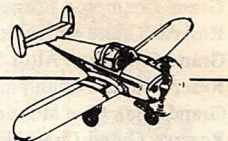


COUPE CAPERS

NEWSLETTER OF ERCOUE OWNERS CLUB



Volume 8, Number 1, June 1979

EDITOR: SKIP CARDEN

NATIONAL FLY-IN June 29, 30 - July 1st

National Registration

In the center of this month's CC is a poster and on the back is complete registration information and the front is a registration blank. Please pre-register if at all possible so that we can have some idea of how many people to plan for. This year you will receive a Fly-In packet when you arrive. It will have your name tags (nice plastic pin ons) a Fly-In patch and a Decal plus other information and materials you will need. The Tulsa bus trip is on a first come, first serve basis so if you intend to go, please sign up when you arrive at Tahlequah and if your plans change while you are there, please remove your name so we can have an accurate passenger count. Also, please post the poster at your local airport when you have removed your registration slip, additional posters are available for anyone who can arrange to put them in local airports. Just write me telling me how many you want.

Door Prizes

Scott Reaser is again making arrangements for our door prizes. This year, as you know, we have adopted a system of Gift Certificates which has proven very popular. I am sure we will have a good number of prizes to draw for, so be sure and register for them. Drawing slips will be available at the airport and at the Happy Hour preceding the banquet.

Maintenance Seminar

Jon Hiles will conduct a maintenance seminar Sunday afternoon at the Tahlequah Airport. He will speak on the following subjects: Fuel Pump, Starters, Generator Overhaul, Carburetor Changes, Propeller Pitch, Tire interchanging, Cross Wind Landing Techniques, Ercoque Models and changes, Auto Fuels and Elevators. Don't miss this as Jon is one of the most knowledgeable Coupers I have met and he has a wealth of information to share with you, so bring your note pads and pens and questions. We will probably start around 12 or 1.

National Fly-In

This is a tentative schedule of events for the National Fly-In to be held June 29th - July 1st, 1979 at Tahlequah, Oklahoma:

June 29 - Arrival and registration at Airport. Each registrant will be given a Housing Assignment Card which is to be presented at the Ross Hall Desk where keys will be issued. Registration: Friday: 4:00 - 8:00 p.m.; Saturday: 11:00 a.m. - 4:00 p.m. After above times, report to Ross Hall.

June 29 - Airport Cook-out 6:30.

June 30 - Forums - University Center 7:00 Little Theater.

June 30 - University Cafeteria Evening Meal-A la carte 4:30-6:30

July 1 - Concessions at Airport - 10:00 a.m. - 3:00 p.m.

July 1 - University Center - 7:00 p.m., Happy Hour - TV Lounge and Terrace. 7:30 Banquet - Ballrooms A&B - \$6.50.

July 2 - University Center Cafeteria - 7:00 a.m. - 10:00 a.m. Breakfast-A la carte.

July 2 - Check out - Keys to be turned in at Ross Hall Desk.

Housing rates have been set as follows:

Double Occupancy	\$5.50 per person/night
Double w/private bath	\$7.00 per person/night
Private Occupancy	\$7.00 per person/night
Private w/private bath	\$10.00 per night

National Fly-In Ercoque Owners Club Prize List

Grand Champion Ercoque Trophy and \$15.00
Reserve Grand Champion Ercoque Trophy and \$10.00

Grand Champion Forney Trophy and \$15.00
 Reserve Grand Champion Forney Trophy and \$10.00
 Grand Champion Alon Trophy and \$15.00
 Reserve Grand Champion Alon Trophy and \$10.00
 Grand Champion Mooney Trophy and \$15.00
 Reserve Grand Champion Mooney Trophy and \$10.00
 Longest Distance Flown Trophy and \$25.00
 (2nd, 3rd, 4th longest Plaques and \$5.00 ea.)
 Lady Ercouper of the year Trophy
 Most Original Ercoupe Trophy
 Champion Modified Coupe Trophy
 Best Instrument Panel Trophy
 Best Interior Trophy
 Best Paint job (application)

Plaques As Follows

Lowest Serial Number
 Longest Distance Driven
 Longest Distance Traveled Commercially
 Fly-In Queen (must fly in)
 Oldest Pilot Award
 Youngest Pilot Award
 Best Dressed Pilot Award
 Hard Luck Award
 Best Engine Award
 Regional Director Best Regional Attendance
 Regional Director 2nd Best Attendance
 Best Ercoupe Model Award
 Safety Award

AREA NEWS

The Ohio Wing had a spring get-together on April 1st at Mansfield Lahm airport. In spite of terrible weather we had 26 hardy folks attend.

Tours of an Ohio Air Guard C-130, a FAA Tower visit, slides of the Air Guard's Panama trip, slides of Tahlequah, and the EAA speak out program were activities of the day. Of course lots of Ercoupe talk and the exchanging of ideas of how to improve our Coupes and how to get the most fun out of them. Good fellowship and hot coffee were the order of the day and all had high hopes for a great year of blue skies and fair weather.

Thanks to all who came, we had a good time!

Warm regards,
 Bob and Sue Staight

AREA 6

BACK TO COUPES FOR WAYNE OLSON

Mr. Ercoupe in California is Wayne Olson. Wayne has restored several Ercoupes in the last few years, and

is our local Ercoupe authority. Wayne never misses an Ercoupe fly-in. He is one of the few pilots who have made ALL of the Ercoupe Driver gatherings, and he has organized fly-ins for the Ercoupe Owners Club, and some informal un-sponsored gatherings, too. If there is a coupe in California that Wayne doesn't know, it is because it is in someone's garage under a tarpaulin--(and he knows most of them, too.)

And what does this famous Ercoupe authority fly to Ercoupe fly-ins in? A Mooney!

Of course, we all know that the M-10 Mooney Cadet is the great-grandchild of the 415 we all know and love. And we can all see the family resemblance, can't we. But, my dears, the tail. THE TAIL! A SINGLE vertical stablizer...with a rudder...a rudder connected to two real pedals. Imagine that! An Ercoupe that you fly with your FEET. Well! It makes a purist shudder.

It must have made Wayne shudder, too, for now he owns a 415-E, N94373. It is umpteenth in a series of coupes Wayne has owned and restored. It resides in the hanger on his Hesperia airport home. We look forward to another beautiful Olson restoration.

But, really, Wayne, you didn't have to. We all loved you for yourself...not your airplane.

(Before Wayne bought his Cadet, 9533V, he said, "I'm going to get a good plane and I'm not going to do a thing to it...just fly it. I'm through restoring Ercoupes." The next time I saw him, he had an aircraft part and a paint can in his hand, and was at work on his Cadet.

"Wayne," I said, "you said that you were through fixing planes, and that you were just going to fly them from now on."

Wayne said, "I lied."

BACK TO TAHLEQUAH

It is "Back to Tahlequah" in 1979 for the National Ercoupe Fly-in. Coupes will gather once again in the homey Oklahoma community on June 29, 30, and July 1. Meet Fred Weick, attend forums about 'coupes, and win trophies.

Originally scheduled for Greeley, Colorado, last minute contract problems caused the president and the executive director to reschedule the annual event in Oklahoma once again.

WHAT ELSE IS THERE TO FLY TO?

Some May evening, a hangar party and slide show. Both John Buckner and Dave Kenney have offered their hangers for a party. Let me know (call me at 213-886-1450) which is more convenient....Torrance

or San Fernando....and I'll make the arrangements.
Thanks to both these loyal drivers.

May 20, 1979 - Chino.

June 17, 1979 - Santa Ynez. Some Coupers plan to come on Saturday and stay over in Solvang. Bring Dad...it's father's day.

DRIVER'S DESTINATION DATA

Thanks to Wayne Olson for the data sheet with Los Angeles basin airports information. Fold it once and it becomes a handy size to keep in the cockpit for easy in-flight reference.

TWIN TAILED CADET

Want to own a twin-tailed Mooney cadet? It is one of the few built. It is available from Larry Kruljac, 714-689-3739, for a firm \$7,000. Gyro and Nav-com, and 724 hrs. since new.

RECENT FLY-INS

Although the weather was bad in March and the San Diego fly-in fizzled...February was good and fifteen coupes and four-uncoupes made the event. Participants were:

6598Q-Bloomingtondale	3116H-Ferris
99134-Bandemer	3677H-Owen
99627-Ingraham	3040G-Dallugge
99761-Lipsford	5452F-Kruljac
99853-Muchmore	9533V-Olson
2634H-Reaser	2714H-Dilbeck
2640H-Groff	2807H-Coe
2865H-Jacobi	Buote
Homet	Walker
J. Buckner	W. Buckner
	2070H-Ford

EOC PICKS UP THE TAB

Many, many thank yous to the great Ercoupe drivers who have sent in donations to keep the Ercoupe Driver going. Recently, the Executive Director of the Ercoupe Owner's Club, Skip Carden, informed me that the club will pay the expenses of getting out the Driver. We all owe him and the club a big thank you. (If you don't belong, join! It is well worth the \$15.00 a year...AND it really keeps you informed about what is happening in Ercoupe world.)



Clearing Off The Editor's Desk

Club Comments

This month you will notice that I have adopted a new column head. I thought that it gave an idea of what the Editor's job is really like. Well, it really isn't that bad but it does keep me hopping. The last few days have been really busy with the final plans for the National and Fly-Ins almost every weekend and sometimes two and three a weekend! It seems that we are enjoying a new discovery in Couping with many non owners and would be owners swelling our ranks. I can't think of a better place to buy or gain information on a Coupe than membership in our club. Membership is increasing every day and we have issued over 2000 memberships! You can all be proud of the fine job you have done promoting The Ercoupe Owners Club and if you want to gain even more from your membership take an active part in Club activities. It will make Couping more fun. As I have said many times before, this is YOUR Club and so become involved for more fun.

Let's Ban Together

It has always been my opinion that we as Ercoupe Owners were a unique bunch of folks and needed to be independent and unattached so we could preserve our identity but in the last few months with the ever increasing pressures of the FAA and now the possible shortage of aircraft fuel, I have become aware that there is strength in numbers. The AOPA and the EAA met the challenge of the FAA and seem for the moment to have curbed their plans to exercise more control over our flying. Also, I have seen the advantage of the Antique and Classic Division of the EAA. This group is also dedicated to the same goals and ideals that we are - that of preserving the Antique and Classic (ERCOUPER AND OTHERS) for future generations to see and enjoy. I feel that these organizations need our support and membership in their efforts. Let's not sit back and let someone else do it. The next few years in sport Aviation are critical. If we sit back thinking that they can't do that, then

we deserve whatever fate we receive. So get concerned, it is your future. Join today before it is too late.

Radio Waves

I remember when you could fly into almost any airport with only two or three radio frequencies. Then they required 90, then 200, then 360 and now 720. Where will it stop? Well, if concerned pilots had made themselves heard then, we could still get by with two or three frequencies. Have you ever tuned the full band to see who is using this vast amount of radio space? You should. There is almost no activity on the majority of the band. If you plan to go to the Reading Show and have old radios, forget it. All the VFR arrival frequencies are on the .15, .25, .35 ect. channels, so that those of us with older radios cannot even communicate with the controllers. Who is responsible for this you ask? We are, in part, for allowing it to happen. The manufacturers want to sell radios so in order to do this they have to create new requirements so that you must upgrade your equipment and buy new ones. How many of you are using a non TSO'd transponder? Don't answer that in writing as most of us snapped up the good buys in non TSO'd ones. Can they tell if it is new or old? In the words of one controller, "we sure can, just like we can tell if your aircraft has been annualized." Who caused this mass throw out of perfectly good equipment? You can answer that one for yourself. If your out moded transponder gives up the ghost, throw it away and buy another for 20-25 bucks (cheaper than most radio repairs and the shops love to dump them). And most were working when removed and will continue so for a long time to come.

Who Cares?

To some of you this seems like so much dribble, but it's important to me so here goes. I have good and bad days like everyone and sometimes I wonder what I have allowed myself to become involved in? I seldom seem to have time for myself anymore and the demands on my time seem to increase. In short, sometimes I feel like chunking it all and re-structuring my life. The pressures of business, teaching and The Ercoupe Owners Club seem to close in with no end in sight and then something will happen to renew my energies and get things going again. Recently, I was in one of my bad periods and wondered how I was going to get everything done that had to be done when I received a phone call that turned it all around. The call was from a person who will remain anonymous.

Seems that there was a fly-in that they wanted me to attend, which was completely impossible. The person's reply when I told them I couldn't attend was "Well, we all love you and will really miss your not being here." Well, I almost choked up. I attacked my day with renewed enthusiasm and by 5:00 things looked much brighter. Don't misunderstand. I am not fishing for compliments or platitudes. I only want you to know how much all of you mean to me. There's No People Like Coupe People! And there is always a light at the end of the Tunnel.

Insurance

We now have a blanket insurance policy with Aviation Insurance Unlimited which will allow us to cover any local or regional Fly-In. The limits are \$100,000 per person, \$300,000 per occurrence, \$100,000 property damage each occurrence. The cost is a flat \$50.00 and the Club will assume half the cost so it will cost you only \$25.00 to cover a fly-in. We are most happy about finally locating someone willing to write this type of insurance. It does not cover any kind of Airshow, only a fly-in and bomb drops and spot landings are authorized. Please notify me well in advance so that we can assure that you are covered. For anyone having insurance problems on their coupe you can also contact Connie Sullivan at 919-668-0464 about covering your coupe. They have some rates you may find interesting. Collect calls accepted.

BOUND COPIES OF VOLUME 7 AVAILABLE

The Bound Volumes of number 7 will be available from Fran by the time you receive this newsletter. Due to increased printing and binding costs, the price has had to be increased to cover costs. The new price will be \$10.00 per bound volume (12 issues). It seems like everytime we turn around we are receiving some type of price increase, but I hope that this increase will be the last for some time. If you want one, see list of club items on page 14.

Who Needs to Walk When You Can Fly?

Is the title of an article about our own Alverna Williams, which was published in the January issue of TEXAS, a Sunday supplement to the Houston Chronicle. The article complete with photos of Alverna and her Coupe "Someday" and a display of some of her trophies and awards. Thanks to Skip Harris for sending in this article.

COMING EVENTS

THIRD ANNUAL SPRING
MERFI CONVENTION
June 21 - 24, 1979
Springfield, Ohio

For further information contact Don Hayes, 4366 Hillcrest Drive, Bellbrook, Ohio 45305, Phone (513) 848-4229.

ANNUAL AAA FLY-IN
Atchison, Kansas
June 1 - 3

For further information contact Kermit D. Hoffmeier, RR 2, Box 146B, Kearney, MO. 64060, Phone (816) 676-3365.

EAA Chapter 186
Spring Fly-In and Drive-In
Front Royal VA. Municipal Airport
June 2 and 3, 1979

Awards for best home built, antique, classic, distance flown, and contest winners. Contests: Balloon busting and soft landing. Hangar Dance Saturday night; Breakfast Sunday morning; camping on field, motels and restaurants, fishing beside runway. For further information contact Jack Crater (703) 360-3954; Jim Propps (703) 364-1481.

ERCOUPE OWNERS CLUB
SECOND ANNUAL MIDWESTERN
FLY-IN
Shenandoah, Iowa
Memorial Day Weekend
May 25, 26 & 27, 1979. PITTS AIRSHOW
FREE! BIENNIAL FLIGHT CHECK
FOR A \$5.00 DONATION
TO THE AMERICAN CANCER SOCIETY

Friday Night, Early arrival, FREE Barbecue at Airport and registration until dusk.

Saturday Morning, FREE coffee and home made rolls until 11 A.M. Registration all day. Afternoon tour for women. Judging of aircraft for all trophies and classes until dusk.

Saturday Night, Banquet and awarding of trophies. Cocktail hour, 6:30 to 7:30, Donations. Banquet 7:30 until ??? - \$8.00 a couple.

Sunday Morning, Church of your choice. Spot landings, Bomb Drop. Departure.

May 22-25 Reading, PA: The Reading Show, general av's big show of new planes and equipment. Info: Reading Show, Box 1201, Reading, PA 19603.

May 25-27 Fredericksburg, VA: Second Annual East Coast Aerobatic Championships. Info: Sid Shannon, Box 509, Fredericksburg, VA 22401.

June 16-17 Fredericksburg, VA: Annual Father's Day Antique Airplane Fly-In. Features Bob Russell, Bob Hoover, et al. Info: Shannon Aviation, Box 509, Fredericksburg, VA 22401.

July 28-Aug. 4 Oshkosh, Wisconsin: 27th Annual EAA Sport Aviation Convention & International Fly-In spectacular.

FRED WEICK SCHOLARSHIP FUND

The Fund has grown nicely but still lacks reaching the goal of \$5,000.00. We now have about \$2,800.00 plus some interest in the account. If you haven't made a contribution and would like to, please do so at once as we will be closing this project the second week in June. We will have a Plaque made listing the names of all those who have made contributions. This will be presented to Mr. Weick as a lasting memento of the Scholarship Fund.

For those of you who have not heard about our project, it works like this. We have established a savings fund in the name of Fred E. Weick Scholarship Fund. We had hoped to have \$5,000.00 on deposit which would yield about \$450.00 a year in interest which will be presented to an individual at a school of Mr. Weick's choice. Since we use only the interest, the principal remains and the scholarship is self-perpetuating forever! If you would like to make a contribution to this fund, please do so at once as it will close soon. We hope to have the details worked out so that we can present it at the National Fly-In. I wish to thank all who have made a contribution to this fund, whether it be large or small - it was appreciated and has helped make this project possible.

Skip

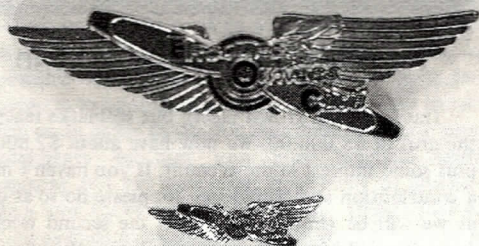
Wanted

Having been interested in the Ercoupe for a number of years, I am now looking for a complete restorable plane. If any of your members could help, it would be appreciated.

D. T. Fear
Rt. 1, Box 490
Apopka, Fla. 32703

WEAR YOUR EOC WINGS

Pictured below are the new EOC wings. Earl Hendricks used the Ercoupe Owners Club Wings drawing and has made these beautiful wings for us. They are available from our supply officer, Fran Heath (see listing page 14 for address and prices). We also have small lapel pins and stick pins for the gals. All are available in gold or silver. They are really handsome. Be proud of your Club - wear your Wings and let others know you are an Ercoupe Pilot.



BALSA BUILDERS

Jack Crater has given me a copy of a set of Ercoupe Plans which appeared in the February 1947 issue of Air Trails. Anyone wanting a copy contact me and I will send you a copy. Please send a stamped No. 10 envelope with your request.

SUPER COUPE

How do these numbers sound? 145 mph top speed and 2000 fpm climb - unreal??? No, Doug Louder, Box 488, Canyon, Texas wrote telling me that there was a Coupe that could perform these figures. He said that it was a Forney with a 140 HP Lycoming installed in it. He said that Buf Moore of the Hutchinson Aircraft Service, Plainview, Texas told him of the Super Coupe. It was supposed to have eventually evolved into a 4 place Coupe but Forney was sold to Carlsbad before any further work was done and the 140 hp engine removed and an 85 installed and sold. Who knows, if you own a Forney it may have been a Super Forney at one time. Those having more interest in the Super Coupe could contact Doug or Hutchinson Aircraft.

FROM THE MAILBOX

Dear Skip:

How time does go by. Thanks for the reminder to renew my dues. Am enclosing a check with a little extra for Fred's fund.

Am leaving tomorrow for a trip back to the east (only there they call it the mid-west - the Michigan Indiana area). While in the area am going over to Millville to pick up the remains of Ercoupe No. 42 that was flipped over in a wind storm. Am still having problems getting everything on No. 57 back into original configuration but hope to have most of the problems solved by Greeley time - which isn't that far away.

Should any Coupers be traveling across the southern route we have a very nice new General Aviation airport just outside El Paso. West Texas Airport is on the 150 radial from the VOR. We have 4000 x 30 new asphalt runway, 80 octane as well as 100, an A71 who loves Coupes, as well as four Coupes on the field. Out of 20 planes, that's not bad. Once four of the five planes on the field were Coupes.

Am looking forward to the National Fly-In, although weekends are not the easiest time for us clergy to get away. I do hope we have a tremendous turnout this year.

I have a suggestion for Jim Fohr and the judging committee. They should have a form which they leave with the plane telling what is good and what could be better. This would be helpful for those who are serious about the show quality of their planes. Just an idea....

Fr. Thomas Rowland

Dear Skip:

I have enclosed a copy of a letter I recently received from my representative, Mr. Bob Carr. I would appreciate your letting the other members know about the details of Mr. Carr's H.R. 3471 (you may reprint the attached or portions of it). If any of them feel that it is in the best interest of general aviation I urge them to write their representatives in support of it.

In addition, if any of the other members are aware of proposals their congressmen may be offering, I would appreciate them letting me know so I can bring them to my representative's attention.

Thank you for the fine work the club has been doing in all phases of general aviation.

Sincerely,

Paul J. Darling

E.O.C. 1888

1449 S. Onondaga Rd.

Eaton Rapids, MI 48827

What To Do In Tahlequah

TRAIL OF TEARS OUTDOOR DRAMA

Nightly at 8:30 — No Sunday performance. "I saw this Drama last year and can recommend it to all. A moving Historical drama presented in a beautiful outdoor theatre. Friday night would be a good chance for you to see this."

Skip

SPARROW HAWK CAMP - Canoe Float Trips on the Illinois River

For the outdoor types. Several members went on a canoe and float trip last year and had a real good time. They provide transportation to and from the Airport or University. A diversion for Saturday or Sunday.

TSA-LA-GI INDIAN VILLAGE MUSEUM

This is a memorable place to visit which moves you back in time to the 17th Century and life among the Indians. You see Indian life preserved for all to see. Open 10 til 5 daily.

You may want to browse and shop the local stores and shops on Main Street featuring authentic indian crafts and western wear.

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Reserve Grand Champion Ercoupe Trophy and \$10.00
Grand Champion Forney Trophy and \$15.00
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Reserve Grand Champion Alon Trophy and \$10.00
Grand Champion Mooney Trophy and \$15.00
Reserve Grand Champion Mooney Trophy and \$10.00
Longest Distance Flown Trophy and \$25.00
(2nd, 3rd, 4th longest Plaques and \$5.00 ea.)
Lady Ercouper of the year Trophy
Most Original Ercoupe Trophy
Champion Modified Coupe Trophy
Best Instrument Panel Trophy
Best Interior Trophy
Best Paint job (application)

Plaques As Follows

Lowest Serial Number
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Longest Distance Traveled Commercially
Fly-In Queen (must fly in)

Oldest Pilot Award
Youngest Pilot Award
Best Dressed Pilot Award
Hard Luck Award
Best Engine Award
Regional Director Best Regional Attendance
Regional Director 2nd Best Attendance
Best Ercoupe Model Award
Safety Award

Maintenance Seminar

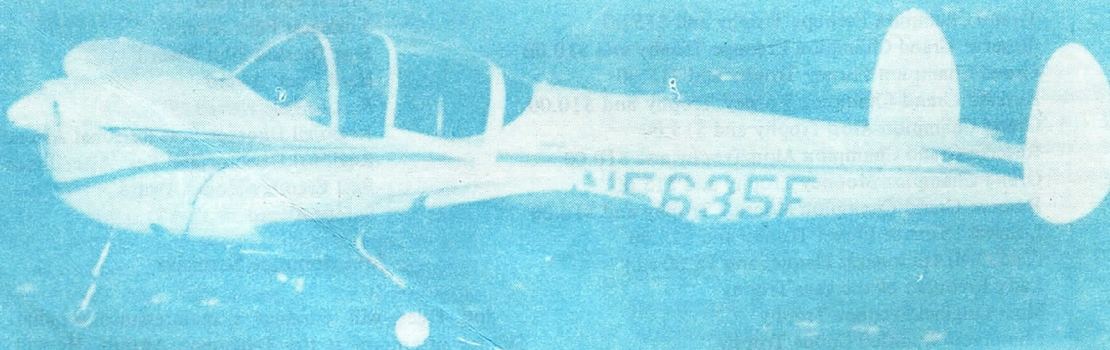
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NATIONAL ERCOUCPE

Sponsored by ERCOUCPE OWNERS

JUNE 29 - JULY 1

Tahlequah, Oklahoma



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* Sunday - Bus Tour
to Tulsa and Oral
Roberts University
and Tulsa Rose Garden

* Sunday Nite
Awards Banquet

* Transportation
to and from the
Airport

* Come and See
the Most Beautiful
ERCOUPES in the
USA

* Bring Your Own
Tie Downs!!

* Registration Includes
a Cloth Patch and a
Vinyl Decal !

Detach and Mail

Send Pre-Registration To:

JUDY LABASH

RR 4 LOT 71

SWANTON, OHIO 43558

(PLEASE PRINT)

Pilots \$8.00 (10.00 on field)

Co-Pilots \$4.00 (5.00 on field)

Reserve _____ Rooms (2 Beds per Room) PAY FOR ROOMS ON ARRIVAL

Name _____ Address _____

City _____ State _____ Zip _____

Name Tag Should Read:

PILOT _____ CO-PILOT _____

Send Checks or Money Orders ONLY - NO CASH

MAKE ALL CHECKS AND MONEY ORDERS PAYABLE TO: The Ercoupe Owners Club

Detach and Mail

Send Pre-Registration To:

JUDY LABASH

RR 4 LOT 71

SWANTON, OHIO 43558

Pilots \$8.00 (10.00 on field)

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Send Checks or Money Orders ONLY - NO CASH

MAKE ALL CHECKS AND MONEY ORDERS PAYABLE TO: The Ercoupe Owners Club

Dear Mr. Darling:

Several weeks ago I wrote to you indicating that I was studying the proposed rules changes promulgated by the Federal Aviation Administration regarding controlled airspace. My investigation has been wide-ranging, looking at FAA figures, talking with FAA officials, talking with private aircraft/flying groups and with my colleagues in the House and Senate. I can find no good explanation as to why these rules are being put forth—not even from the FAA. Instead, the opposition to this new plan has been nearly universal.

Because I do not believe that the FAA has done its homework and because so many user groups will be adversely affected without any addition in air safety, I have introduced a bill, H.R. 3471, which prohibits the Secretary of Transportation or the Federal Aviation Administrator from changing the controlled air space in any way. That is, my bill will prohibit the lowering of the positive control area below 18,000 feet, would prohibit the expansion of current terminal control areas and also prohibit the establishment of any additional terminal control areas. The only way these designated control areas could be changed is through an act of Congress.

This is strong action, but it is dictated by the total lack of solid planning, solid justification or solid concern for all aviators on the part of the FAA. I certainly appreciate all you have done to alert me to the urgency of this issue and for helping to guide my final decision. I hope I can now count on your support for my bill.

Sincerely,
Bob Carr
Member of Congress

Dear Skip:

Please find my check for \$15.00 for the continuation of Coupe Capers. Under separate mailing, I am sending you nine negatives of Ercoupes that I mentioned once before, asking if you would want them for publication. These photos were taken in the 1946-47 period and show how Ercoupes were shipped to Parks College. They were shipped nine to a boxcar and as you will plainly see, they were not to be "humped." The resulting damage can plainly be seen. Other photos show assembly operations and show rooms at Parks. Sales rooms were at East St. Louis, Indianapolis, Kans. City, Chicago area, and Columbus, Ohio. These negatives belong to the college so I will have to return them when you are done with them.

My endeavors lately have been toward the restoration of N3889H, an "E" model. This is the

plane formerly owned by Don Abbott of Indianapolis. Total time on this aircraft is 602 hrs. It will be the nearest thing to a new aircraft possible with many modifications and in many ways better than new. After all, it is an Ercoupe. I will soon be test flying this one. The first XC will be to Calif.

We have five Ercoupes on our field at the Mishawaka Pilots Club. With the fuel crunch, Ercoupes are becoming more popular by the minute. They always were a good airplane and more pilots are finding out just how good they are. I am often confused by manufacturer's endeavors to make that "safe" airplane when it has been around for many years.

Thanks for your hard work in making a fine publication possible.

Sincerely,
Walt

Dear Skip:

Am attaching address label Vol. 7, No. 10 - March 1979 - notice it is not flagged for subscription renewal. Just happened to catch it. Enclosing check for \$15.00 renewal. Please start renewal w/April issue. Still own and fly (9 yrs.) Mooney M-10 N9536V. Probably the lowest time M-10 Cadet in the some 46 that are FAA registered (Univair's proto-type rebuild excepted). Total time N9536V is 600 hrs. Air Frame Engine. Explanation of low time is three reasons (1) I have been on a rigid 7 day work week last 3 yrs. @ Honeywell Computer as a Systems tech; (2) I vent most of my flying fever on Confederate Air Force "Big Iron" from WW II and (3) I am by hobby an avid collector (Ford T-Birds, etc.) and early on realized that my Cadet is also high on the collectible list. Could have sold my Cadet a few dozen times over and am blessed in a waiting list of buyers if and when (God Forbid) - I turned down \$11,000 cash-in-hand a couple of months ago. That's appreciation - better than money in the bank. Hope to see you at our April bash at Phoenix Litchfield.

Keep up the good work.

Col. Roy Noble, Jr. CAF
Member No. 1130

Dear Skip,

I was shocked when I read the attached article in the April 1 "Aviation Consumer." According to them, the Ercoupe has had a FATAL INFLIGHT AIR-FRAME FAILURE ACCIDENT (FIFAF) rate 10 times worse than the average for fixed gear airplanes (46.1 per 10,000,000 hrs. versus the average of 4.5).

If we had 9 "actuals" as shown, that can be interpreted as 9 in 2,000,000 hrs. or 1 every 222,000 hrs.

Skip, can you tell me how many NON-FATAL failures we have had?

Can you also tell me what portions of the airframe have failed and which AD.s or Service Letters cover them?

Skip, if "Avia. Consumer" has incorrect data or if they have blown this way out of proportion, you may respond to: Richard B. Weeghman, Editor & Exec. Dir., 1111 East Putnam Ave., Riverside, Ct. 06878, 203-637-59000.

Best regards,
Dan Dreeben
EOC 1270

Dear Skip,

Got the big "Red" stamp on my last Coupe Capers - My how time flies when one flies the Coupe.

Enclosed is \$20.00 - anything left over you may use for Fred's fund, stamps or however you see fit.

Also, in today's mail I got a letter from Squires that my insurance was ended March 1, 1979. Shook me up a bit as I paid them in January. So I got on the phone and guess what? Someone complained about Calif. writing insurance in Kansas and the (our) bright insurance commissioner put the STOP to it - now isn't that a pain?

I'm going to call him as soon as I get done scratchin out this letter.

Hang in there - Coupe Capers is still No. 1 with me - got a story about a stuck valve I want to tell you about sometime.

N42EC
Bob Seng, D.C.

Dear Skip:

Thanks for stamping my last issue of Coupe Capers. Enclosed is my check for renewal. We really enjoy the newsletter and think you do a fine job with it. I know the first of July is national "fly-in" time but we will be unable to make it this year. For those Coupers, who are in the same fix, and will be unable to go that far, I would like to invite them to the fly-in breakfast at Aithin, Minn. Sunday, July first. The breakfast is free to all pilots. There will be a band concert and we are also trying to obtain a hang gliding demonstration team to perform that day. Everybody is welcome and we would sure like to see some other Coupers on the field as our little bird is loney for company being the only Coupe based here. Again, thanks for the fine newsletter.

Good Flying
Dick & Ardella Hall
RR 4, Aithin, Minn. 56431

Dear Friend Skip,

Just received the May "Capers." As always, very interesting. Our officers, directors, editor and regional reps are doing a marvelous job. This old member does appreciate!

The West-coasters must be feeling that "there just ain't no justice" as regards the change back to Tahlequah. I had been looking forward to the trip to Greeley, and to meeting again with all our fine fellow members.

The Good Lord willing, I shall be flying N99735 out to Tahlequah again this year, solo, of course.

Haven't been able to do much flying on account of my wife's illness-but I'm pretty sure of making the National Convention trip. 735 has just been annualized and brought right up to snuff.

As to myself - I'm still poking along - the arthritic knees bother a lot but still - not too bad for a fellow crowding 77 years.

Hoping to see you and a whole lot of other Coupers at the Nat'l.

Am enclosing my annual dues with this - please note change of address.

Regards
John P. Thoms

Dear Skip:

Having just paid the IRS an additional bundle I can turn my attention to more important matters, particularly renewing my membership in the Coupe Club. So, enclosed is my check in the amount of \$15 renewal fee.

It looks as tho I'm going to be grounded longer than I anticipated - I've stripped the old fabric from my Coupes wings and found in the left wing a large and ancient mouse nest!! w/3 tiny skeletons! Removing the nest uncovered some corrosion in the main spar near the tip.

Also found a kink in the rear spar next to the root fitting! I have my work cut out for me.

One comment that might be helpful to Dave Didio re: His prop - should be max. dia. 71" for 85 hp. Mine was a 7152 and couldn't develop enough RPM's so I had it repitched to 49 (on suggestion of Bob German-Skyport) runs great. Max. RPM should be 2225 static-min. 2025. This is from Spec No. A-718 for C-85-12 or 12F, McCauley 1A90-CF Prop. A prop shop should be consulted for conversion.

He might also check the "Track" of the prop as a possible vibration source.

KCF
Sincerely
John E. Cadman
30 Valley Falls Road
Vernon, CT 06066
EOC No. 7

FOR SALE AND WANT ADS are placed free of charge to any current member of the Ercoupe Owners Club. Ads are run as received and those received after the 15th of the month will be held until the next publication. If you want to repeat your ad, then you must re-submit it for publication before the 15th. We accept no responsibility for any errors in ads other than to re-print it the following month. Non-members may place ads for a \$5.00 service charge per ad.

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1946 Ercoupe 415C Upgraded to D Model 85 HP, 315 SMOH, All Metal including Prop, near new battery and main gear, tires and paint. Navcom Velvet Interior. Call 714-364-2777.

Robert L. Duprey
EOC 1949

Have to sell my two place Stits Flut-R-Bug with C-65 engine, ceconite cover, enclosed cabin, metal prop and wheel fairings. 40 hours TT. \$3250. Phone 261-7771 days and ask for Jim or 973-6118 evenings and weekends.

James D. Cox
3543 W Hazelwood
Phoenix, AZ 85019

I have the dealership for Intercoms. They sure work great in a Coupe. They list for \$144.50. I will sell them to Club Members for \$129.95 postpaid.

Darrell Kight
4530 S Country Club
Tucson, AZ 85714
602-889-4880

Narco Mark III Nav-Com with 190 channels and yellow tag from a local avionics shop. \$275.00. Phone 261-7771 days and ask for Jim or 973-6118 evenings and weekends.

James D. Cox
3543 W Hazelwood
Phoenix, AZ 85019

WANTED

Crankshaft Cont. 65 75 or 85 flange or taper shaft or will buy whole engine. I have a beautiful Ercoupe but my crank is cracked. Please call me COLLECT if you have one or know where one is.

Sam Wimberly
317 Oliver St.
Palatka, Fla. 32077
Day-904-325-7518
Nite-904-325-7605

W. have two airplanes, 1947 Ercoupe and a 1963 Piper Cherokee. Must sell one! Wife wants to keep the Cherokee and I would like to keep the coupe. So in all fairness, we are putting them both up for sale. Whichever sells first, we will keep what is left.

We have much more invested in this Ercoupe than we can ever get out of it. If you do not believe that, just look at the following aircraft description. Then ask Gordon Squires what it costs to build up a plane. 1947 Ercoupe 415C converted to a D Model with 1400 lbs. take off weight. 1972 Cont. 0-200 100 hp engine with 1800 TBO - 1130 since new and 327 STOH. Annual on 4-6-79 Compression Check as f o l l o w s ;
1 76/80 2 70/80 3 76/80 4 74/80

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This airplane was re-certified in 1972 when engine was installed. It has complete logs, weight & balance & performance charts. Cruise 118 mph @ 2550 RPM 75% power 5 gal per hr., Max 130 mph @ 2750 RPM 100% power 6.3 gal per hr. Asking price \$7,850.00
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CLUB ITEMS

The following Club Items are available from Fran Heath, 710 S. Woodbine Drive, Sapulpa, OK. 74066.

The club also has available the following items at no charge to members—but please include 50 cents postage and handling per order: paint sheets, bumper stickers, and iron-ons (red and blue).



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Treasurer Skip Carden
P.O. Box 15058
Durham, North Carolina 27704
(home) (919) 477-1832/(office) (919) 477-2193

The Ercoupe Owners Club is open to anyone desiring to join. You do not have to own an Ercoupe or be a licensed pilot to join.

The Ercoupe Owners Club was founded to further and promote Ercoupe Aircraft through a mutual exchange of ideas, and to make available information needed for their safe operation. Membership dues are \$15.00 per year which include our Coupe Capers newsletter and many other free services. National Headquarters is located at 3557 Roxboro Road, P.O. Box 15058, Durham, N.C. 27704, Telephone 919-477-2194. Skip Carden, Executive Director, EOC.

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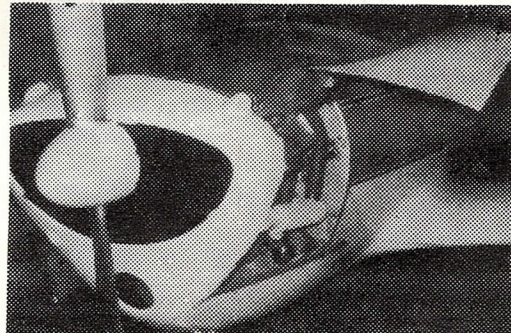
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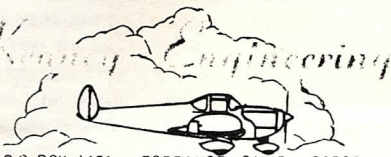
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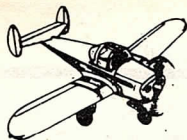
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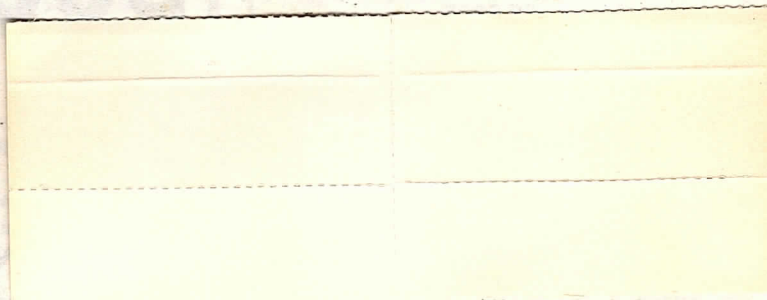
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