

# Coupe Capers

**ERCOUPE OWNERS CLUB  
MONTHLY MAGAZINE**

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May 1998

**N996R - Ernest Wiedemann, Waco, TX**



I have owned this Ercoupe 415-E for over 30 years. Have won many trophies and awards. Also a trophy from EAA at Oshkosh in 1973.

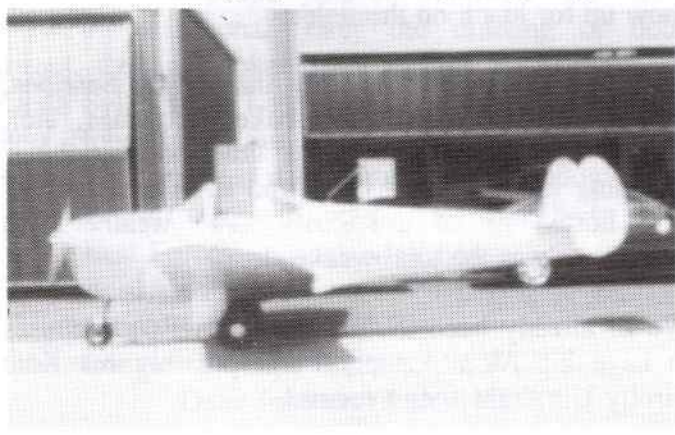
**G-ONHH - Bedfordshire, England**



This was the first F-1A to be registered in the UK marked G-ARHA in December 1960. It was re-registered G-ONHH in December 1989 to reflect the then owner's (the late Harry Dodd) interest in a business called Northumbrian Horse Holidays. The nose art reflects riding connections. It is now with a new owner and based at Cranfield. -Tony Smith-

## Plane Talk

**N87034 - Gregory Jannakos, Grayson, GA**



Ercoupe 415-C, C-75, S# 207 restored and flown first time since 1979 in August 1997. Has upgraded elevator trim and electric fuel pump, otherwise is stock and original. "Looks like it's going to be a keeper" and very easy to fly, especially after flying a Sonerai II for 4 years.

**LV-NIT - Nildo Revetria, Argentina**



1998 picture shared by its proud owner at the Type Club Tent at Sun 'n Fun in April, 1998.



## Smiles - Smiles - Smiles

Joe McCawley, Reg. 12 Director & Harvey Readey, Reg. 12 Wing Leader - Orlando, FL



What a day we did have! We scheduled our St. Patrick's Day Fly-in for Saturday, March 14th at Cannon Airpark at Lake City, FL.

When I and Harv arrived at Roy and Eileen Wright's home at Cannon Airpark on Friday afternoon, two aircraft and three people were already there. Jerry Wagoner and Betsy Bush from Ft Lauderdale and Curley Whittaker, in his "new" Alon, from Charleston, SC. This was Curley's first cross country since his Alon was completely refurbished. The seven of us had a pleasant dinner in Lake City. Eileen deposited the three flyers at a local motel and Harv and me slept on the Wright's hangar floor! Concrete is Cold!

Bright and early Saturday morning we drove down to the Clubhouse where Ray Sessions (the developer) and his staff had a sumptuous breakfast ready for us. Before 9:00 AM, aircraft, pilots and passengers began arriving. By noon we had approximately 60 people and 13 various aircraft. We even had a AN-3 Russian Biplane (1000 HP) on display. He did several low flybys for us.

Ray Kane drove in from Brick, NJ and his wife, Cheri, drove up from south FL to meet him for the fly-in. They are redoing an Ercole. Seven attendees came from GA: Sam Phillips, Greg Hart, Fred Adams, Danny Dinkins, JoAnn & Crandall Corbin and Jack Pope. Jack Pornovets from Elgin, SC, one from MS, one from AL and the rest of us were from FL. Not everyone signed in but all did show up for lunch on the field.

Harv and I want to sincerely thank **Ray Sessions**, **Roy & Eileen Wright** (who baked brownies, etc), **Shirley McManus** (who did a little of everything, including losing her car keys) and **EAA Chapter 977** who hosted us so graciously. The weather was perfect, as was the total weekend.

We've already been invited back and Roy promises to have his Alon Autopilot and possibly his Kolb Firefly Ultralight flying for us.

*[Photo by Ray Sessions. Many thanks to Ray for loaning us the great picture for Capers. If you're thinking of living in a flying community, be sure and visit Cannon Creek Airpark near Lake City, Florida.]* □



## ***El Nino Fails to Dampen Wing Ding***

by Charles McKinnie, Peoria, AZ

El Nino was alive and well 27-29 March, the weekend of the 21st Annual Arizona Coupe Group Wing Ding at Casa Grande, AZ. In spite of the poor weather 45 Coupers registered for the event and six Coupes showed up, all but one from the local area. The storms prevented some from flying in from California, New Mexico and Texas. Several from California elected to drive as well as the folks from Las Vegas.

The Wing Ding was kicked off Friday evening with the traditional pool party at the Holiday Inn where friendships were renewed and great food and drink was available. Saturday morning a poker run was scheduled, but due to the lack of Coupes, the poker run was opened to drive-ins with 22 folks making the run to Avra Valley airport near Tucson (38 air miles). Most elected to drive with Herb Williams and Ron House arriving in Herb's Coupe.

Saturday afternoon, with the winds gusting up to nearly 40 knots at Casa Grande Airport, a maintenance and pilot seminar was conducted in the Desert Aero Center hangar. The seminar was attended by 20 Coupers, all eager to tap into the collective experience of the group. Meanwhile, some of the ladies were enjoying the outlet mall and walking tour.

Saturday evening, the group was treated to a Southwest Barbecue Buffet followed by John Walden's traditional joke, the drawing of door prizes, the final poker draw and the 50/50 drawing. Linda Sykes from Las Vegas won the poker pat and Ron House won the 50/50 drawing. The awards were then presented with the winners as follows:

- Best 415 Series Ercoupe - Herb Williams
- Best Forney - Chuck McKinnie
- Best Alon - Bob Foster
- People's Choice - Bob Foster
- Longest Ercoupe Flight to the Wing Ding -  
Dave Johnson (Aitkin, MN)
- Longest Drive-in - Buz Dolim (Marysville,  
CA)

Our long distance Couper, Dave Johnson gave a

short description of his 1185 nautical mile flight from Aitkin, Minnesota. Dave's flight took approximately 20 hours with one overnight stop in Wray, Colorado before arriving in Casa Grande at 7:30 P.M. Friday evening. Flying an O-200 powered 415 Ercoupe with 40-gallon wing tanks; Dave reported ground speeds as slow as 48 knots on the final leg from St. Johns, Arizona. Dave is reportedly headed to Alaska this summer and on to Russia with his Coupe.

Bob Foster's awards were well deserved. Bob has spent many hours polishing his Alon, repainting the trim, refinishing the interior and installing a retractable shoulder harness system. Bob's Alon is an outstanding example of what can be done to an older airplane.

The grand finale was our banquet speaker, Lt. Colonel Joe Price, USMC (Retired) who gave a fascinating and interesting talk on his experience as a White House helicopter pilot. Joe Price had an interesting and varied career in the USMC and continued to fly following his retirement. He presently flies a Piper Clipper out of Glendale, AZ and is a member of the Short Wing Piper Club. Of course we won't hold that against him, especially since he has Ercoupe time under his belt as well.

Sunday, the mass migration to home base began well before dawn with Buz Dolim and Ted Lechner leaving for Northern California by car. Dave Johnson was the first Coupe airborne followed shortly by Chuck McKinnie and Bob Foster. Though our fly-in turned into more of a drive-in, a great time appeared to be had by most everyone attending in spite of El Nino!

Our Special Thanks to all who helped make the 1998 Wing Ding a success. Special thanks and recognition to *Arizona Flyways* for complimentary issues of the magazine; *AOPA* for furnishing complimentary plotters; *Skyport Services* for furnishing catalogs and door prizes; *Univair* for furnishing complimentary bolt gauges, door prizes, and catalogs; and finally *Desert Aero Center* for allowing us to use their hangar for our seminar. Thanks also to the *Nevada Coupe Group* for donating T-shirts for door prizes and to several other individuals who also contributed door prizes. □



# Why buy a Coupe?



## And which one should you buy?

Compiled by Ed Burkhead, IL

[Editor: The article was compiled by Ed and first printed in 1992. We have many new people looking for Coupes now and I hope the reprint of this article will be of help.]

This article was originally prepared in response to two letters from prospective Coupe buyers who wanted to know the safety history, problems to look for, model information and everything else in which a prospective buyer would be interested. It does not try to be a complete source, though. The Univair book Specification, A.D. notes, S.T.Cs. (Univair product number ESS) is a critical reference book that every Coupe owner or would-be owner should have.

### Quick history

This plane is a member of the family of planes known as Ercoupe or Aircoupe. The Ercoupe was designed between 1936 and 1940, with the first flight of the prototype in 1937. Before WW2, 112 were built and approximately 5,000 were made immediately after the war. About 400 more were built between 1958 and 1969. The original name was derived from the name of the company, ERCO, which stood for Engineering and Research Corporation. When later companies manufactured the plane, it was called the Aircoupe.

Designed by Fred Weick and a small team, the Ercoupe was the first plane to incorporate much of the original research that Weick performed as the assistant chief of the NACA aerodynamics division. These new features include the inability to be held in a spin, the tricycle landing gear to improve landing and take-off safety, the fully cowled engine, and a control system in which the rudders are linked to the ailerons to simplify controlling the airplane. All these features were invented by Fred Weick and his team.

Basic flying characteristics are the same as modern aircraft with one exception. In the Ercoupes with linked rudders/ailerons, in a cross-wind, the airplane is landed in a wing-level crab. Though the main landing gear is sturdy, it is not abnormally strong and certainly doesn't "swivel." Yet, due to the natural geometry of a tricycle with a swiveling nose wheel, the airplane immediately lines up with the direction of travel after touchdown. Two-control Ercoupes fly with a demonstrated cross-wind component of 25 mph. Some Coupes regularly fly with even stronger cross-winds.

### Engine comparison

The planes with 75 hp engines have pretty good performance. They will generally fly between 98 and 106 miles an hour, depending on the pitch of the propeller. This is a good benefit of the airplane's designer being the time-period's leading authority on propellers.

When comparing the following figures with your own plane (or the one you are about to buy) consider these factors: The propeller pitch will greatly affect the cruise speed and climb performance. For every inch of steeper pitch, there will be about two miles per hour gain in speed until you reach the point (very quickly) when the engine doesn't have the horsepower to spin the prop up to speed. As speed increases, horsepower required increases almost linearly until a certain speed is reached where much more power is required to effect each new increment in speed. The speed at which this occurs depends on the shape of the object being pushed through the fluid, in this case, the air-frame through air.

At some point, a steeper pitched prop will result in less thrust than would be obtained with a flatter pitched propeller.

Probably before this point is reached, the climb performance will be nonexistent - climbing is done at slower speeds where the steeper pitched prop is even more inefficient!

Ercoupes with the 85 hp engine get better take-off and climb performance, and will cruise a bit faster, and will use a little bit more fuel than 75 hp planes. But there's not a lot of difference. Cruising speeds with the 85 hp engine range from 104-112 mph.

Most of the 85 hp engines in service in C and D models have been converted from 75 hp engines. This was done (as allowed in type certificate A-787 note 4) per Continental Service Bulletin M47-16 dated June 7, 1948. Mostly, this requires changing the carburetor fuel jet to allow more fuel flow, remarking the oil dip-stick to show 4.5 quarts as full, adding a couple of engine baffles to take care of increased heat production, and changing the propeller so it conforms to the requirements of the new engine. The details are in the Ercoupe's Aircraft Specification A-787 and the other documents mentioned.

There is some performance gain - about 2-3 mph according to Paul Prentice's book *Fly-About Adventures and the Ercoupe*.

The Forney Aircoupes have the C-90 engine with a well matched propeller. Cruising speeds probably run from about 106-114 mph (again according to Paul). The Alon Aircoupes, with their sleek bubble windshield and 90 hp engine often claim cruising speeds up to 124 mph.

With the O-200 engine, climb improves again, but cruising speeds drop down because of the propeller that was STC'd with the engine conversion. In the absence of definitive data, estimate cruising speed to be about 108 mph.

Remember that, for each airframe, there is a natural "maximum" speed determined by the shape and drag. To get to that speed, it doesn't take much increase in power. To go faster than that speed it takes a lot more power. So, putting a much bigger engine on a plane will make it climb much better and yet it may not fly much faster.

### Different models

Which models are dogs, which are the best? I'd say that none of the models are dogs. The later models are most popular among aficionados. The pretty bubble canopy on the Alons may increase the top speed, but they have a window-open max speed of 100 mph. The slide-down canopy on the older model allows windows-down open-cockpit flying at any speed.

A difference that may be important to you is gross weight and airplane weight. The "C" model only allows a gross weight of 1,260 lbs. In the early planes of the model, the weight of the airplane was low, the useful load was around 450 lbs, the fuel tanks about three gallons (total) smaller than in later models and the weight leftover for pilot, passenger and luggage was reasonable. The planes had minimal instrumentation and equipment.

As the months and years went by, the planes got heavier starters, batteries, gyro instruments, radios and more were installed. Useful load shrank with full fuel to where many planes could only carry one person, legally.

Beginning with the D model in early 1947, serial number 4424 through 4499, 1,400 lbs gross weight was allowed - a big improvement. This entailed limiting the elevator to 9° instead of the previous 13° due to inadequate stability in the condition of full power, full gross weight, and full up elevator at 13°.

The 9° limitation on the D model's elevator did not allow as slow a landing speed and this was thought to be less desirable. Therefore, beginning with serial number 4500, in about April of 1947, the plane was manufactured as the CD model with all the D's improvements but with the elevator restrictor bolt in the 13° hole and allowing only 1,260 lbs gross weight. According to the type certificate A-787, the plane could



be converted to be a D model, allowing it the 1,400 lb gross weight, if the owner desired.

The E and G models had the split elevator, 85 hp engines and were allowed 1,400 lbs gross weight. The split elevator allowed the slipstream to flow through the split without much affecting the elevator. This allowed slow flight similar to the C model but with little change in trim between zero and maximum engine power. The F model, a fuel injected variant, was not marketed. The E model was introduced in 1948 and the G "Club-Air" and H models were introduced in 1949.

The H model was stripped down with only a 75 hp engine, no starter, radio, lights, battery or generator. Only seven were produced and these may have been converted to add those features back in.

Beginning with Forney F-1A, serial number 5715, the gross weight was increased to 1,450 lbs. (Note: Forney F-1s, serial number 5611-5714 can be upgraded to be F-1As according to Aircraft Specification A-787, note 5.)

A popular "folk wisdom" is that the Coupe will fly with anything that you can fit into it. Remember, if you fly above legal gross weight, you probably have no insurance and you are a test pilot in an unproven airplane. For perspective, most Coupes weigh around 850-950 lbs.

Serial numbers 113-812 were mostly constructed the same as the pre-war planes except that a 75 hp engine was used and a starter, generator and battery were added. Pre-WW2 Ercoupes used a cast aluminum alloy main landing gear and Hayes wheels. Post war planes, serial numbers 113-812, used a welded steel landing gear. Numbers 813 and up used forged aluminum parts and Goodyear wheels and brakes with 6.00 x 6 tires. Alon introduced a spring-steel main gear that was simpler and almost maintenance-free. However, it was stiffer when taxiing on rough ground (the old-style main gear was still offered as an option).

Early Coupes used an elevator trim system that included a crank on the instrument panel to change bungee tension on the control column. Later models used an aerodynamic trim tab on the elevator which worked better and provided a backup aerodynamic control of the elevator in case of control cable breakage. Still later models increased the area of the trim tab. The aerodynamic tab is desirable and is available as a kit from Skyport.

The throttle and trim were on a quadrant at the bottom center of the instrument panel. Later manufacturers dropped this feature.

Forney built the plane from 1956-1960. The biggest change in the Forney Aircoupe was the introduction of the Continental C-90 engine and a well matched propeller, giving improved performance. They also replaced the fabric covering of the outer wing panels with metal, installed the bubble windshield and larger rear windows of a rectangular shape, installed bucket seats, modernized the instrument panel and replaced the rubber doughnut cushions in the main landing gear with Belleville springs.

Keeping the split-elevator, Forney improved it by adding a pre-loaded spring to the elevator control system that would give the feeling of a stop at 60 mph (about 13°) yet allow the pilot to pull through the spring to get the low speed landing with 20° of up-travel.

Forney also initiated the double-fork nose gear which has been retrofitted to many earlier Coupes. The earlier, single-fork nose gear was more susceptible to shimmy than the double-fork. However, if your plane has no shimmy problem, just keep it in good repair, there's no need to change. Forney also added large rear windows.

The F-1A Forney Trainer allowed an increase in gross weight to 1,450 lbs (up from 1,400 lbs). Air Products Co., then manufactured F-1A Forney Trainers at Carlsbad, New Mexico between 1960 and 1962.

The Alon Aircoupe, built from about 1964-1968, incorporated a sliding-back bubble canopy and a greatly improved instrument panel with the ability to easily add radios. The Alon Aircoupe had three-controls standard (configured like standard aircraft with rudder pedals controlling the nose wheel). The two-control arrangement was offered as an option. Alon also lowered the window sills to allow easier entry.

Mooney bought the rights to the design and redesigned the tail to be the single Mooney-style. The new Mooney M-10 Cadet was designed to be spinable. It kept the Ercoupe fuselage and wing, the C-90 engine and a variant on the Alon canopy.

The type certificate and parts manufacturing authority for the Coupes are now owned by Univair of Boulder, Colorado.

*[To be continued next month and followed by the reprint of The Pre-purchase Inspection article, also compiled by Ed Burkhead.]* □

## DOWNWIND-ARC METHOD OR CROSSWINDS ERCOUBE STYLE

by Joe Brooks, Redondo Beach, CA

My first crosswind landings and takeoffs were a surprise to say the least. The book said to just keep the plane on the centerline and the coupe would do the rest. For takeoffs the coupe would wander and want to weathercock when the speed built up but usually would stay where it was steered. Landings were a real shock, as carrying the crab to a full flare landing meant a jolt as the mains would straighten out the crab and then it was a matter of keeping the plane on the centerline on rollout. These characteristics were quite different from the Piper Cub I had enjoyed flying so much.

After a while, I tried taking off across the runway at an angle that pretty much canceled out the cross wind and allowed me to get off the ground before getting to the other side of the runway (125 foot wide!). As soon as I got the coupe off the ground, I would turn back to the center of the runway and climb out as usual. The takeoffs felt much better but I would have trouble explaining what I did (other than "it works"). As would be the case there were times when I would have to turn before the edge of the runway to keep from running off. Yet, the takeoffs still felt good. No skidding, no panic, the seat of the pants test felt good.

Crosswind landing went the same route. Landing into the wind as close as possible and turning at the edge of the runway to stay on it. (These turns were gentle and not a hard yank.) Using the brakes and slowing down kept the plane from getting squirrely.

Years later, when I lived in Palmdale, Ca. I had my Coupe based at Fox Field (Landcaster), Ca. There a breeze was considered up to 30 knots. A real wind would be above 30 knots! The runway was also 125 foot wide. I was the only plane flying when the rest of the pilots put their planes away. The coupe will weather vane into the wind when it gets above 45 knots! (Even when stopped!) Wherever I go in the coupe, people always ask me "What do you do in a cross wind?" I always answer the same, "Just land into the wind and takeoff into the wind" and just chuckle. (As I know that they wouldn't even know what I was talking about!)

No one ever told me how to do this form of crosswind takeoff or landing. I learned how by doing. Now I have found that this is a common procedure used in Floatplanes! The term used is 'downwind-arc method'. Floatplanes are a lot like



Ercoupes. Even though you can land wing low (forward slip) or crab with a rudder kick to straighten out just before touchdown, float planes do a better job when using the downwind-arc method. (When landing on water, it is a lot harder to judge the exact spot where touch down occurs.) Landings are made by establishing the proper altitude, airspeed and sink rate. The rest is a matter of time. Hence when making a crosswind landing on water, the 'right time' to straighten up is harder to judge.

The physics are simple. A crosswind tends to blow the airplane off the runway. A turn requires centrifugal force. The crosswind supplies this force for the portion of the Arc used in the landing or takeoff. To keep the ball centered (or the seat of the pants feeling fine), the landing ends up a decreasing radius turn and the takeoff ends up an increasing radius turn! The landing gear doesn't have to take a beating from the side loads while trying to stay on the center line!

TRY IT, YOU JUST MIGHT LIKE IT (MIKEY)! □

## LEATHERSTOCKING BOOKSCOUT

In answer to questions about Leatherstocking Bookscout. We formed the "business" about 18 years ago when we lived in Cooperstown NY, home of J. Fenimore Cooper who wrote the *Leatherstocking Tales*.

We are primarily, a search service for out of print books. We locate these on request. The search is free and when we find the book we describe and offer it at a price. This sometimes is quick and sometimes takes awhile!

We're part of a world wide network of book dealers on our own "internet". We list our wants and books for sale and tremendous computers match them nightly and notifies us of the matches. We then contact the dealer by our own e-mail and secure the book. Currently there are more than 6000 dealers (in 26 countries) and almost 5 million books for sale listed.

We are also able to do a computer "quick search". I've located a book and arranged to buy it from a dealer in Gloucestershire, England, while my customer was still on the phone!!

We will also furnish a list of books in a given category, or by author. We prefer to e-mail this as these books are offered subject to prior sale. We're happy to be contacted at the e-mail address listed in our ad, LTHRSTKG@INTERLOC -Don Russell- □

## FAA AC 43-16 SEATBELT AND SHOULDER HARNESS DETERIORATION

The FAA continues to receive reports concerning seatbelt and shoulder harness restraint deterioration caused by prolonged exposure to the Sun. The ultraviolet rays of the Sun, as well as exposure to extreme temperatures, have a devastating effect on the materials used to construct aircraft personnel restraint systems.

Title 14 of the Code of Federal Regulations (14 CFR) part 43, appendix D (c)(2), requires seats and safety belts to be inspected at each annual or 100-hour inspection. Section 43.15(c)(1) requires the use of a checklist while performing an annual or 100-hour inspection. This checklist must include the scope and detail of items contained in part 43, appendix D.

To meet the requirements of 14 CFR, safety belts must conform to standards established by the Federal Aviation Administration (FAA). These standards are contained in Technical Standard Order C22, and set forth the strength requirements to ensure safety of the aircraft occupants. During an inspection, if there is any doubt about safety belts or shoulder harnesses meeting the established FAA standards, it is recommended that they be replaced. □

### SIXTH ANNUAL OSHKOSH ERCOUPE GROUP FLY-IN!

**SUNDAY, JULY 26, 1998**  
**DEPART FROM BURLINGTON, WI**  
C52, LAT. 42-41.3 N, LONG. 88-18.0 W  
**BRIEFING AT 1230 HRS, CDT**  
**WHEELS UP AT 1300 HRS**

FOR THE LAST FIVE SUMMERS A GROUP OF ERCOUPES FLEW TOGETHER INTO THE EAA CONVENTION AND PARKED TOGETHER. EVERYONE WHO FLEW IN SAID IT WAS GREAT, AND PEOPLE ON THE GROUND WERE REALLY IMPRESSED.

#### LET'S DO IT AGAIN!

BURLINGTON IS ABOUT 1 HOUR SOUTH OF OSHKOSH, NORTH OF CHICAGO AND SOUTHWEST OF MILWAUKEE. SYD COHEN WILL GIVE A DETAILED BRIEFING AT 12:30 PM AND HAND OUT INBOUND PROCEDURE CARDS. WE WILL FLY IN TRAIL, ABOUT 500 FEET APART, 1000 FEET AGL.

IF WE LAND TOGETHER, WE PARK TOGETHER.

JOIN US!

BE PART OF AN EXCITING EVENT!

FOR INFORMATION ABOUT MOTELS, ETC.

WRITE TO:

SYD COHEN

705 KENT STREET

WAUSAU, WI 54403-6933

OR CALL (715) 842-7814

OR E-MAIL [scohen@pcpros.net](mailto:scohen@pcpros.net)



## Regional News



### Region 1

*Rick Schaefer, Director*

Moved again! This time up to Air Ontario (an Air Canada Regional out of Toronto) flying a Dash-8. Nice to be "home" again in Ontario. Hope to get my 'coupe going as soon as the mud dries off the strip. I really enjoyed the reprint of the Ercoupe Story. Very interesting. Any more old articles like that for the future? That would be neat.

New address: 1705 Blair Road, Apt 2, Cambridge, Ontario N3H-4R8. (519) 650-5930.

### Region 3

*Oregon Club News, Bob Saville, Newsletter*

Welcome to brothers Bob and Bill Palmer from the Eugene, OR area who are working on a "rebuild-job". Membership now at 23.

Our last meeting was held at the Village Green Restaurant at Cottage Grove Airport. We had 6 people attending with discussion of moving the two groups (north & south) back together again for our monthly meetings and having as many remote location fly-ins as possible.

Future events will include the Independence Apt, fly-in "Wiener Roast" at Walker and a fly-in "Hamburger BBQ" at Lenhart's on May 31st. These events this summer will begin at 1PM.

### Help Needed!

Dot Slaton is still trying to get her coupe in the air. She is having trouble with the air flow baffling. Does anyone have a 415-C with a C90 engine in it? If so Dot would sure like to talk with you and compare operating temps. 541-885-3934.

### Region 8

*New Mexico Club News, John Olav Johnsen, Wing Leader*

The New Mexico Wing had it's first meeting at the Belen Airport on January 10, 1998. A total of ten folks came in, along with two Ercoupes...Mine, which flew down, and Andy Parker's soon-to-be Subaru powered Ercoupe, which is based at Belen-Alexander Field. The weather did not cooperate fully, the day dawning cloudy with rain, but it cleared up in time for everyone to avoid getting wet. Kathy Wilson drove in from Page, AZ.

We met in the "Flight Deck Deli" for breakfast and hangar flying; Daryle Lessard led a lively discussion on maintenance issues. Future meetings probably will be a fly-in breakfast every quarter. After breakfast, we all moved down to the hangar to look at the "Subaru Coupe." It is an interesting project and should be flying later this year. Imagine 130HP from an engine weighing less than a C-75. The mod has required a tremendous amount of work modifying engine mounts, cowling, etc.

Hopefully we will see Andy flying to the '99 Wing Ding!

Next Meeting: Saturday, May 2, 1998 - Belen-Alexander Apt, 10AM-12N. Subject: Ercoupe Weight and Balance. Scales will be available for Ercoupes to get a current weight and balance.

### Region 8

*Arizona Club News, Chuck McKinnie, Newsletter*

### Member News

Herb Williams won the Best Ercoupe award at the Antique Airplane Assoc Fly-in at Casa Grande. Hans Lauridsen from Buckeye has been flying his newly restored Forney F-1A, N3023G.

Club dues increase from \$7. to \$8. beginning May 1st to cover newsletter publishing.

Schedule: Monthly dinner meeting - Deer Valley Airport Rest, 2nd Monday of every month, 6PM. □



## HANGAR TALK

I'm planning to be flying again this summer!

John Wright, Sr. is annualing my plane now.....Ed Burkhead, IL

Just want to say thank you for locating the EOC Banner. Got my Coupe Capers Monday. Tuesday I got a call and now it's on the way to Springfield. Just goes to show we all read the Coupe Capers the day it arrives.....Steve Kish, PA

Been a member for over a year. It would be nice if someone from the local Texas area would contact me.....Gene Turner, TX

Just sold 'Coupe N415JW. Miss it already.....John Weis, MN

We are really pleased with Nationals being so close and are hoping for a large group from our area to attend..... Marvin & Ruth Dunlap

I sure miss my plane. In the two years I owned N93436, I acquired my pilots license in it, flew over 200 very pleasurable hours and consumed dozens of pancakes at fly-ins. There were very few repairs needed. Total fuel burn for the two years of ownership was \$7.21 per hour, which included mostly auto fuel.....Joe Scheibinger, WI

The National Aeronautic Assoc, the nation's oldest aviation organization, has approved a record claimed by Norman (Skip) Carden. He piloted his American Yankee AA-1A from Hickory, NC to Kitty Hawk, NC, in 2 hours, 18 min, averaging 139 mph, setting a record for "Speed Over a Recognized Course." The record will be published in the '98 "World and US Aviation and Space Records" book..... Carolyn Carden, NC

The only A2A in Europe (B253). My new machine since selling the Mooney Cadet.....Dave Vernon, England





# 1998 EOC Nationals Jacksonville, Illinois June 4th - 6th

## Hotels

Holiday Inn: 1-800-445-1659 or 217-245-9571

- \* E.O.C. discount price is \$54.00 + tax
- \* Indoor pool and bar
- \* Will accept credit cards or personal checks
- \* Smoking and non-smoking rooms have been reserved
- \* Has shuttle services

Amerihost: 1-800-434-5800 or 217-245-4500

- \* E.O.C. discount is \$56.00 + tax
- \* Indoor pool, complementary breakfast
- \* Only credit cards are accepted
- \* Smoking and non-smoking rooms have been reserved
- \* No shuttle services

Motel 6: 1-800-4MOTEL6 or 217-243-7157

- \* No discount
- \* 1 adult \$29.99 + tax
- \* 2 adults \$35.99 + tax (Each additional adult is \$3.00)
- \* Only credit cards are accepted
- \* AARP receives 10% discount
- \* Outdoor pool

Super 8: 1-800-800-8000 or 217-479-0303

- \* E.O.C. discount is \$49.03 + tax (single)  
\$50.99 + tax (double)
- \* Credit cards and personal checks are accepted
- \* Complementary breakfast
- \* Outdoor pool

Illinois College Dorms: 217-245-3023 or 217-546-0585

- \* \$25.00 per room (Rooms have 2 or 3 beds ea.)
- \* \$15.00 per room (If you bring your own linens)
- \* 50 rooms have been reserved
- \* Breakfast at the college is \$3.75 (Buffet style)

JOHN WRIGHT  
217-698-8243



# Registration Form 1998 EOC Convention and Fly-In June 4th-6th

(Registration must be postmarked on/or before May 22nd 1998)

Name: \_\_\_\_\_ Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Home Phone: \_\_\_\_\_

Spouse/Guest Name: \_\_\_\_\_

( ) Flying ( ) Driving

Registration: Pilot -\$20.00 Co-Pilot \$10.00 (before May 22,1998) \$ \_\_\_\_\_  
\$25.00 \$15.00 (after May 22,1998)

**Thursday:** Tour of New Salem Illinois. New Salem is a 19th community representing lifestyles of the 1830's. It has a store once owned by Abe Lincoln.

Number Attending \_\_\_\_\_ X \$5.00= \$ \_\_\_\_\_

**Thursday:** Picnic-style Dinner at the Airport. Dinner will include sub sandwiches, potato salad cole slaw, baked beans, cheese and relish trays, desert and drinks.

Number Attending \_\_\_\_\_ X \$6.25= \$ \_\_\_\_\_

**Friday:** Bus trip into Springfield to see Abraham Lincoln's home and tomb. Lunch will be in Springfield.

Number Attending \_\_\_\_\_ X \$5.00= \$ \_\_\_\_\_

**Friday:** Dinner on the field; Italian Night; Mostecholli, Salad, Garlic Bread, Dessert and Drink

Number Attending \_\_\_\_\_ X \$6.25= \$ \_\_\_\_\_

**Saturday:** Banquet; The banquet will be held at the Holiday Inn this year. Menu: Roast Beef, Baked Chicken Hunter Style, Augrautin Potatoes, Vegetable Medley, Salad Bar, Dessert Bar, and Coffee or Tea.

Number Attending \_\_\_\_\_ X \$14.00= \$ \_\_\_\_\_

**TOTAL AMOUNT DUE** \$ \_\_\_\_\_

*Amount Due will be payable on arrival, or you may send a check with your Registration to.*

John & Kathie Wright Jr.  
5813 Old Jacksonville Rd.  
Springfield, IL 62707

*If you pre-register and are unable to attend, your money will be refunded.*

OVER



( ) I am interested in participating in a Poker Run or Missing Man Fly by on Saturday morning.

\* EAA Chapter 770, will have an "All You Can Eat Pancake and Sausage Breakfast" on Saturday and Sunday mornings. Cost would be around \$3.50.

\* There will be free camping on the field. There are no showers at the Airport, only Portajohns. Breakfast and lunch will be available.

\* There will be a Small Fly-Market on the field. Space will be available to whom wants it. Everyone will be responsible for their own items or parts.

\* There will be a pool party at the Holiday Inn on Thursday from 7:00p.m. - 10:00p.m. There will not be a charge for this event. Cash Bar available.

\* We are currently taking suggestions for maintenance seminars. If you have any topics or ideas, please send them with your Registration or give us a call.

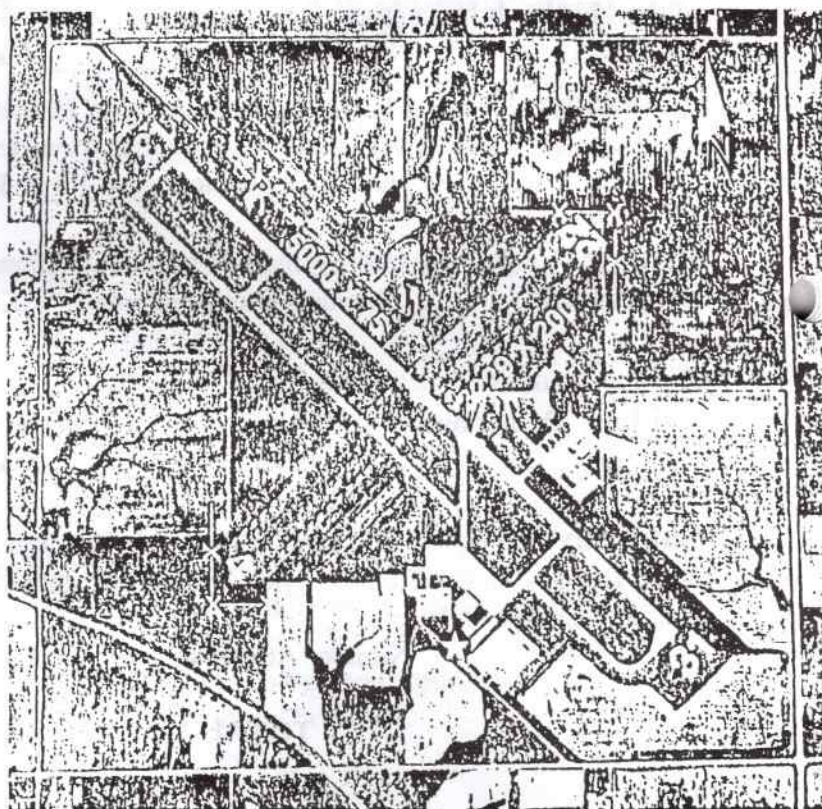
Sincerely,  
John & Kathie Wright Jr.  
5813 Old Jacksonville Rd.  
Springfield, IL 62707  
217-698-8243

Commercial Flyers  
Use St. Louis, MO Airport  
(All major carriers available -  
cheaper to drive from St. Louis than  
to take a commuter to Springfield, IL)

Jacksonville-Municipal IJX Class G (IFR)  
217-243-5824

National Weather Service  
1-800-611-4570

Car Rentals  
American Rentals  
Jacksonville, IL 62650  
217-245-1520



Communication	TWR/CTAF:	122.8	Navigation	ELEV:	624'	Services	FUEL: 80, 100LL, Jet A
	GND CON:			LAT:	39°46.46'		FBO:
	ATIS:			LON:	90°14.31'		Starchief Aviation
	UNICOM:	122.8		VOR:	108.6 IJX		217-243-8597
	APP/DEP: SPI	118.45*		On Field			Klems Aero Repair
	RCO:			AWOS:			217-245-2480
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Airport Manager: Greg Hannig - 217-243-5824

\*Frequency usable on the ground



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## 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.



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Parts Dept. International FAX 405-262-4572

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#### LYCOMING ENGINE

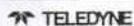
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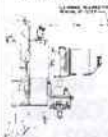
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## 1976 - 1978 HINTS & TIPS compiled by Skip Carden

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

A collection of articles from Coupe Capers. This booklet  
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**\$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  
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### COUPE CAPERS

The Coupe Capers is published monthly by the  
Ercoupe Owners Club, PO Box 15388, Durham, NC 27704.  
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rights reserved. 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.

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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:

1970 Mooney M10 Cadet, 2020 TT, 230 SMOH, C-90 hp, McCauley prop, all ADs completed. Intercom, 8 inside & out, Bendix/King, Geneva/Omni, xponder/encoder, Trimble Pro GPS, auto gas STC. Annualed 11/2/97, hangared at Pike Co Airport. \$21,000. Ask for Duffy, OH. 740-947-5023.

Good flying 1959 Forney. Clean airframe and fresh 3 color paint job. Grey, red, and blue. Needs spar cap replaced in left wing. Have cap on hand. Right wing was done 5 yrs ago. Chromated. \$10,900. Jerry, SC. 864-845-0101.

1946 Ercoupe - \$11,900.; 1978 Piper Tomahawk - \$11,900. May trade up or down. Pontiac, IL. 815-795-6556.

1946 415-C, N2502H, S#3127. C-85, 219 SMOH, 1994 TT. A beautiful ship with a very tasteful paint scheme. Cleveland brakes, dual fork nose wheel, enlarged baggage compartment, ELT, bubble windshield, oil filter, COM 760TSU transceiver with built in intercom. Airtex interior, Stits cover, annualed 2/20/98 with all ADs covered, no corrosion. Flown regularly. \$14,500. Send SASE for pictures to Gary Guthrie, 23230 NE Hagey Rd, Dundee, OR 97115. 503-537-9451.

1946 Commonwealth Skyranger, 85hp, always hangared, 190 SMOH. Trade for always hangared 'Coupe, with rudders. Bill Shea, Seaside, OR.

1946 Ercoupe 415-CD, 2080.97 TTA, 39 SMOH. Converted 85hp to O-200. New parts on O-200 Aug '96: modified engine per four stroke conversions, STLSE 00979AT by installation of crankshaft, rerounded lifters, rebushed rocker arms, replaced all bearings. Installed 4 new Superior cylinders with new rings and valves. Cyls are +.015, complete engine logs. New oil filter unit, glass, battery, seat covers, paint and wings covered in '94. All ADs complete. Cleveland brakes, blinking strobe lights, landing lights. \$15,000. Will send pictures if interested. Billy Rexrode, PO Box 970, Sunray, TX 79086. 806-948-5174.

1946 Ercoupe 415-C, S#1503, N94180, 953 TTA, 253 SMOH. Annual 7/98. Finish polished aluminum, red (factory) trim. A/C rebuild '81, wings rebuilt '95 (fabric). All ADs c/w. Narco Comm 120, Narco Nav 121, mode C xponder, Loran, intercom and full panel/lighted. Shoulder harness "Y" type. Excellent condition, all records factory to present. Asking \$16,500. Call 914-229-8208, NY.

1946 Ercoupe 415-C, C-85, 325 SMOH. Restored like new, VFR, hangared, flown regularly. \$15,000. 517-676-2651, MI.

1946 415-D, C-85, 1660 TT, 325 SMOH, 40 STOH. Metal wings (no corrosion), Mooney rudder pedals, differential brakes, bubble windshield, large rear windows, new side windows and wetting, transponder, encoder. Fresh annual 4/98, all ADs complied with. \$15,500. 510-278-4435, CA.

1970 Mooney M-10 Cadet, 2095 TTA, 241 SMOH. New: factory cylinders, interior, VAL radio, paint, tires, stainless steel screws. Mode C, Garmin 90 GPS, Intercom & head sets. All ADs complied with, no corrosion. Same owner last 17 years.

Jerry Brady, NC. 336-861-4322.



### PARTS FOR SALE:

1 pair Ercoupe fabric wings (uncovered) in perfect condition. Reconditioned from main spars out, absolutely no corrosion. Complete 3 light strobe system & Skyport landing lights, both wings - \$3,000.; 1 rt main wing spar in good cond, no corrosion - \$400.; 1 center section lower spar cap (late model) - \$200. John, WI. 414-763-6100 eve.

AT150 transponder, like new condition. Bench checked. Guaranteed. \$495. firm. Call Dave, NH. 603-778-9483 after 6pm.

1946 C engine mount - \$395.; set of new bell crank brackets - \$75.; set of upper cowl support brackets - \$40.; floorboard assy + floormat - \$40.; pair seat belts - \$40.; nosebowling ring - \$25.; control mast - \$40.; old throttle assy - \$25.; fin/rudder set - \$200.; tailcone (old) - \$35. Contact Walt, PA. 724-794-6747.

McCauley CM-7351 prop. Very good condition. \$500. or trade for prop for 90hp. Jerry, SC. 864-845-0101.

One pair of Ercoupe wings, no control surfaces. No corrosion, not covered. These are solid wings, but extra to my needs. Price is @ \$800. each or \$1,400. for both. Contact me at Email: seenight@luna.moonstar.com or leave message at 804-392-3279. Charlie, VA.

Ercoupe Project: Complete airframe with log book. Everything except engine. Center section and landing gear done. Fuselage cleaned and ready to reassemble. Asking \$3,000.

New - still in the box - 2 Slick 4301 Mags with ignition harness. Fits all C-75, C-85, C-90 and O-200. \$500. for both. Call Ralph, No CA. 925-449-1048.

C-85, 3500 TT, 900 SMOH. No starter or generator. Asking \$2,000. with logs. Gene Gagliardi, FL. 561-567-4239.

### WANTED:

Wanted to Buy - copies of "THE ERCOUBE" by Stan Thomas and "A TOUCH OF CLASS" by Frank Saletri. Contact: Leatherstocking Bookscout, Don Russell, FL. 1-800-230-8071 or e-mail: lthrtkg@worldnet.att.net

### MISC:

Coupe Capers newsletters - 14+ years. 1984-98 & partial copies 1977-83. All are cataloged in notebooks by dates & years. \$150. for all plus UPS. Contact Shirley Brittain, KS. 316-688-5384.



□



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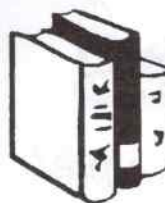
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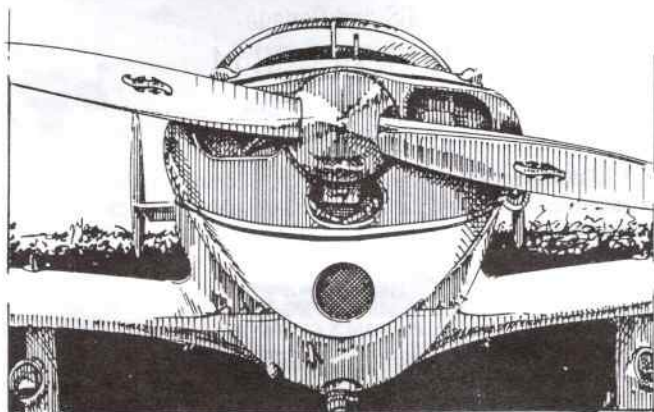


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# Calendar of Events

- May 16 - Reg 13, 12N, Annual Birthday Bash, Brighton-45G, MI
- May 17 - Reg 8, 9AM, Bkf at Falcon Roost, Falcon Field, AZ
- May 17 - Reg 1, Hudson Valley Coupers Informal Gathering, EAA 501, Warwick, NY
- May 22-24 - Reg 7, 34th Antique Airplane Fly-in, Watsonville, CA
- May 23 - Reg 10, EAA-1202, Heart of Virginia Fly-in, Farmville Muni Apt, Farmville, VA
- May 24 - Reg 10, SC Bkf Club, 9+AM, Woodward Hangar Assoc, Camden-CDN (E end of field), SC
- May 31 - Reg 3, Oregon Club Hamburger Feed, Lenharts Field, OR
- June 5-6 - Reg 11, 12th Annual Biplane Fly-in, Bartlesville, OK
- June 5-6 - Reg 7, 41st W Coast Antique Fly-in, Municipal City Apt, Merced, CA
- June 6 - Reg 13, 1PM, Rest on field, Muncie-MIE, IN
- June 7 - Reg 7, 10-11AM, Norm's Hangar Rest, Brackett La Verne-POC, So CA
- June 7 - Reg 10, SC Bkf Club, 9+AM, Bennettsville-BBP, SC
- June 13-14, Reg 6, EAA-36 Fly-in/Drive-in/Young Eagles Day, Wash Co Apt-HGR, Hagerstown, MD
- June 14 - Reg 1, EAA-486 Pancake Bkft, Bi-planes, Oswego Co Apt-FZY, Fulton, NY
- June 18-19, Reg 13, Huntington Muni Apt Open House, Huntington, IN
- June 20 - Reg 13, 12N, Flying Turtle Rest, Mansfield-MFD, OH
- June 20-21 - Reg 2, Hamilton Airshow, Hamilton Apt, Mount Hope, Ontario, Canada
- June 21 - Reg 10, SC Bkf Club, 9+AM, Summerville-DYB, SC
- June 21 - Reg 8, 9AM Bkf at Apt Rest, Deer Valley Apt, Phoenix, AZ
- June 21 - Reg 6, Delaware Airpark-33N, Father's Day Fly-in, Free bkt for all 'Coupes that fly in from 7AM-12N, Riverdale, DE
- July 4 - Reg 13, Pancake Bkft, 7-11AM, Mansfield Apt Aviation Club, Mansfield-MFD, OH
- July 5 - Reg 13, 1PM, field Rest, Pontiac-PTK, MI
- July 5 - Reg 10, SC Bkf Club, Barnwell Co-BNL, SC
- July 12 - Reg 1, EAA-486 Fly-in Pancake Bkft, Oswego Co Apt-FZY, Fulton, NY
- July 12 - Reg 7, 11AM-12N, Pepper Garcia's Rest, Santa Maria-SMX, So CA

Upcoming:

July 29-Aug 4 - Oshkosh, WI, EAA Int'l Fly-in and Convention

# Club jewelry & supplies

Available from Mary Lou Gunson, EOC Supply Officer  
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All profits from sales go to the club treasury. Special thanks to Mary Lou for providing this service for the members and the club.

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- 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

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



## 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



## 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.

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7263 Schooners Ct SW A-2  
Ocean Isle Beach, NC 28469-5644

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Fax \_\_\_\_\_ E-mail: \_\_\_\_\_

N# \_\_\_\_\_ Serial# \_\_\_\_\_

Model \_\_\_\_\_ Year Manufactured \_\_\_\_\_



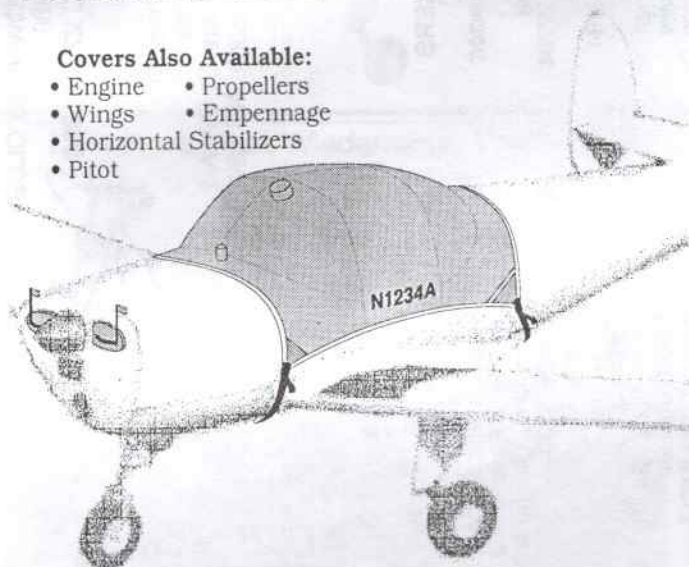
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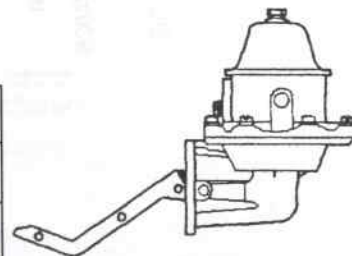
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AF-40695 \$ 264.00

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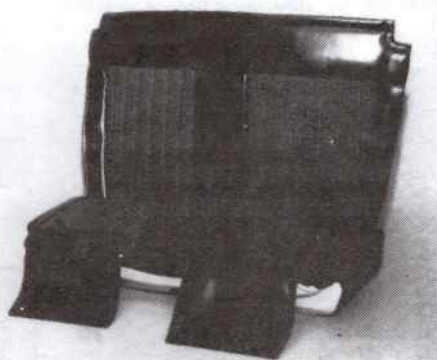
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