in all directions, and the field elevations climb very slowly through to Grand Island, where the field elevation is only 1846 feet msl. From there, the airport elevations start increasing at a little faster rate, but the view out the window hasn't changed very much. There are many farms, but there is getting to be more and more open range country between them. However, the country-side is still just as flat as it was in Iowa, just farm fields and some gently rolling hills.collecting twigs and leaves in the landing gear. Once in a while I digressed from the airway to follow the Interstate, where I would curve around some gentle hills, instead of flying over the top of them. The high Rockies are in sight here. The mountain air is crystal clear in this part of the world, and 100 mile visabilities are the norm, so the rugged mountains can be seen in the far distance to the south, but not underneath you or even close to you.

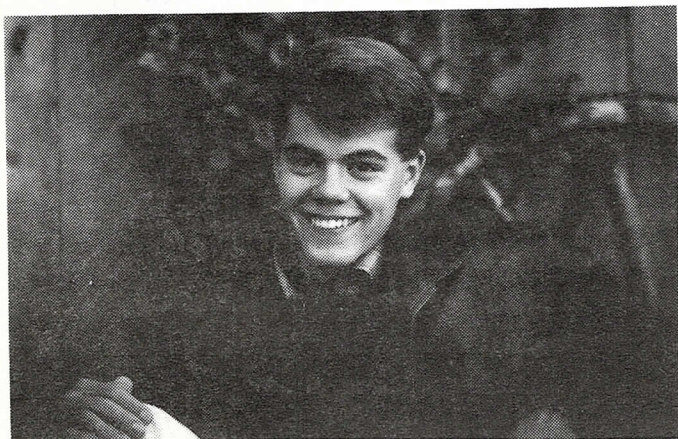
There is no way to avoid making two high altitude fuel stops, so I planned my flight to terminate the day at the first one of them, then I left very early the next morning so that the second take-off

THE END

WINS SCHOLARSHIP

Dear Sir,

I am honored to accept the Fred E. Weick Scholarship for 1988. Please thank the Selection Committee and the Board on my behalf. I am planning on attending the University of Wyoming. The scholarship will pay my tuition for a full year. This scholarship will also make it easier for me to go to a four year college.



I am sorry that I was not able to attend the 1988 National Convention in Ames, Iowa.

I will continue to work on Ercoupe 2904H (1946 serial number 3529) and hope to have it finished and flying by the end of this summer. I hope to attend the 1989 Ercoupe Owners National Convention.

Sincerely, Greg Atwood

COMING EVENTS

August 20th. Winter Haven Florida, Florida Sport Aviation Antique and Classic Association, EAA A/C Chapter 1 Fly in at Gilbert Field. Contact Rod Spanier, 813-665-5572

Saturday August 20th. EOC Region 6 Mid-Atlantic Coupers will meet - Flying "W" Ranch Airport Lumberton N.J. Wash. Sectional 39-56-10N, 74-48-25W 10am til several speakers. Breakfast-Lunch Swimming Pool on field - informal meeting. Motel on field 609-267-6282 for reservations. For more info call Steve Kish 215-267-6282

Sunday September 18th. Special Event 3rd annual Region 6 EOC and Mid-Atlantic Coupers Fly-In. Biggerst Ercoupe event in the East! Stroudsburg Pocono Airpark - East Stroudsburg PA. NY Sectional; 41-01-9N, 75-15-2W Unoicom 123.0 Awards for Aircraft and Pilots Refreshments all day See the special 2 hr. Video of the National 88 EOC Conventionat Ames IA. More info Steve Kish 215-838-9942

September 23-25th. Arkansas Picnic, Page Farm, Belleville AR. Cook Out, Live Music, All Meals on the Field. Bring Tents and Bed Rolls for camping on the field. For Details Call; (501) 495-2647. If you want to stay at the motel(Best Western) 501-229-4118 (mention EOC for Discount) rates from \$28-40.00. Make reservations early because of other events being held in the area that weekend.

Sept. 30 - Oct 1st. Camden SC Annual Fall EAA Fly-In for Antiques and Classics. Vintage aviation films, major speaker. Contact Ray Bottom, 103 Powhatan Pkw. , Hampton Va. 23661.

October 7-9, Harlington Texas AirSho '88 the annual warbird show sponsored by the Confederate Air Force.

October 7-9 Thomasville Ga. Antique and Classic Fly-In at Thomasville Municipal Airport. Rod Spanier 813-665-5572.

Oct 7-9th Tahlequah OK 31st. Annual Tulsa Fly-In Call 918-742-7311 for details.

ERCOUPE CFI's

Jim Webb at Webb insurance will give a 15% discount to any Couper who takes a BFR with a Qualified Coup Instructor. Below are the ones that I have received. If you sent in a name and it doesn't appear here then please let me know so that they can be added. -Skip-

Jon Hall, Houston TX, Home Phone (713) 643-11212, Office Phone (713) 483-4787.

Ronald L. Kerlin, P.O. Box 203 Syracuse, IN, 46567 Phone (219) 856-2921

Jess Shryack, Box 374, Justin TX 76247

Armond Ullmer, 810 Third Street, De Pere, WI 54115, Phone (414) 336-4561

Gus Musanti, High St. P.O. Box 427 Covington NY 12937 (518) 358-4382, (518) 483-1487 Home.

Larry Skinner, Air Sal, Inc. 14359 SW 127th. St. Tamiami Apt., Miami, FL 33186 (305) 251-1982

Bill Lokes, 1271 Shadow Oakes Ln., Slatington PA 18080, (215) 767-0553 Flying out of Flying "M" Ranch Germansville Pa.

Bruce Bruce Couillard, Rt. 4 Bangor PA 18013 (215) 252-4067, Fling out of Hacketstown, NJ

David P. Bowsher, 49 Charles Dr., Dover, OH 44622 (216) 343-9138

"Spud" Gili, 757 Pine Ave., West Islip, NY, (516) 661-3851

COUPE MECHANICS

Below is a list of mechanics that has been sent to me by members. These are mechanics who either own a coupe or are familiar with them, several even encourage owner assisted annuals. If you have anyone that you would like to add to the list then send in their names to be included in the list.

David Cooper, Cooper Aviation, 1015 Wolfe Airpark, Manvele, TX 77587 Phones; Home (713) 489-7458 Office (713) 489-0197

Plainview Airport, Green Bay WI 434-3874

James H. Boyer, J.B. Air Service, 24751 US 6 East, Nappanee, IN 46550, Phones Home (219) 642-4391 , Office (219) 773-4707

Belmer J. Nix, Rt. 1, Box 404, Hamilton, OH 35570 Phone (205) 921-2767

Harold E. Singrey, Rt.3 Box 7665, Jonestown, PA 17038 (717) 865-7211

J.W. Shindel, Rt. 3 Box 766, Jonestown, PA 17038 (717) 865-5420

G.J. Musante, P.O. Box 427 Ft. Covington, NY 12937. Malone Dufort Apt. (518) 483-1487, (518) 358-4382 home.

B.W. Skinner, Air Sal, Inc. 14359 SW 127th. St. Tamiami Apt. Miami, FL 33186

Sylvania Enterprises, Sylvania Apt., Sturtevant WI 53177 (414) 886-2517, Bob or Don Herd.

Finney's Aircraft Service Inc., Leesburg Municipal Airport, Leesburg FL

FOR SALE

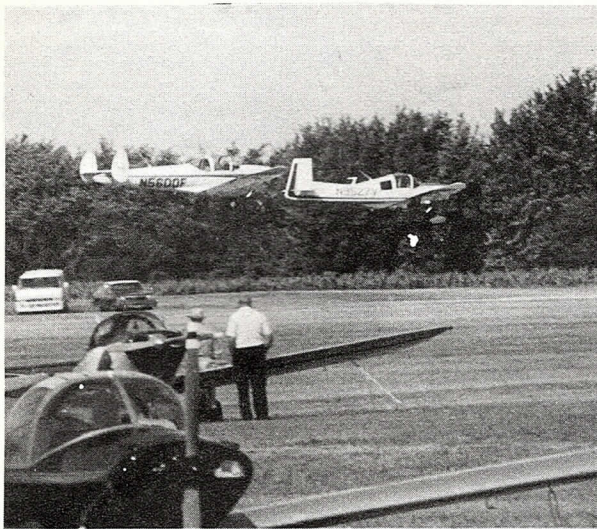
FORSALE: Fisher FP404 kit \$4000.00. 812-825-9167

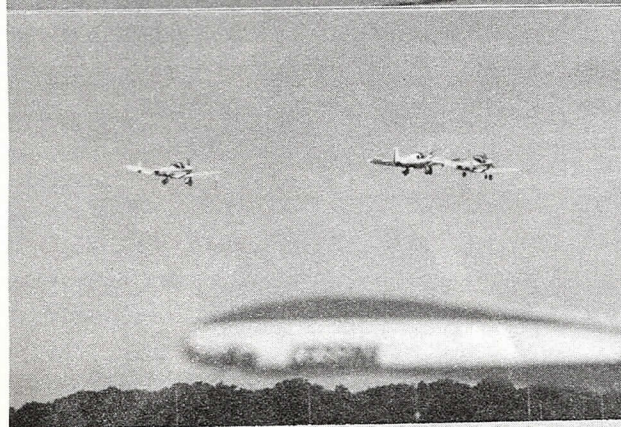
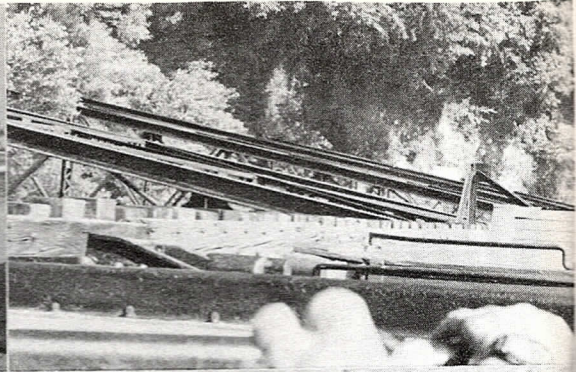
1946 Ercoupe 415D ser 2708 N2085H Ceconite Wings 70 HRS since chrome top overhaul 85 HP No Radio Licensed to 7/88 hangared last 21 years. \$6,500.00. Lester S. Yost PO Box 7 Shermans Dale, PA 17090 717-582-8513 after 9PM

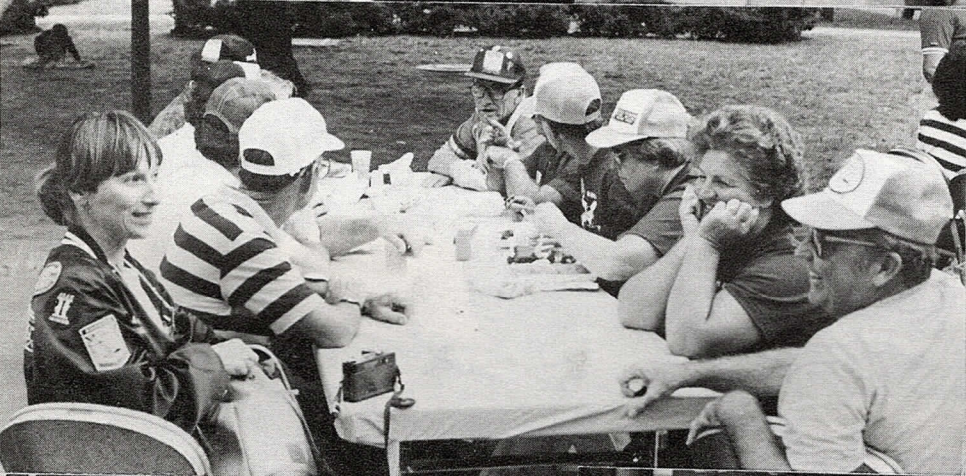
1970 Mooney M10 Cadet. 1565 TT. 363 STOH. MK 12-360. Kenney Wheelfairings. Deluxe paint. NDH. May annual. Sharp. \$13,500. Bob Worley 614-272-6422

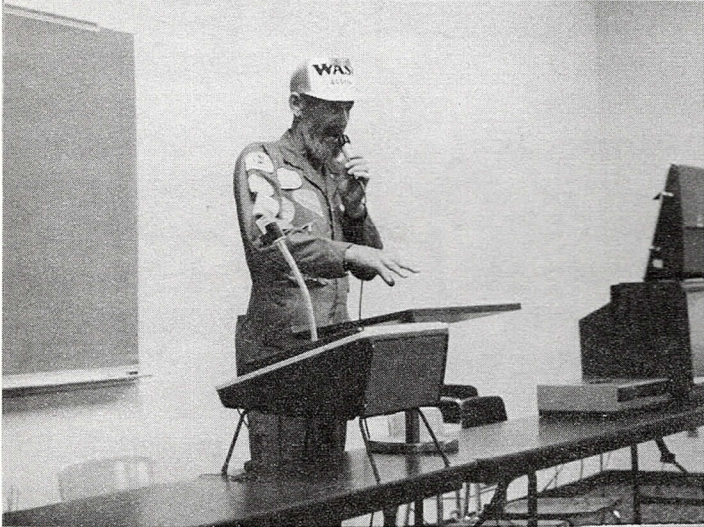
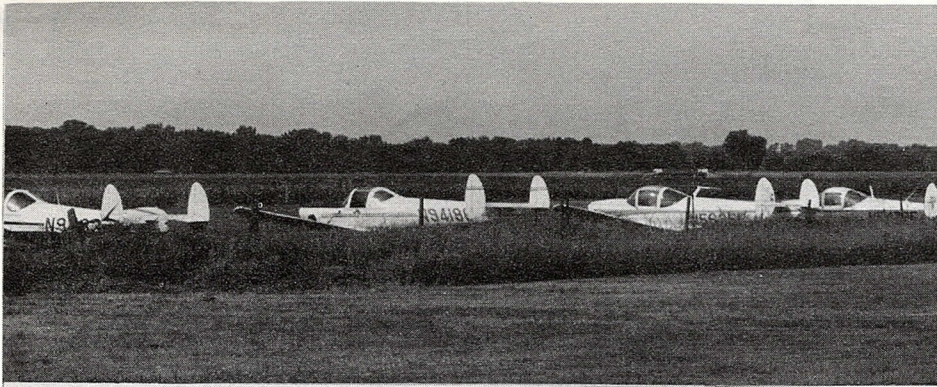
1957 Forney F1 Ercoupe. White and red, 2 years on paint. 90HP 100 SMOH 1400TT. New tires and glass battery. Escort 110 Narco. Good instruments. Annualled through Oct. All AD's up. Windshield new. Very clean. Just flown from RT Jacksonville, FL and Memphis, TN. \$10,500. Robert Farrar PO Box 124 Doctors Inlet, FL 32030 904-282-1953

Alon A2A. mfg Kerville - only 9 built. No pedals. 1969. 1525 Total hours. 180 hrs since \$4500 major. New paint, white-orange. New interior. Full blind group. Electric DG. Outer marker beacon. Mark 12 360, Mark 3.90. All controls rebuilt and checked. Factory STC for wheel chair pilot. A9 for clean, with Mooney fuelsystem. \$14,500. Arden Gajewski RR 2, Box 196 Gatesville, TX 76528 817-865-7787

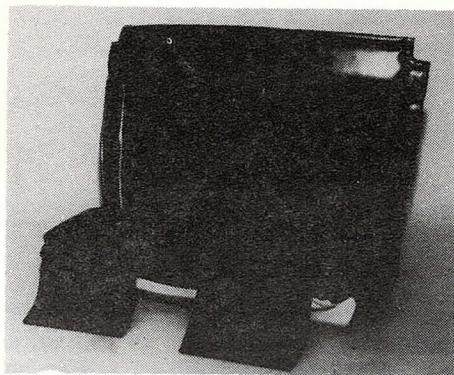








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ITEM		list	CLUB \$	WAC (World Area Chart)					\$5.00		4313	12 \$38.78	\$23.		1777 12	\$8.60 \$5.
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STARBRITE A/C POLISH		\$7.95	\$6.	ADF DIRECTORY AND MANUAL by SKIP CARDEN					\$9.00		330	12 \$1.38	\$1.		94 12	\$12.90 \$8.
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MODEL AG		\$339.	\$314.	FAA AVIATION WEATHER AC00-6A					\$8.00		MLT 7512-12	12v	\$19.50			
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PTT (extra push to talk)		\$22.	\$20.	ASA FARs (Fed Air Regs-with m/y update)					\$5.50		FOR YOU ANTI-COLLISION LIGHT Halogen.					
HEADPHONE (use dir a/c only))		\$34.	\$29.	ASA AIM (Airman information manual)					\$5.50		AEROFLASH P/N		list	CLUB		
HEADPHONE (use w or w/o intercom)		\$37.	\$34.	WRITTEN TEST Q & A & EXPLANATIONS BY ASA					\$12.50		40-0028 (12v) or 40-0003 (24v)		\$39.95	\$22.		
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Add up \$ in upper right corner of each product. Find ship cost under your delivery time zone.				FLY INFORMED LG CLIP BOARD WA160					\$13.50		WING WALK PAINT 1 QT (not aerosol)					
				FLY INFORMED KNEE BOARD WA130					\$9.50		TRI-STAR FLIGHT STROBE					
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				3M ADHESIVE (for application)				tube	\$5.		LARGE II METAL L2846 Arista,G15					
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