

Coupe Capers

**ERCOUPE OWNERS CLUB
MONTHLY MAGAZINE**

Volume 27, No. 3

March 1998

The FSDO System

by Melvin Shaffer

I hear an increasing number of complaints from members regarding getting any kind of approval from the FAA for modifications to their Coupe. Most sound ridiculous and it is hard to justify the FAA position. Nor do I intend too.

The Richmond, VA area is blessed with a first rate group of people in the local FSDO, I do not and never have had a complaint but this is not universally the case. I view the situation as follows:

The FSDO system has undergone a major change nationwide. Most of us over the years have dealt with an older generation of FSDO examiners, for the most part men who have owned planes, been FBO'S, mechanics etc. with hands on experience with light aircraft. They have been a sympathetic group, tough but fair. Getting approval for a well thought out and executed modification or installation has been in the past possible.

Now most of the old timers are gone and they are being replaced by examiners with little or no piston experience, many with degrees in aviation engineering of one sort or another. Their interest lies not with our antique or homebuilt aircraft but instead with the new generation of turbine equipment focused on commercial operations.

Another difficulty is the FAA policy that tells the inspectors that if they are in any way uncomfortable with a request for modification, they should turn it down. This alone gives them the out they need to not accept responsibility. Their personal responsibility is not something to be taken lightly as it accompanies everything they do and approve. The tendency is to have things go through FAA engineering which transfers responsibility

to the requester and to engineering. And it can add thousands of dollars to the owners cost and delay a project for years.

Another difficulty is the FAA reward system which emphasizes citations for pilot error or mechanics doing improper work or signing off improperly reviewed paper work. There are cases where an IA has signed off an aircraft that has not been changed for years only to have an FAA inspector identify a minor error in AD compliance that went back several years to another inspector. The current inspector was severely fined because he did not catch the error.

The obvious meaning here is that every inspector at every annual must check every AD from the original certification of the aircraft to determine if it is in compliance and he must examine the work of every other inspector who ever examined the craft to determine that none of them made a mistake. Correct paper work supersedes good judgment and hands on knowledge of aircraft. And it varies wildly from one part of the country to another. In some areas morale among the FAA inspectors is at an all time low and this low morale problem is beginning to make inroads into the declining cadre of I.A.'s still plying their trade. Some are just giving it up.

This roughly equates to the IRS selling your house to collect a \$25.00 error in your addition on the tax form. They are in process of stopping the IRS, it is time we stopped the FAA from being a deterring factor in aviation development to becoming a regulatory agency dedicated to fostering the growth and well being of the industry, something they have apparently lost.

The focus now is on paper work, not on airplanes. It is destroying the private ownership of aircraft and making it impossible to keep one up to date. (con't pg 2)

STC - 30 gallon fuel tank

FAA engineering is not infallible. In the case of the STC for the 30 gallon fuel tank system a major error was allowed. The error is truly major, one that could, under the proper circumstances, cause an inflight explosion that would destroy the aircraft.

To my knowledge no such accident has happened but it could and with amazing ease as follows:

As we all know the primary fault in a mechanical fuel pump as used on the Coupe and nearly every other recip engine is a ruptured diaphragm. In an unmodified Coupe, you find out about this when the float on the fuselage tank starts to go down. You land and get it fixed.

But the 30 gallon system contains an electric boost pump in series with the mechanical pump, the idea being that if the mechanical one failed you simply turn on the boost and go on your merry way. But that isn't the way it works. A hole through the diaphragm will let gasoline into the base of the pump where the arm engages and travels through the casing to its source of movement on the cam. When the electric boost pump is activated it will put the full pressure (4 to 5 lbs.) onto the top surface of the diaphragm. In addition to going on its way to the carburetor, some will exhaust through the rupture, down along the pump arm where it falls, along with the oil into the crankcase.

About a gallon of fuel could flow very rapidly through a modest rupture which would do one of two things: it would "wash" the oil from the bearings and freeze the engine, that is to say if your are lucky. Since gasoline will ignite at a fairly low vapor pressure, the odds are that it will do just that. A gallon or even a quart of burning gasoline in the oil sump and in the base of the crankcase would produce a non survivable catastrophe. The flamability of auto gas would further exacerbate this probability.

As a further point to support this idea, none of the low wing aircraft (Cherokees, Bonanzas

etc, etc.) have boost pumps plumbed in series with a mechanical pump. They are all plumbed in parallel.

I do not know of an accident in a Coupe from this cause but that is only a matter of time. All it would take is for one of us to have a rupture in the mechanical pump diaphragm and turn on the boost pump while in flight. The result would be out of your control.

I have found several incidences in literature regarding racing automobiles and two in motor homes that suffered this fate. I hope this notice, the 337 and communication with the STC holder will keep any from happening in our Coupes. The STC holder was notified about my concern on this matter several months ago and they now have a complete copy of all the submissions to the FAA to gain approval for a parallel installation. Mine was done several weeks ago and the final approval was received as published herewith.

I have word from the STC holder that they are now aware of the problem and will come out with a fix in the very near future. The fix is simple and will not add an undue financial burden on anyone. I urge all to contact them and make the change ASAP.

Their fix could be simpler than mine. As it happened I installed Alon type exhaust stacks at about the time I did the re-plumbing. This made the bulkhead mounted gascolator position to be just on top of the left exhaust stack. Since this did not appeal to me, I moved the gascolator to the carburetor, where in fact it is on many of the 415 series Coupes. Indeed there is an AD covering the mounting of the gascolator which should be kept in mind.

I wish all my Coupe friends the best of everything and hope that as both you and your Coupe get a bit older you look at every facet of both yourself and the Coupe with a jaundiced eye and take no chances.

When something happens that you do not understand, stay on the ground until you do.

(337 on pg 3) □

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 For FAA Use Only																																				
		Office Identification AEA-F500-21																																				
1. Aircraft	Make FORNEY Serial No. 5758	Model E-1A Nationality and Registration Mark N3055G																																				
2. Owner	Name (As shown on registration certificate) MELVIN C. SHAFER Address (As shown on registration certificate) 4301 VAUXHALL ROAD RICHMOND, VA. 23234																																					
3. For FAA Use Only THE DATA IDENTIFIED HEREIN COMPLY WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS AND IS APPROVED FOR THE ABOVE DESCRIBED AIRCRAFT, SUBJECT TO CONFORMITY INSPECTION BY A PERSON AUTHORIZED IN 49 U.S.C. 1421. Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958). FAA AEA-F500-21, RICHMOND, VIRGINIA 11-20-97 <i>LEE H. MITCHELL JR.</i>																																						
4. Unit Identification <table border="1"> <thead> <tr> <th>Unit</th> <th>Make</th> <th>Model</th> <th>Serial No.</th> <th>5. Type</th> <th>Repair</th> <th>Alteration</th> </tr> </thead> <tbody> <tr> <td>AIRFRAME</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>XX</td> </tr> <tr> <td>POWERPLANT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>PROPELLER</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>APPLIANCE</td> <td>Type Manufacturer</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>				Unit	Make	Model	Serial No.	5. Type	Repair	Alteration	AIRFRAME						XX	POWERPLANT							PROPELLER							APPLIANCE	Type Manufacturer					
Unit	Make	Model	Serial No.	5. Type	Repair	Alteration																																
AIRFRAME						XX																																
POWERPLANT																																						
PROPELLER																																						
APPLIANCE	Type Manufacturer																																					
6. Conformity Statement <table border="1"> <thead> <tr> <th>A. Agency's Name and Address</th> <th>B. Kind of Agency</th> <th>C. Certificate No.</th> </tr> </thead> <tbody> <tr> <td>REECE H. MITCHELL JR. 8630 S. QUAKER ROAD QUINTON, VIRGINIA 23141</td> <td><input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer</td> <td>A&P 1194037</td> </tr> </tbody> </table>				A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.	REECE H. MITCHELL JR. 8630 S. QUAKER ROAD QUINTON, VIRGINIA 23141	<input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	A&P 1194037																													
A. Agency's Name and Address	B. Kind of Agency	C. Certificate No.																																				
REECE H. MITCHELL JR. 8630 S. QUAKER ROAD QUINTON, VIRGINIA 23141	<input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer	A&P 1194037																																				
7. Approval for Return to Service Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is: <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED Signature of Authorized Individual: <i>Reece H. Mitchell Jr.</i> Signature of Authorized Individual: REECE H. MITCHELL JR. Date: 12-18-97 Signature of Authorized Individual: <i>Reece H. Mitchell Jr.</i> Signature of Authorized Individual: REECE H. MITCHELL JR. Date of Approval or Rejection: 12-18-97 Certificate or Designation No.: A&P 1194037 JA																																						

NOTICE

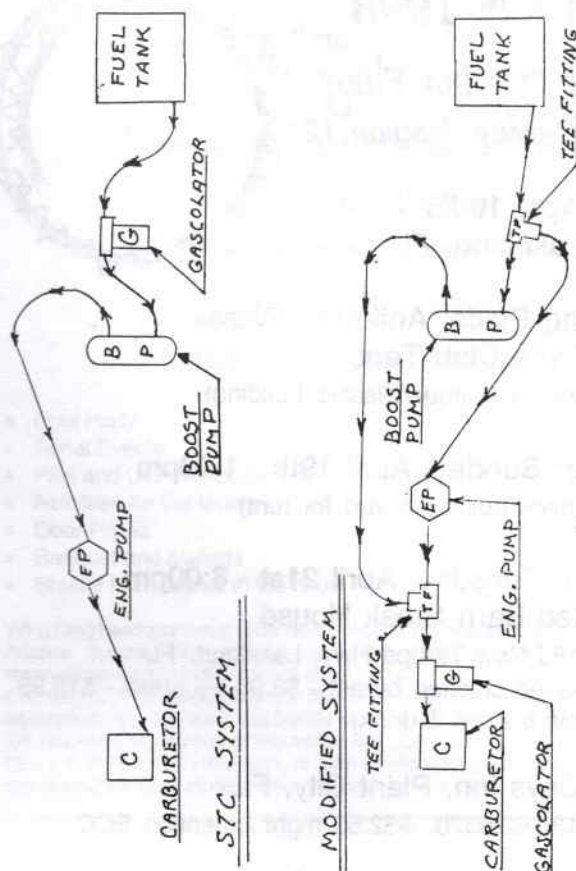
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

MODIFIED FUEL SYSTEM (30 GALLON) INSTALLED IN ACCORDANCE WITH STC 1484GL.
 INSTALLED 04-07-92 BY REMOVING THE ELECTRIC BOOST PUMP INSTALLED IN SERIES WITH THE ENGINE FUEL PUMP AND REINSTALLING THE ELECTRIC FUEL PUMP IN PARALLEL WITH THE ENGINE FUEL PUMP. A TEE FITTING WAS INSTALLED BETWEEN THE FUEL TANK OUTLET AND THE ELECTRIC BOOST PUMP THE ENGINE FUEL PUMP INLET WAS ALSO CONNECTED TO THIS TEE FITTING. THE ELECTRIC BOOST PUMP OUTLET WAS CONNECTED TO A TEE FITTING INSTALLED ON THE OUTLET SIDE OF THE ENGINE FUEL PUMP AND FROM THERE TO THE GAS COLATOR MOUNTED ON THE CARBURETOR INLET. FUEL PRESSURE WITH THIS MODIFICATION IS IDENTICAL TO THE STC SYSTEM UNDER ALL CONDITIONS AND EITHER PUMP WILL FURNISH THE REQUIRED 31bs OF PRESSURE UNDER ALL FLIGHT CONDITIONS.

THIS MODIFICATION ELIMINATES THE INTRODUCTION OF FUEL INTO THE ENGINE CRANKCASE IN EVENT OF FAILURE OF THE ENGINE FUEL PUMP DIAGHRAM.



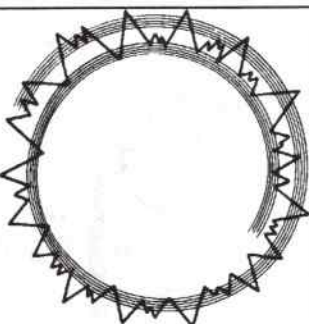
Additional Sheets Are Attached 1, 1A, 2, 2A, 2, 3A

*U.S.GPO:1994-568-012/00019

Sun 'n Fun 1998

Ercoupe "Spring Fling"

Joe McCawley, Region 12



Dates: April 19-25

Place: Lakeland, FL

Gathering Place: Antique & Classic

"Type Club Tent"

(beside Antique/Classic building)

Seminar: Sunday, April 19th - 1:00pm

(check bulletin board for tent)

Banquet: Tuesday, April 21st - 6:00pm

Red Barn Steak House

6150 New Tampa Hwy, Lakeland, FL

(baked chicken breast - \$8.95 --- steak - \$13.95
plus tax, tip & drink)

Motel: Days Inn, Plant City, FL

813-752-0570. \$52.50 night - mention EOC



National EOC Fly-in June 4-6, 1998

Jacksonville, Illinois

Headquarters: Illinois College Campus

Dorm Rooms: \$15.00 night (no linens)

\$25.00 night (with linens)

Two-three beds in each room

Motels: TBA

Camping: Primitive on field

Activities:

Tours - Lincoln sites

Thursday & Friday

Airport - Dinner on field

Thursday & Friday

Seminars & Forums

The Eyes Have It

EAA

Most pilots are familiar with the optics of the eye. Before we start flying, we know whether we have normal uncorrected vision, whether we are farsighted or nearsighted, or have other problems.

And most of us who have prescription lenses - contacts or eyeglasses - have learned to carry an extra set of glasses with us when we fly, just as a backup.

But, vision in flight is far more than a lesson in optics. Seeing combines the images that are received on the retina of the eye, and the signals that are transmitted to the brain.

The Fovea:

The fovea, the central part of the retina, is where our vision is most sharp. Few pilots realize how small this foveal field of vision is. It is a conical field of view of only about one degree.

To fully appreciate how small a one degree field is, and to demonstrate foveal field, take a quarter from your pocket and tape it to a flat piece of glass, such as a window. Now back off four-and-a-half feet from the mounted quarter and close one eye. The area of your field of view covered by the quarter is a one degree field, similar to your foveal vision.

Normal Vertical Vision Field:

Most can see a 135 degree field - 60° up and 75° down. The sharpest vision, about 1°, is within the foveal field.

Now we know that you can see a lot more than just that one-degree cone. The normal field of vision for each eye is about 135° vertically and about 160° horizontally. But, do you know how little detail you see outside of that foveal cone? Your visual acuity drops off rather rapidly. For example, outside of a ten-degree cone, concentric to the foveal one-degree cone, you see only about one-tenth of what you can see within the foveal field. In terms of an on-coming aircraft, if you are capable of seeing an aircraft within your foveal field at 5,000 feet away, with peripheral vision you would detect it at 500 feet.

That's why when you were learning to fly, your instructor always told you to "put your head on a swivel," to keep your eyes scanning the wide expanse of space around your aircraft.

Normal Horizontal Vision Field:

The normal field varies according to the individual's bone structure...some noses interfere more with vision than others. The foveal field is the central 1-degree field.

Focus and Distant Vision:

We all know how important it is to be able to focus. Yet distance focus, without a specific object to look at, tends to diminish rather quickly.

If you fly over water or under hazy conditions with the

horizon obscured, or between cloud layers at night, your distance focus relaxes after about 60-80 seconds. There is nothing specific on which to focus. So, your eyes revert to an intermediate focal distance that's only a short distance in front of the aircraft!

The answer to this obviously limiting phenomenon is to condition your eyes for distant vision. Focus on the most distant object that you can see, even if it's just a wing tip. Do this before you begin scanning the sky in front of you. As you scan, make sure you repeat this refocusing exercise often.

Where to Scan:

What you look for in your scan is also important. Most of us are instinctively alert for potential head-on encounters with another aircraft. Actually, a study of 50 mid-air collisions revealed that only 8% were head-on. However, 42% were collisions between aircraft heading in the same direction. So, compared with opposite-direction traffic, your chances of having a mid-air are over five times greater with an aircraft you are overtaking or one that is overtaking you.

Visual Anomalies:

Visual anomalies, or illusions, are familiar to most of us. As kids, we learned that railroad tracks - contrary to what our eyes showed us - don't come to a point at the horizon. As a pilot, you must be aware of other illusions that can give you false cues: the aircraft near you that seems to be moving up or down as you change altitude. One of the special visual hazards of flying at night, "autokinesis," occurs when you stare at a pinpoint of light in a dark sky. After awhile, you get the feeling that either you or the light is in motion. To prevent this from happening, keep your eyes moving. Don't stare at a single light too long. A good technique is to look 10 degrees above, below, or to either side of the object.

The Eyes Have It:

As a pilot, you are responsible to make sure your vision is equal to the task of flying - that you have good near, intermediate, and distant visual acuity because...

- Distant vision is required for VFR operations including take-off, attitude control, navigation, and landing.
- Distant vision is especially important in avoiding mid-air collisions.
- Near vision is required for checking charts, maps, frequency settings, etc.
- Near and intermediate vision are required for checking aircraft instruments.

Learn about your own visual strengths and weaknesses. Changes in vision may occur imperceptibly or very rapidly. Periodically self-check your range of visual acuity by trying to see details at near, intermediate, and distant points. If you notice any change in your visual capabilities, bring it to the attention of your doctor.

And, if you use corrective glasses or contacts, carry an extra pair with you when you fly. Always remember: Vision is a pilot's most important sense! □



The Arizona Coupe Group Invites you to the 1998 Wing Ding March 27-29, 1998 Casa Grande, Arizona

- Pool Party
- Aerial Events
- Pilot and Owners Seminar
- Activities for the ladies
- Door Prizes
- Banquet and Awards
- Shuttle from airport to the hotel

Wing Ding headquarters and banquet will be at the Holiday Inn, Casa Grande, Arizona. Special group rate for Ercope folks of \$65 per night plus tax. For hotel reservations call the Holiday Inn direct at 520-426-3500. Be sure and mention the Arizona Coupe Group to obtain the special rate. Budget accommodations also available at the Boots and Saddle Motel 520-421-2020 from \$28.95 plus tax. For advanced registration or information call: JoAn Cooper (602) 582-8876, Chuck McKinnie (602) 933-7915, or John Walden (602) 497-9358. Or, e-mail to cmckinnie@worldnet.att.net. Make your reservations early!

Keep up with Ercope happenings in the Southwest!

Subscribe to the Arizona Coupe Group Newsletter \$7.00 per year

Send your check to:
Charles McKinnie
9415 N. 99th Ave., Apt. 2065
Peoria, AZ 85345



The Arkansas Picnic is back Same Picnic - Different Location

**Come One - Come All
to Batesville, Arkansas [BXV]
September 24-27, 1998**

Plan your vacation now to attend
Info: Marilyn Cantrell
870-793-9226

Fly It Yourself

by Richard Thruelsen

(con't from February '98 Coupe Capers)

The Aerial X Quantity

During the whole flight there were only two situations in which any particular exercise of judgment was necessary. On the take-off I might have climbed too steeply and stalled the airplane. Such a stall, in the Ercoupe as with many other light planes, is preceded by an unmistakable buffeting of the tail, which serves as a warning and can be averted by simply pushing the wheel forward and thus increasing the flying speed. Or, on the landing, I might have started my glide too high or too low and missed the field. This would have called for another turn around the field and another shot at the runway. The error, in either case, would have had to be an enormous one, the results probably nothing more than inconvenient.

This facility of visualizing and following a gliding pattern into a field, I might add here, is probably the one inherent skill that will be found necessary in the new day of flying. Taking these fool-resistant planes off the ground, flying them, and the actual landing can be as mechanical an operation as driving a car. And finding your way from here to there in the air is purely a matter of experience and a little study. But placing the plane in a certain position in the air, so as to land it at a certain spot on the ground, requires at least normal visual judgment and a certain amount of mechanical skill. For a plane must glide at a certain angle - which cannot be too steep or too shallow. Thus it must be placed in a certain position before the glide is started. The Ercoupe, with its tricycle landing gear, extends the safe limits of this angle, but the ability to judge distance in both horizontal and vertical terms simultaneously must still be there. This X quantity of flying will keep some people out of the air. I'd say, however, that the average car driver would have little trouble in this respect.

Our orientation period concluded, Berliner and I spent the next hour visiting several fields in the Philadelphia area. None of them had runways and all were rolling and, in spots, bumpy. They were, in short,

the sort of fields the average private flier uses. The plane seemed to like them as well as the vast level surfaces of the commercial airports. During that hour I probably flew as raggedly as most amateur pilots with their hands on the controls of a strange airplane. In addition, with malice aforethought, I committed the blunders every novice makes - landing crosswind, yanking the plane off the ground before it had flying speed, overcontrolling and undercontrolling, and landing with too much or too little speed. At no time did the little airplane give me a moment's uneasiness. My ineptness had more than met its match.

This quality of mercy, which the Ercoupe does not strain, may well mean that we are at last facing the day of mass flying. For years, private fliers - the amateur, week-end pilot, such as you and I might be, who flies for fun and would use a plane for personal transportation - have faced aeronautical designers with an apparently impossible list of demands. They wanted (1) a plane which, when on the ground, would handle with the ease and certainty of an automobile; (2) a plane with a single flying control, thus eliminating the necessity of all but the most rudimentary physical coordination; (3) a plane with built-in safety factors to obviate the possibility of the dreaded spin; (4) a plane which could be flown in to a landing, and not stalled in, as is the conventional ship; (5) a plane which could be flown without a long preliminary course of flight instruction.

The Ercoupe answers these demands. It is not a "foolproof" airplane, for the air, as does the highway, lays traps for any fool. There will always be bad weather to tempt the unwary amateur pilot, high trees and wires to trick the low-flying exhibitionist who likes to "give them a show," and other planes to snare the air hog. And until the advent of regular vertical flight there will be the threat of motor trouble and a forced landing in an area where there is no open ground. But the reliability of modern engines and a modicum of good sense should make these minor threats to the pilot of this newest thing on wings.

[reprinted through the courtesy of the Saturday Evening Post, December 21, 1940]

(to be con't) □

CUSTOM ERCOUBE WATCHES

GREAT GIFT IDEA!

Beautiful 18kt gold bezel
Genuine leather band
Stainless Steel back
Quartz, analog display

Also available: **Your Specific Aircraft** in color for \$60.00, + s&h, simply send a photo and our artist will do the rest!



Call 1-765-572-2907 for information
or mail a check for \$30.00 + \$3.00
s&h to:

Mike & Sharon Leasure
8726 Wildlife Ridge
West Point, IN 47992

**MONEY BACK GUARANTEE
LIFETIME WARRANTY**



"Fred E. Weick" Award

We Dunlaps, Marv & Ruth, wish to thank any and all who had to do with selecting us for this most special EOC award.

We feel this is the ultimate of awards and we also feel "Absolutely Superlatively Super" when we look at it on our wall. It is hanging in the center of what we call our hangar gallery wall and looks great.

Many, Many Thanks!!



MEMBERSHIP '98

Regional Directors and Wing Leaders please take note of these new members, add them to your list and contact them for your events.

Barry Hicklenton, PO Box 142, Lions Bay, BC V0N 2E0
 Fran Coneeny, 51 Washington Ave, Carneys Point, NJ 08069
 Tim Abke, 6498 Township Rd 127, Zanesfield, OH 43360
 Steve Breenhow, 5707 Ave C, Austin, TX 78752
 Patrick Hubbard, 3028 SW Pergola Vw, Lees Summit, MO 64081

Kenneth Johnson, 21215 Sullivan Way, Saratoga, CA 95070
 John Young, PO Box 714, Caldwell, TX 77836
 Allen Sudduth, 215 Dogwood Hills Cir, Tupelo, MS 38801
 Glen Krinke, 1675 Cobblestone Village Cir, Sandy, UT 84092
 Richard Merriman, 9204 S Fox Fire Dr, Highlands Ranch, CO 80126

Clifton Anders, 520 E Riverside Ave, Williamston, MI 48895
 Derwin Bolton, RR 2 Box 137, Jacksonville, TX 75766
 Steve Goode, 602 Rhonda Rd, Keller, TX 76248
 Clarence Altwein, PO Box 655, McQueeney, TX 78123
 Raymond Carlin, 1128 Meadowbrook Rd, Jackson, MS 39206
 Ona Reed, 1401 W California St, Gainesville, TX 76240
 Rees Schaller, 10 Bunker Hill Rd, Belleville, IL 62221
 Alvin Tubb, 120 Sweet Home Rd, Center Ridge, AR 72027
 Scott Chennault, PO Box 1154, Caldwell, TX 77836
 Chris Russell, 10134 Mt Whitney Way, Hesperia, CA 92345
 Gene Engledow, 843 Hwy 32, Bolivar, MO 65613
 Jerry Isbell, 412 Denwood Dr S, Gahanna, OH 43230
 Archie McLachlen, 207 SE 45th St, Cape Coral, FL 33904
 Tom Haynes, 20 Jeffery Ln, Fletcher, NC 28732
 Dean Dittmer, 6476 E 74th Pl, Commerce City, CO 80022
 Michael Storts, 6334 Hansley Rd, Sugar Grove, OH 43155
 Charles Bathke, 16036 190th Ave, Bloomer, WI 54724
 Irwin Rosnagel, PO Box 104, Friendship, WI 53934
 Robert Frohm, PO Box 26, Alliance, NE 69301
 William Mills, 5550 E Helena Dr, Scottsdale, AZ 85254
 Richard Leighton, 4026 N Herald Rd, Spokane, WA 99206
 Alan Hughes, 2609 Antioch Rd, Oak Hill, OH 45656
 John Brim, 4645 N Via De La Granja, Tucson, AZ 85718
 J C Goss, 1060 N Shem Dr, Mt Pleasant, SC 29464
 Dr Victor Lofgreen, 819 Circle P, Hastings, NE 68901
 David Latsha, 1141 Columbus Ave, Lemoyne, PA 17043

Wonder Bar is Pitts

by George Frebert, 641 Lake Dr W, Smyrna, DE 19977

Floyd Durham and I have owned our Alon A-2 now for about 5 years. we do not know of another STC'D two place airplane that can compete with it. The C-90, with its vacuum pump, allows for quality instrument panel layout. Since we have installed the larger wing tank conversion, modern avionics were installed in a proper manner without too much fuss. New paint, and upholstery to match, makes this airplane a crowd-pleaser everywhere we go.

With all this, what is the gripe?

The "Wonder bar" brake is the pitts! It is not possible to brake the airplane without removing your feet off the rudder pedals! (UGH!). After owning a Comanche, with toe brakes for many years, the brake is more than awkward. We did notice that the Mooney models did not employ this system. They used individual toe brakes. I realize that removing the original system and installing toe brakes might be a lot of work. However, we would be interested in doing this, if it is possible. Is there anyone out there parting out a Mooney that has the toe brake assembly? Another option we thought of is; The Tri-Pacer had a small hand-operated brake that extended under the dash panel. Since there were many changes to these airplanes over the years, does anyone know if Alon, or Mooney used this type of system?

We are totally unwilling to install anything in our airplane that is not approved for the type. A previous field approval, with the proper paperwork would be considered if we can get the approval before any work is done.

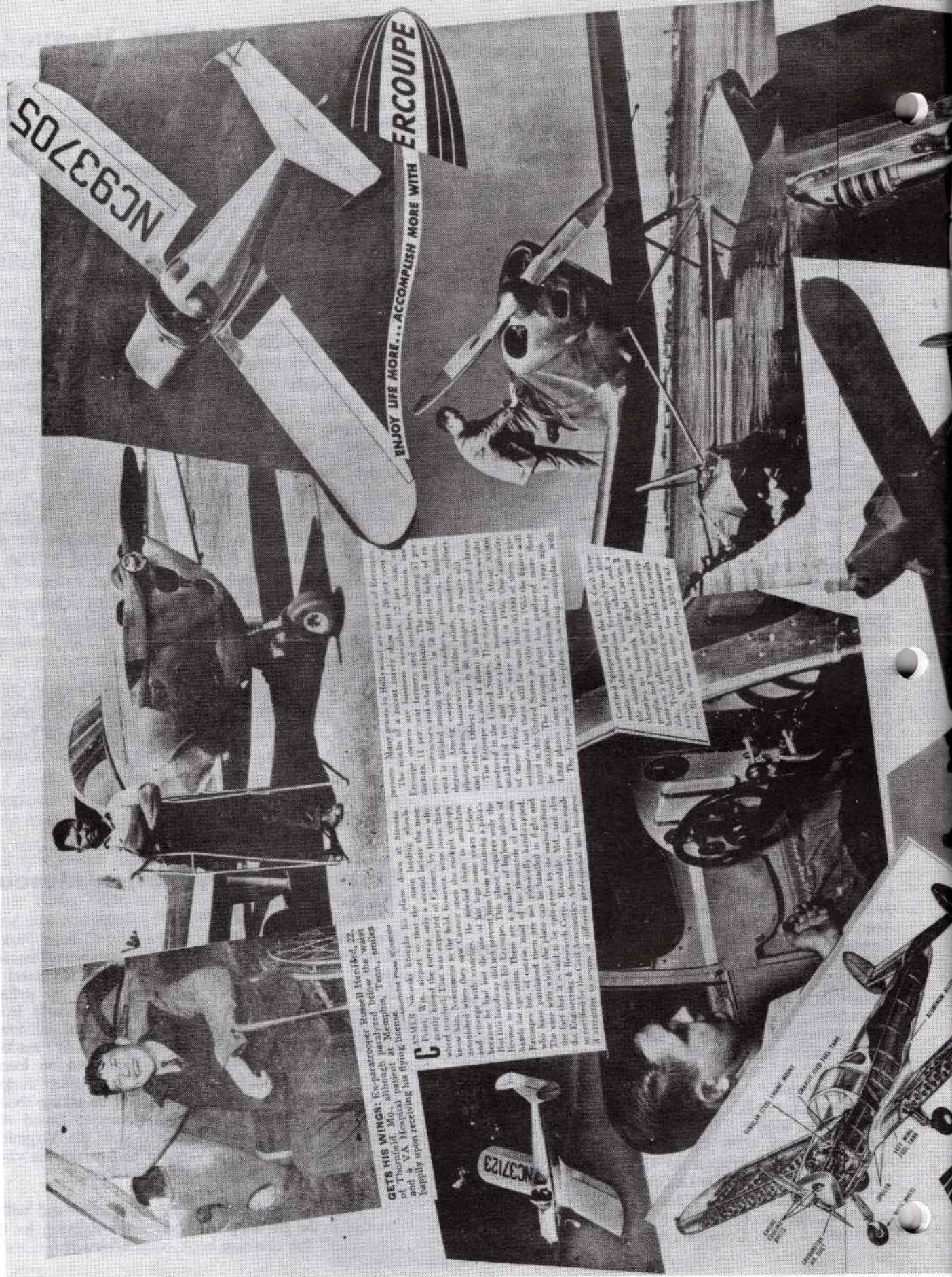
Any help from the membership would be appreciated.
 E-Mail; dovliitho@dmv.com

Status of New Aviation Museum

College Park, MD

The installation of exhibits in the new College Park Aviation Museum is rapidly progressing. The exhibit of the 1909 army hangar will soon be completed, a beautiful mural has been placed on the far wall of the museum and the pylon and the manikins to be used in the display of the early Brinckerhoff years at College Park Airport have been delivered to the museum. Considerable progress has been made on the restoration of the 1946 Ercoupe being put on loan by Mr. Andrew Gravatt and the Berliner helicopter restoration is nearing completion and they will soon be taking their place in the museum. The new collection manager, David Alberg has come on aboard, he was formerly with the Virginia Air and Space Center in Hampton Virginia and brings his vast aviation background and knowledge to College Park.

The gift shop display cases are completed and will soon be installed in the gift shop. As soon as the shelving for the library is installed, the museum book collection will be cataloged and shelved.





GROTON, CONN.
A COMMERCIAL NEW
AVIATION FACILITY
LAND AVIATION

Air Holiday, Inc.
EXTENDS A CORDIAL INVITATION TO ALL FLYERS
TO VISIT AND USE OUR GROTON BASE
"THE MODERN AIR RESORT"
ONE HOUR FROM BOSTON & NEW YORK
DISTRIBUTORS - MASS. - R.I. - CONN.
BEDFORD AIRPORT
BEDFORD, MASS.
TEL. LEA. 2215

ERCOUPE AIRPORT
F. E. NAGLE
GEN. MGR.
TRUMBULL AIRPORT
GROTON, CONN.
TEL. N. L. 8864

Erco Coupe is a revolution of ease and safety. You fly it with two simple controls. You're safe from the cause of most accidents, the spin. You're licensed in one-third less time than in other planes. And then —new pleasure and profit open up before you, and more than make up the cost! Thousands of successful people fly Erco Coupe, the leader in sales to individuals. Try it at a nearby airport!

AIR HOLIDAY, INC.
ANNOUNCES ITS APPROVAL AS A C.A.Y.
G.I. FLIGHT TRAINING APPLICATIONS
Room, Lunch, Board, and Spots
Now Being Accepted
Visit our modern lounge featuring a new lounge
Telephone New London 8064
G.I. NOW BEING ACCEPTED

TRUMBULL FIELD, Groton, Conn.
Telephone New London 8064
Room, Lunch, Board, and Spots
Now Being Accepted
Visit our modern lounge featuring a new lounge

This is a 50 year old flyer I thought would be of interest to the club. My uncle worked for "Air Holiday" right after WWII in Groton, CT as chief mechanic. I found this advertisement interesting because I had never seen an Erco Coupe on floats before. Air Holiday was a distributor for Erco Coupe, Cessna, and Stinson back in those days. As you read the brochure you can see it was a grand undertaking to build a holiday resort for pilots and their families. Unfortunately, the post war boom never developed and Air Holiday went the way of the dodo bird. Mr. Nagel, the manager, went to nearby Pratt & Whitney and took my uncle with him where he worked with one of the Granville Brothers of GeeBee fame. Some years ago I had a ride in a "coupe" from a friend of mine who had an older rag wing model. Along with a rudder pedal conversion, he put an O-200 in and the fancy spats. The little bugger moved right along! My personal ride right now is a pre-war T-craft. As a restorer I seek out as much original information as I can about them, so perhaps someone can get something useful from this. The latest "Vintage Airplane" provided a list of all the type clubs and that is how I got your address. In the spirit of "Buck" Hilbert I'm passin' it on, now its over to you.

- Glen R Brodeur, PO Box 861, N Grosvenordale, CT 06255 -

Regional News



Region 3

Oregon Club News, Robert Saville, Wing Leader

In January I took over as Wing Leader for Oregon and have been busy trying to learn how to do a newsletter with only very limited knowledge of computers.

Dot Slayton has been the Oregon Wing Leader and newsletter editor for about the past five years and did a tremendous job. I am in the process of updating our Oregon directory and annual dues are \$10. due now.

Mary Decanter put on a great fly-in Chili-feed. It turned out to be a drive-in but the weather didn't change the taste of the chili any. I'll be hosting my 3rd annual "Fly-in Weiner Roast" later this year. Welcome to John & Erin Hsu as our newest members. They operate the FBO & Annie's Restaurant at Independence Airport and have a '46 415-C.

Upcoming Events:

Monthly meetings same time and place - Scapoose/Cottage Grove. Third Annual St Patrick's Day Fly-in - Mar 20-21 - Elma, WA.

[Editor: EOC would also like to thank Dot Slayton for all her time and effort on behalf of her Oregon Wing and Ercoupes!!]

Region 5

Wisconsin Club News, Judi Matuscak, Newsletter

January Meeting Review: Ten members attended the meeting and after a short business meeting we all enjoyed the customary delicious food and did some "hangar flying". Annual membership donations due for Wisconsin Wing, just \$10.

Flocking Schedule: Monthly meeting - 2nd Sunday of each month at East Troy Airport, 11:30 AM. Fly or drive and bring a dish to pass.

Region 8

Arizona Club News, Chuck McKinnie, Newsletter

'98 Wing Ding - Casa Grande, AZ - Schedule:

Friday, March 27

5:00 pm - Registration at Holiday Inn

6:00 pm - Pool Party at Holiday Inn

Saturday, March 28

7:00 am - Shuttle leaves Holiday Inn for Airport

7:30 am - Registration - Pilot briefing for Poker/Breakfast run

12:30-1:30 pm - Lunch at airport - judging of Coupes

1:30-3:30 pm - Pilot safety/Maintenance/Discussion

1:00-4:00 pm - Tours for ladies - Ak-Chin Casino, Factory Stores, Art Museum

6:00 pm - Cocktail hour; 7:00 pm - Banquet at Holiday Inn

Special Airworthiness Bulletin:

ACE-98-21 December 31, 1997 - Magneto Drive Gears Affects Teledyne Continental Motors - Models C-75, C-85, C-90, O-200, O-240 series reciprocating engines installed on, but not limited to Erco Models 415-D, 415-E, 415-G, Forney Models F-1 and F-1A, Alon Model A-2, Mooney M-10.

The magneto drive gears were distributed and/or manufactured by Fresno Air Parts (formerly Fresno Airmotive Co) and were found to have deficient material properties. Further, Fresno

Airparts Co was not authorized by the FAA to manufacture the parts. Magneto drive gear failure could result in engine failure and possible forced landing.

Failure occurred in a part with less than 100 hours time in service since installation. The FAA found 12 additional gears that did not comply with the type design. Part number (P/N 36066) stamped on the gear itself, not distributed prior to December '93. If you replaced your magneto drive gears between December '93 to present, it would behoove you to check your log books to see if you can ascertain the part number used. If you have a suspect part the FAA recommends removing the parts from service. To obtain copy: FAA, AFS-610, PO Box 26460, Oklahoma City, OK 73125. Ask for ACE-98-21.

Region 9

*Illinois News, John & Kathie Wright, Jr.
John & Rita Wright, Sr*

The National EOC Fly-in will be held June 4-6, 1998 at Jacksonville, IL. Jacksonville is located about 40 minutes west of Springfield, the capitol of Illinois. Motel/hotel arrangements are being made. The price range should be \$30.-\$54., but these prices are not locked in and may change.

The Lincoln sites are free but there will be a transportation charge. Airport activities are being planned, including seminars/forums and dinners at the field. More next month.

DONATION CHAIRMAN

Thomas Fuchs, 15660B Miller Rd, Plano, IL 60545

I'd appreciate your help. We are asking for donations in the form of any type of product you may be willing to supply us for our "Door Prizes" to participants who fly their aircraft to the convention. Any donation will be greatly appreciated and duly recognized and noted. Thanks!!

Region 10

Carolyn Carden, Editor

NC Dates of Interest:

Sat, Apr 18 - Southport Airport Day

Fri-Sun, May 1-3 - Roanoke Rapids Fly-in, EAA/AC Chapter 3

Sat-Sun, May 2-3 - Hendersonville, Western NC Air Museum Fly-in

VA News: Virginia pilot loses arm after hit by propeller. Rucker Tibbs, a well-known Virginia pilot, was struck by the propeller of a plane he was working on in January of this year. The engine was running and somehow he just got too close. Tibbs is the manager of the New London Airport in Forest, VA. Rucker is now at home recovering and we wish him well.

SC News: SC Aviation Hall of Fame inductees - Frank Culbertson, Jr with 344 hours in space flight retiring from the Navy in '97 and is presently NASA's Program Manager for the Shuttle-MIR program. Xen Motsinger, operated Sandhills Aero Club for over 20 yrs and was co-owner of Eastwinds Air Park, Columbia, SC. He continues to judge antique aircraft and is a field representative for EAA Young Eagles Program. Carolyn Pilaar opened Carolyn's Flight Academy in '74, is an aviation instructor, competed in US Precision Flight Team and Air Race Classic. She has been named SC Flight Instructor of the Year and Outstanding Woman of the Year.

GA News: GA Aviation Hall of Fame inductees - Charles Dryden, member of the 99th Fighter Squadron, the military's first black flying unit, retired Air Force Lieutenant Colonel. He works closely with young people of Atlanta and the Aviation

Career Enrichment, Inc non-profit youth program. Joe Jackson, one of the first U-2 pilots, Medal of Honor, retired Air Force Colonel. Henry "Doc" Manget, was the first director of the DeKalb-Peachtree Airport and served 31 years. Howard McWhorter, former base commander at Robins Air Force Base, 5000 hrs fighter time. He founded the Georgia Aviation Hall of Fame and in '93 received the AOPA Presidential Citation.

Region 12

Florida News, Joe McCawley, Regional Director

Guess What?? It's almost "Spring Fling" time at Sun 'n Fun, April 19-25. Be sure and visit us in the Type Club Tent and remember to sign up for the Ercoupe Dinner (so we have a head count) and also sign up to VOLUNTEER a couple of hours of your time to man the table. Look forward to seeing all of you. □

1998 FUND RAISERS for Fred E. Weick Endowed Scholarship Fund

"Fly-About Adventures and The Ercoupe"

by Paul Prentice

adventures-pictures-analysis-panels-mods-ownership

\$15.00 each postpaid - 129 pg.

All proceeds to: Fred Weick Scholarship Fund
Embry-Riddle Aeronautical University
Daytona Beach, FL

(Paul Prentice, Denton, TX has graciously donated these books to the EOC for use as a scholarship fund raiser.)

Order from: Mary Lou Gunson, EOC Supply Officer
PO Box 306, Davenport, OK 74026.

1976 - 1978 HINTS & TIPS

compiled by Skip Carden

How to Buy a Coupe - Fly a Coupe
Fix a Coupe

A collection of articles from Coupe Capers. This booklet contains a lot of valuable information on the Coupe.

\$5.00 each postpaid - 32 pg.

All proceeds to: Fred Weick Scholarship Fund
Embry-Riddle Aeronautical University
Daytona Beach, FL

(limited supply)

Order from: Mary Lou Gunson, EOC Supply Officer
PO Box 306, Davenport, OK 74026.



Looking for Continental & Lycoming Engine Parts & Accessories

In a Hurry? You Can Have Them Tomorrow

Toll FREE Parts Line 1-800-521-0333 (U.S. & Canada)

Parts Dept. International FAX 405-262-4572

Most everything you need in one store!! Fast & Reasonable!!

OR Via UPS Red (Overnight), UPS Blue (2 Day) or UPS Ground Shipments

TEXTRON

LYCOMING ENGINE

Top & Major Overhaul Kits
& Engine Parts

O-235 (100-115) Thru IO-540 Series

Fast & Reasonable

Just Call for Prompt Shipping!!

Ask for Henry!!



Magnetos & Parts

Custom Overhaul or Exchange Magnetos

Complete Line of Parts for

Immediate Shipment!!

Call Today!

Ask for Ted!!

TELEDYNE

CONTINENTAL ENGINE

Top & Major Overhaul Kits
& Engine Parts

A65 thru IO-520 Series

Fast & Reasonable

Just Call in Your Order!!

Ask for Henry!!

Slick (Unison)

Magnetos & Parts

Factory Exchange

Magnetos & Complete

Line of Parts

Call in Your Order!! Ask for Ted!!



Starters & Generators

Large Stock of Parts & Overhaul Kits

Also Custom Overhaul Service

Call in for a Quote!! Ask for Ted!!



prestolite.

Starter Overhaul Kits & Parts

Also Custom

Overhaul Service

Call Today!! Ask for Ted!!

PRECISION

MARVEL-SCHLEBLER

Carburetors & Overhaul Kits

Parts & Custom Overhaul Service

Just Call in with Your

Carburetor Part Number!!

Ask for Ted!!

AERO-LITE

IGNITION

Shielded Ignition

Harness

Super Quality at Bargain

Prices!! Call in Your Engine

& Magneto Model

Ask for Ted!!



Engine Mounted Oil Filter Kits

C-85, C-90, O-200s, C-145 & O-300

A really fine product that will add many hours to the life of your engine.

FREE Brochure! Call TODAY!!

Oil Filter Kits for Lycomings!

O-235 THRU IO-540

Protect that engine

& save on

future overhaul costs!

Keeping that oil clean

is so important!

FREE Brochure!

Call TODAY!!



We still have a stock of

Eisemann Parts

Available for Immediate Shipment

Call in Your Magneto Model!

Ask for Ted!!

Custom Cylinder

Service!!

Let us do Your Continental &

Lycoming Cylinders!!

Build them up into easy Ready

to Install Assemblies or provide

you with parts from our

large stock!!



PRECISION

Stromberg

Carburetors & Parts

for NAS-3 Series

Custom Overhaul Service

Call Today!! Ask for Ted!!

Lycoming Parts

O-290 - D & D2

Huge New Inventory of

Genuine Parts at Bargain Prices

FREE Price List!!

Just Call Today!!



Fast Shipping & Reasonable Prices!! We Have Overhaul Manuals for Continental, Lycoming, Bendix, Marvel-Schlebler, Eisemann & Slick
FREE Price Lists!! State Your Engine or Accessory Model. CALL 1-800-521-0333

EL RENO AVIATION, Inc.

Call Toll FREE 1-800-521-0333
1004 South Country Club Road

P.O. Box 760

FAX (405) 262-4572
El Reno, Oklahoma - 73036-0760

COUPE CAPERS

The Coupe Capers is published monthly by the Ercoupe Owners Club, PO Box 15388, Durham, NC 27704. Printed in U.S.A. ©Copyright 1998 Ercoupe Owners Club. All rights reserved. Periodical postage paid at Durham, NC.

Membership dues are \$25 per year of which \$23 is a subscription to Coupe Capers. First Class delivery is available for an additional \$7.

Postmaster: Send address change to Ercoupe Owners Club, PO Box 15388, Durham, NC 27704.

Contacts for Information

Executive Director: Skip Carden

PO Box 15388, Durham, NC 27704

Overall EOC management and technical questions.

Editor: Carolyn Carden

7263 Schooners Ct SW A-2, Ocean Isle Beach, NC 28469

Submission of articles for publication, ads, calendar items and events.

Ads Deadline: 10th of month preceding

Articles, Letters & Flyers Deadline: 2 months preceding

Membership: Carolyn Carden

7263 Schooners Ct SW A-2, Ocean Isle Beach, NC 28469

Dues, renewals, address changes, membership information.

DISCLAIMER: This newsletter contains material contributed by members of the Ercoupe Owners Club, or reprinted from other sources. The information constitutes the advice and opinion of the contributors, and does not necessarily have the approval of the FAA or the EOC. It is the responsibility of the reader to determine the legality and airworthiness of any advice before acting on it. The Ercoupe Owners Club shall not be held responsible for the actions of members or readers.

MEMBERS' ADS Buy, Sell, Trade



Personal ads are free to all members of the Ercoupe Owners Club. NO COMMERCIAL ADS PLEASE! The cost to non-members is \$5.00 per month in advance. Repeat ads must be sent in each month. NO PHONE ADS! Ads must be received by 10th of month preceding publication.

PLANES FOR SALE:

1946 Ercoupe 415-CD, N87384, S#557, 1827.14 TT, C-85-12 TT 747.7. Auto gas STC, new annual 12/97, dual fork nose, new tires, all ADs complied with. Good paint & interior, always hangared, metal prop, flown regularly. \$13,500. Doyle Varbel, Duncan, OK. 580-252-0995. e-mail: dvarbel@texhoma.net

1948 Ercoupe 415-E, 2539 TT, 1327 SMOH on 85hp engine. Cleveland wheels & brakes, large baggage compartment, 35A generator, polished prop & canopy cover. White with red/black trim. Terra TX720, TN200 & TriNav, AT-3000 encoder, SPA400 intercom. All ADs complied with. \$12,500. firm. C. Pratschner, Box 436, Edgeley, ND 58433. 701-493-2273 (day).

Baby Ace Jr, two seater, high wing Monoplane. Everything new from firewall back to tail feathers. Ready for fabric & paint. Professionally welded fuselage & tail feathers. Expert woodwork construction of wings. Must sell \$4,500. Call John, PA. 814-864-8155.

1946 415-C, S#4303, C-85, 2897 TTAf, 27 SMOH engine. Totally restored in/out. Nav/com, rudder pedals, Airtex interior. All ADs, new instruments, new wing covering, paint, etc. \$15,000. 517-676-2651, MI.

1970 M-10, 980 TT, 93 STOH and chrome cylinders, 0-200. Terra Nav/com Bendix xpdr w/enc. NDH \$25,000. 701-845-3575 or 701-845-2172, ND.

1966 Alon A-2, N6518Q. Low hours, no corrosion, good logs since new. No major damage, full VFR panel, hangar kept. Lights, rotating beacon, C-90 engine, Cleveland breaks, complete check and annual by Dick Frye. Ready to go. First \$19,500. Butler, PA. 724-282-2111 (eve).



1946 Ercoupe 415-CD, 1600 TTSN, 150 SMOH. Hangared, all ADs, no corrosion, new radios, trans/encod intercom, expanded baggage. New upholstery, tires tubes, battery, windows, stainless steel exhaust. Card compass, Allen horizon, 11" venturi, Sensinech prop & more. 25k invested - take \$18,500. Need bigger plane. 210-224-0994, TX.

RV-4, wings, all control surfaces & gas tanks. All treated interior & out. Has flop tube in one tank, Bob Olds landing lites, heated pitot tube. Will throw in Whelen lights too. Tail kit also included. About 75% complete.

Have \$25,000. invested. Make me an offer - I might say yes! Would consider cash and trade. Tom, IL. 630-552-4384.

PARTS FOR SALE:

Nose wheel & tire for C/150 Ercoupe - \$95.; United altimeter (millibars 0-20000pt) - \$100.; M-10 right hand panel (used) - \$15.; 1 Alon left panel Trailblazer XL-GPS - \$100.; small AH/DG, radio/GPS on bottom (new) - \$25.; 2 ea, large AH, small DG (new) - \$25. ea. Need T/B w/venturi. Trades? Fred Toczko, AZ. 520-456-2286.

1 pr Ercoupe fabric wings (uncovered) in perfect condition. Have been reconditioned from the main spars out. Absolutely no corrosion. Comes complete with 3 light strobe system and Skyport landing lights, both wings - \$3,000.; 1 rt main wing spar in good cond., no corrosion - \$400.; 1 ctr section lower spar cap (late model) - \$200.; 1 David Clark head set with noise cancelling - \$250. Call John, WI. 414-763-6100 (eve).

1 fuselage tank, stainless steel for 415-C or D - \$100. Doyle, OK. 580-252-0995, e-mail: dvarbel@texhoma.net

1 set wheel pants, excellent condition for Ercoupe or Forney. All attaching hardware included. Nose wheel part is for the double arm nose gear. These parts on main gear have the landing lights flush mounted. \$550. on my deal if you have a good set of original leg fairings. Call/leave message: Joseph, AZ. 602-587-0873.

1946 415-C - engine mount - \$595.; set of new Bell crank brackets - \$75.; set of upper cowl support brackets - \$50.; old floorboard assy and floormat - \$50.; set of seat belts - \$50.; assorted C-85 engine baffles - \$50. lot; nosebowling ring - \$35.; control mast - \$50.; old trottle assy - \$25.; fin & rudder set - \$200.; old tail cone - \$35. Call: Walt, PA 724-6747.

WANTED:

1949 415-G wheel pants. Call: Tom Mosca, VA. 804-693-9097.

Complete project plane - disassembled OK. Looking for Model 415 C or D. Will consider other models. Live in So CA, but will travel to Mid West to pick up a good deal. Call/leave message: Chris, CA. 760-948-5901.

Right metal wing for Ercoupe 415-D. AD complied with, no corrosion. Light damage OK. Call: Ed, IL. 773-445-4388.

PRODUCTS/MISCELLANEOUS:

Payson Apt (E69), AZ - premier Fly-in/Campground - \$10. per campsite nightly fee. Info: 520-474-2005.

Idaho's Apt Partnership Program - Idaho pilots and government form Adopt-An-Airport to repair Idaho's backcountry strips. Info: Mark Young at 208-334-8893.

"Micro-Poxy" developed by U.S. Technological Research Companies Aerospace Products Division, San Marcos, CA. - A hand applied anti-corrosion clearcoat for aircraft. It can be applied to all areas of the airframe and exterior surfaces, including propellers, rotors, and plated metals. "Micro-Poxy" is a two part formula, utilizing a catalyst, which is easy to mix and can be applied with ordinary polishers, by hand, or even sprayed. Contact: Scott Allan - Days: T 619-929-1000. □

Skyport

Services
Division of FRA Enterprises Inc.

SKYPORT is a distributorship specializing in, and limited to, ERCOUPE/AIRCOUPE. SKYPORT service includes knowledgeable, careful attention to your order and an attempt to make everything you may require for your COUPE available from this single source.

PHONE: 1-800-624-5312

32032 Washington Ave. - Rochester, WI 53167

CURRENT SPECIAL

MENTION THIS AD - 10% DISCOUNT ON ALL SKYPORT* STC'D KITS. LIST PRICE LESS 10% - OFFER GOOD 1 JAN 1998 THRU 31 MAR 1998. *(SEE PAGE "B" 1998 CATALOG)

FREE Worldwide Booksearch

e-mail: lthrstkg@interloc.com



The Leatherstocking Bookscout

(800) 230-8071

738 Hillside Ave.
Lake Wales, FL 33853

Helen Russell
Don Russell

HARD TO FIND PARTS FOR YOUR COUPE

Both Airframe and Engine parts
• Reasonable Prices

Ask for Don or Gary

Tel. (805) 581-9801 Fax. (805) 522-8430



Recovering and Restorations

Stits specialist over 35 years experience

Ercoupe conversions, C models to D models and engine conversions to O200 Continentals.

With a Continental O200 engine your aircraft will take off shorter, climb faster and cruise faster.

Mike Greenwood
Reasonable rates
Ferry service available

Greenwood Flying Service
Weems, Virginia
Phone: 804-438-6084

Calendar of Events

- Mar 20-21 - Reg 3, 3rd St Patrick's Fly-in/Pancake Bkf, Elma Apt, WA
- Mar 21 - Reg 13, Plymouth - C65, 12N, IN
- Mar 27-29 - Reg 8, '98 Wing Ding, Casa Grande, AZ
- Mar 29 - Reg 10, SC Bkf Club, 9+ AM, Alan Smoak Field, St Mathews, SC
- Apr 5 - Reg 7, Corona Muni-AJO, 10+ AM, Bob's Apt Cafe, So CA
- Apr 12 - Reg 10, SC Bkf Club, 9+ AM, Spartanburg-SPA, SC
- Apr 18 - Reg 13, 12N, Coldwater-D96, MI
- Apr 19 - Reg 8, 9AM, Bkf at Hobo Jo's, Cottonwood, AZ
- Apr 19-25 - Reg 12, Sun 'n Fun, Lakeland, FL
- May 1-3 - Reg 10, Antique/Classic Fly-in, Roanoke Rapids, NC
- May 2 - Reg 13, 1PM, Grimes Field-I74, Urbana, OH
- May 3 - Reg 7, Rio Bravo Bakersfield-L91, 10+ AM, Country Club, So CA
- May 10 - Reg 10, SC Bkf Club, 9+ AM, Aiken-AIK, SC
- May 10 - Reg 1, EAA-486 Pancake Bkf, Warbirds, Oswego Co Apt-FZY, Fulton, NY
- May 16 - Reg 13, 12N, Annual Birthday Bash, Brighton-45G, MI
- May 17 - Reg 8, 9AM, Bkf at Falcon Roost, Falcon Field, AZ

Upcoming:

- June 4-6 - EOC National - Jacksonville, IL
- Sept 24-27 - Reg 11, Arkansas Picnic, Batesville Reg Apt - BVX, AR

"Weather Strategies" - FREE AOPA Air Safety Seminars
Remember to attend when they are in your area to hone your skills.

Club jewelry & supplies

Available from Mary Lou Gunson, EOC Supply Officer
PO Box 306, Davenport, OK 74026, 918-377-2550.
All profits from sales go to the club treasury. Special thanks to Mary Lou for providing this service for the members and the club.

Coupe Jewelry:

- Gold/Silver 1 1/4" hoop Ercoupe earrings, clip/drop...\$10.00 pr.
- Gold/Silver Ercoupe earrings, hook/pierced...\$9.00 pr.
- Black fill Ercoupe earrings, hook...\$9.00 pr.
- Gold Ercoupe tie tac (chain)...\$9.00
- Gold Ercoupe lapel pin...\$8.00
- Black fill Ercoupe lapel pin...\$8.00
- Gold USA stars & eagle Ercoupe pin, 1 1/2" x 1 1/2"...\$12.00
- Gold Ercoupe pin, jacket/hat, 1 1/2" long...\$8.00
- Cloud Ercoupe pin...\$7.00

Other club items available:

- Ercoupe plastic models, 7 1/2" wing span...\$10.00
- Oval Club Patches, iron on with Coupe in front of cloud...\$3.00
- Oval Club Decals...\$1.00
- Club Directory...\$3.00

Bumper stickers...free
Paint sheets...free

Back Issues & Gift Certificates:

(EOC Headquarters only - PO Box 15388, Durham, NC 27704)

- 1995-1996-1997 Coupe Capers - \$15.00 per yr. postpaid
- 1998 single issue Coupe Capers - \$2.50 ea. postpaid
- Gift Certificates

****ALL ORDERS PREPAID**

UNIVAIR IS THE FACTORY



...for Ercoupe

Our Ercoupe parts are manufactured in our own plant using much of the same tooling and jigs that were originally used to build your Ercoupe, Forney, Alon and M-10 aircraft. We also supply thousands of distributor items such as Specialty Tires (formerly McCreary), Randolph finishes, Ceconite fabric, Concorde batteries, Continental engine parts, Whelen lights, and Air Maze air filters.

NEW TOLL FREE SALES ORDER #: 1 (888) 433-5433

Univair's General Catalog is available for \$5, which will be credited with your first order of \$50 or more. We also offer, upon request, our free Parts Inventory Price List with more than 27,000 items. Contact Univair today!



UNIVAIR AIRCRAFT CORPORATION
2500 Himalaya Road, Aurora, CO 80011-8156
INFO Phone: 303/375-8882
Fax: 800/457-7811 or 303/375-8888
E-mail: info@univair.com
Web Site: www.univair.com

All merchandise is sold F.O.B. Aurora, CO 9-9-97



FRED WEICK SCHOLARSHIP FUND

DONATIONS: (mail to the following address)

Embry-Riddle Aeronautical University
Fred Weick Scholarship Fund
% Harry H. Jennings, Office of Development
600 S Clyde Morris Blvd
Daytona Beach, FL 32114-3900

Two student scholarships awarded yearly. One at the Florida campus and one at the Arizona campus.



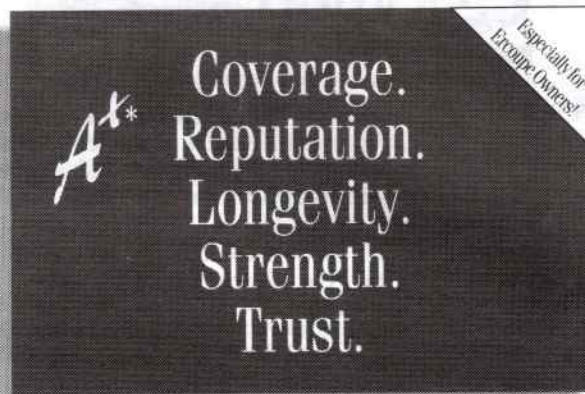
Come Fly With Us Ercoupe Owners Club

Join with other owners and pilots of Ercoupe, Alon, Forney and M-10 Cadet aircraft. The EOC was founded to provide a way for owners and pilots of Ercoupes to exchange ideas and make available information on parts, repairs and safe responsible flight.

Members enjoy free classified ads in the newspaper, discounts on parts and accessories and special insurance rates.

Mail to: Ercoupe Owners Club
7263 Schooners Ct SW A-2
Ocean Isle Beach, NC 28469-5644

AVEMCO's Aircraft Insurance



Call us free today
US and Canada
800-558-8844
www.avemco.com

Not available in BC or Quebec

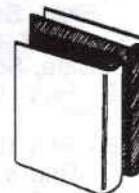
*AVEMCO is rated "A+" (Superior) by A.M. Best, which rates an insurer on relative financial strength and ability to meet its obligations to policyholders.



Ercoupe Archive Bowling Green State University, OH

CAC has 26 years of Ercoupe Owners Club material on file and also Fred Weick's material. For a small fee you can receive copies of any of the material in the Ercoupe Archive.

Contact:
Stephen Charter, Reference Archivist
Center for Archival Collections (CAC)
Bowling Green State University
5th Floor, Jerome Library
Bowling Green, OH 43403
419-372-2411, Fax 419-372-0155
e-mail scharte@bgnet.edu



Membership Application (Allow 4-6 weeks for delivery)

Annual Dues: U.S. - \$25.00
U.S. 1st Class - \$32.00

Canada/Mexico - \$25.00 (US Funds)
Foreign - \$32.00 (US Funds)

☐ New Member

☐ Renewal

Name _____

Address _____

City _____ State _____ Zip _____ + _____

Phone: (H) _____ (O) _____

Fax _____ E-mail: _____

N# _____ Serial# _____

Model _____ Year Manufactured _____

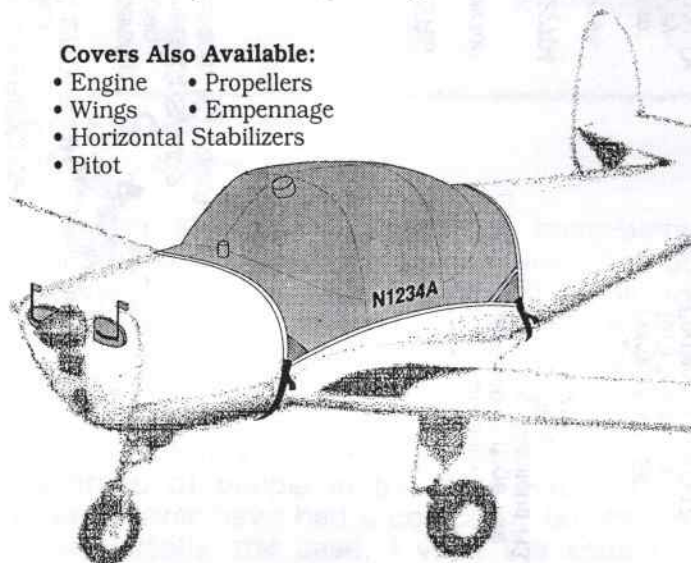
AIRCRAFT COVERS

CANOPY COVERS AND INTAKE PLUGS

- Custom made for all makes, models, and modifications.
- Reduces interior temperature by approx. 25° F.
- Prevents damage caused by leaking door and window seals.

Covers Also Available:

- Engine
- Propellers
- Wings
- Empennage
- Horizontal Stabilizers
- Pitot



BRUCE'S CUSTOM COVERS TOLL FREE (U.S.): 800/777-6405
 989 E. California Ave. PHONE 408/738-3959
 Sunnyvale, CA 94086 FAX 408/738-2729
 custom made utilizing the latest in fabric and sewing technology

Aero Accessories Inc.

Centurion Fuel Pump

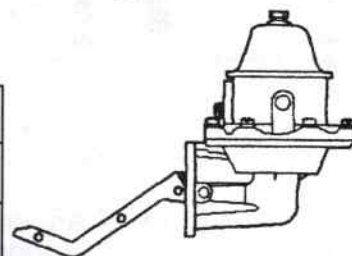
New

FAA-PMA

AF-40585 \$ 264.00

AF-40695 \$ 264.00

AF-631391 \$ 279.00



Continental

Overhauled Fuel Pumps

TCM	AC Type	
40585	9051 / 9867	\$ 249.00
40695	9076 / 4036	\$ 249.00
631391	6861	\$ 259.00

Fuel Screen Kit P/N AF-6561
 Replaces TCM P/N EQ6561

\$46.40

Repair Kits

For Models

9051 / 9867 / 6861 / 40585 / 639391

AR-113 Repair Kit \$158.60

AD-114 Diaphragm Kit \$110.70

4036 / 9076 / 40695

AR-170 Repair kit \$158.60

AD-171 Diaphragm Kit \$110.70



1240 Springwood Avenue
 Gibsonville, NC 27249

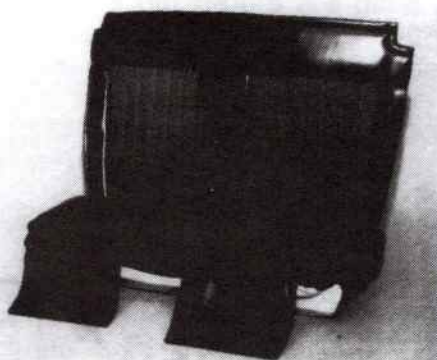
FAA Certified Repair Station # YV4R688M

800-822-3200

*Fly high with a
 FAA-PMA approved
 quality Airtex interior*



Ercoupe replacement assemblies



Cushion set (with 1 pc. bottom cushion)	\$367.00*
Wall Panel Set	283.00
Carpet set	86.00
Baggage Compartment	39.00
Baggage Compartment (9 cu. ft.-to match walls)	165.00
Window Channel welts	-per pair- 34.00
Firewall Cover	39.00

*Add 25% for premium fabrics

Free catalog of complete line. Fabric selection guide showing
 actual sample colors and styles of materials: \$3.00

Complete interior assemblies for do-it-yourself installation.
 Custom quality at economical prices.

Airtex PRODUCTS, INC.

259 Lower Morrisville Rd., Fallsington, PA 19054-1494 • 215-295-4115 • FAX 800-394-1247 - 48 states



ERCOUPE OWNERS CLUB
PO Box 15388
Durham, NC 27704-5388



Editor/Membership
Carolyn Carden
7263 Schooners Ct SW A-2
Ocean Isle Beach, NC 28469-5644

EOC OFFICERS

Executive Director:
Skip Carden
PO Box 15388
Durham, NC 27704
919-471-9492
Fax 919-477-2194

Board Chairman:
Joe B McCawley
2104 Homewood Dr
Orlando, FL 32809
407-851-0990

Secretary:
Eileen Wright
24 Cessna Blvd
Lake City, FL 32025
904-758-5931

Editor/Membership:
Carolyn Carden
7263 Schooners Ct SW A-2
Ocean Isle Beach, NC 28469
910-575-2758 voice/fax

Supply Officer:
Mary Lou Gunson
PO Box 306
Davenport, OK 74026
918-377-2550

EOC DIRECTORS

Region 1:
Dick Murphy - '98
114 Academy St
Malone, NY 12953
518-483-2486
(CT, MA, ME, NH, NY, RI, VT)

Region 2:
Rick Schaefer - '99
427-2440 Portage Ave
Winnipeg, Manitoba R3J 0N5
204-831-5600
(CANADA)

Region 3:
Percy Wood - '98
1673 N Jantzen
Portland, OR 97217
503-289-7751
(OR, WA, AK)

Region 4:
Gorvan J. LeDuc - '99
2026 Wilkins Rd
Laurel, MT 59044
406-628-4738
(ID, MT, WY)

Region 5:
Russ Jensen - '98
2334 University Ave, Suite 190
St. Paul, MN 55114
612-645-0511
(MN, ND, SD, WI)

Region 6:
Melissa Lekas - '99
288 Sky Manor Blvd
Brick, NJ 08723
732-477-8373
(DC, DE, MD, NJ, PA, WV)

Region 7:
Wayne Woolard - '98
PO Box 1097
Castroville, CA 95012
408-663-5512
(CA, NV)

Region 8:
Herbert Williams - '99
1535 E Gemini Dr
Tempe, AZ 85283
602-838-5814
(AZ, CO (W of Rockies), UT, NM)

Region 9:
John Wright, Sr. - '98
968 Flossmoor
Springfield, IL 62707
217-546-0585
(CO (E of Rockies), IA, IL, KS, MO, NE)

Region 10:
Bill Hester - '99
1102 Green St
Reidsville, NC 27320
910-342-5322
(KY, NC, SC, TN, VA)

Region 11:
Al DeMarzo - '98
2913 Downing Street
Flower Mound, TX 75028
972-355-8395
(AR, LA, OK, TX)

Region 12:
Joe B. McCawley - '99
2104 Homewood Drive
Orlando, FL 32809
407-851-0990
(AL, FL, GA, MS)

Region 13:
Marvin Dunlap - '99
8181 East M-36
Whitmore Lake, MI 48189
313-231-3392
(IN, MI, OH)

**CRITICAL TO
AVIATION SAFETY
DO NOT DELAY!**

PERIODICALS POSTAGE
PAID
DURHAM, NC 27701

EOC Wing Leaders

AL - Belmer Junior Nix,
205-921-2767
AR - Marilyn Cantrell, 501-793-9226
AZ - Herb Williams, 602-838-5814
Joan Cooper, 602-582-8876
CA (N) - Joe Chitty, 707-255-0938
CA (S) - Gary Dallingge,
805-497-2136
CO - Norman Avery, 303-371-7978
CT, MA, RI - Clem Beauchemin,
203-677-0190
FL - Harvey Readey, 407-855-7886
IL - Randy Harvell, 815-468-3660
MD - Robert Swanson,
301-248-5394
MN - Wilbur Eck, 612-295-2118
NM - John Olav Johnsen,
505-845-4827
NV - Max Doubrava, 702-870-6007
OH - Terry/Diane Shankland,
419-255-2956
OR - Robert Saville, 541-344-0937
TX (W) - Lee Oliver, 806-376-1177
WA - Patricia Conroy, 360-482-2228
WI - Bill Matuscak, 847-639-4120