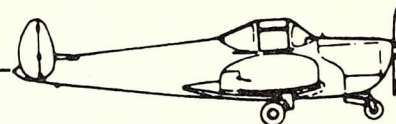


COUPE CAPERS

NEWSLETTER OF ERCOUCPE OWNERS CLUB



Special Holiday Edition

Editor: Skip Carden

Merry Christmas & A Happy New Year To All !

AREA NEWS REGION 8

Officers — Directors — Staff ERCOUCPE OWNERS CLUB

Dear Skip:

I am enclosing some snap shots of our Fly-In on October 14th at the Art Davis Airport, East Lansing, Mi. We had free coffee and doughnuts, which my wife "Jake" served, assisting me with the arrangements at the Fly-In.

Everyone shot the bull and scored pretty heavy in that department. They also wore out all the Ercoupes with their eyeballs. The weather was chilly but it was a bright clear day.

The Fly-In Judge was Art LeBlanc. I gave prizes for: Oldest Ercoupe— Cowl Supporter; Newest Ercoupe—Cowl Supporter; Best Paint—Cowl Supporter; Longest Distance—Cowl Supporter; Pilot with the Least Hair—A Cap; Plane In Need of Seat Belts— A Set of Seat Belts; Coin Flip for 3 wives—A Scale Model Ercoupe; Drawing of the Pilots— No. 1-Gas Voucher for \$5 donated by Ken Kronk (Land 'O' Fun)RV Supplies, No. 2 \$10 Cash Donated by Art LeBlanc - Action Plumbing.

Pilots attended — in order of arrival: Buck Buchanan, Tom Montambo, Bud Pearl, Art LeBlanc, John Beall, Edgar Crowley, Fred Niemi, Bob Jenks, John Horwath, Jim Glass, Eugene Billings, Ward DeLano, Roy Pierson, Lloyd Remington, Mike Suove (becoming a member), Don Burkholder, Vernon Hunt, John Dieterle, Don Matthews, Bill Beattie, Don Bom, Duane Mizer and Jim Jickling.

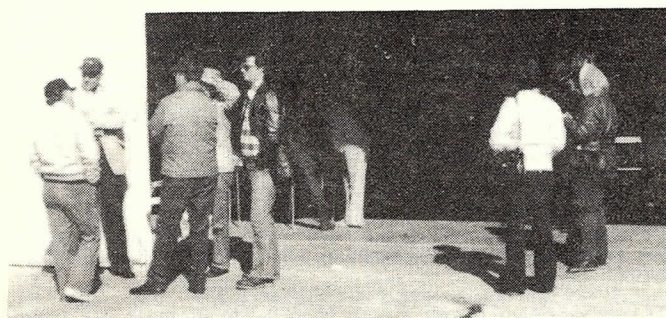
Sincerely,
Buck Buchanan



*Bob Jenks counting the Tires & The Tail of
Tom Montambo's Plane in Foreground*



*Left to Right—Art LeBlanc, Buck's Dad, Blue
Baron , Mrs. Jenks, Bob Jenks, Jake Buchanan
(Buck's wife)*



The Bull Got Shot Right Here



My Plane — Buck Buchanan

AREA NEWS

Hi Skip!

This is kind of a report from the Southwest Coupe Group to let you know that we are alive and well. As most of you are getting your birds ready for the long winter, we in the west are just now getting ready to do some good flying. It seems like our summer would never end. It was just too hot to even fly around the pattern in our green-houses. We have had our monthly meetings on schedule and have had backyard cookouts etc.. On Nov. 11th we had ten planes and twenty people fly to Prescott for a breakfast. The fall colors were beautiful and the weather was just great. Our group is continuing to grow with new members monthly. Our secretary is having a time getting the roster updated. This past summer some of our members did get to make some trips on their own. Bud & Kit Warner took the commercial Ercoupe and flew to merry ole London Town and had a real great time. Jim & Marge Duval took their Alon north to the State of Washington and had such a great time they came home and repacked another suitcase and left for Nebraska. Ed & Sylvia Brown have just returned from a vacation in Arkansas and are sold on the way their Alon performed all the way. Fred Gluntz used his Alon for a trip to Milwaukee. Many others have

taken shorter trips and have come back enthused about their "GREAT LITTLE BIRDS." They can do a lot more than just go around the patch.

At our Sept. meeting we had Mr. Walter Clark, who is one of the lead controllers from Sky Harbor Airport, here in Phoenix, and he was able to give us a real good idea of just what is going on in our skies around the Phoenix Valley. The figures he had for the twelve hour day, that day, were astonishing. It really made us aware of the intensive traffic that we are involved with in this one area. Mr. Clark was not speaking from the F.A.A. view point either, he is in the general aviation ranks and flies his bird to work each day. It was a real good chance for us to see the other side of the coin.

Our Dec. meeting will be held on the 10th and it will be Christmas all the way. We are making plans for several pot-luck fly-outs to different spots for some good ole times.

I guess this brings us up to date, but we here in the West would like to wish you all a "VERY MERRY CHRISTMAS and HAPPY COUPEING."

Jack L. Harkness, Southwest Regional Director

REGION 1

Dear Northwest Coupers,

In spite of all this beautiful autumn weather we have not been able to get in much flying time this month. Roy does take the Coupe up each weekend long enough to warm up the engine and fling the bugs off the prop. But for some reason we don't get ourselves organized to fly anywhere with a purpose. The shortened daylight hours really cramp our style since our field is not lighted.

Last month there were a dozen or so of us who met for our lunch gathering at the Swept Wing Restaurant and all of us but one had to drive due to the ill-timed rain squall. Dan Smart and Jo Johnson flew their Coupe down from Vancouver, Wash. after getting an all-clear report from the weather advisory. It was not all clear, as they found to their distress, but got in safely and departed later during a break in the rain. The rest of us, (Leppins, Loopers, Steve Crosley, Malcolm Gibson, Ken Damewood and his nephew, and Roy and I) sloshed home on the highway.

However, to compensate for the low class mode of travel, we had a fantastic speaker! For once we found a speaker who spoke about what we wanted to know. In light of all the fuel controversy we had asked Texaco to provide us with a representative who could answer our questions and give us some basic information regarding the use of auto gas in aircraft. They sent us Forrest Soth who proved to be a fund of information and capable of sharing it. He brought several samples of crude oils from different sources, had some printed literature, and answered all of our questions very frankly. He has agreed to put his notes in good form and send us a copy; therefore, I'll not try to repeat his remarks now, but will send a copy to Coupe Capers in hopes that Skip can print it for everybody to read. We may not have asked all the questions that you would have but we tried to hit on the obvious points. We had hoped to include his notes in this newsletter but he says he has no secretary and isn't finished yet.

Roy took our newly acquired stained glass piece of Coupiness. One of his co-workers made us a circular piece which shows an Ercoupe flying over hills. It is a beautiful piece of work and hangs proudly in our front room window. If anyone is interested in having a similar piece she will make them but they do take quite a while.

Our November lunch-in on Saturday, the 17th, at noon will be the final get-together for this year. We skip December since it's such a busy month. Next year we will meet on the third SUNDAY of each month. Hope to see you all this Saturday!

Roy/Eileen Wright

MORE FROM SAN FERNANDO

A threat to San Fernando Airport is that it may be turned into an industrial park. I sent the following letter to the redevelopment consultants, and have asked to speak at any hearings they may hold:

Gentlemen,

An invitation to participate in the survey of "economic health and development of the City of San Fernando," issued on September 25, 1979, was directed to industrial firms. But the economic health of any city depends upon more than its factories and businesses. The health of the community depends, also, upon its schools, its cultural facilities, its open space, and its recreational facilities.

San Fernando Airport is an absolute asset to the recreation of residents of the San Fernando Valley. The valley is served by four airports. Two are mammoth. Van Nuys is the fourth busiest airport in the world and Burbank is an airline terminal. One is large, Whiteman Airport. The fourth is small, neighborly San Fernando Airport. The recreational value of San Fernando Airport is unique. Everyday, especially on weekends, residents, young and old, gather to visit, fly, learn to fly, build, photograph, work, train, or just plain watch.

San Fernando Airport is the home of several unique classic aircraft, at least one of which dates back to the 1920's. It is also the home of the world's largest collection of active Ercoupes, those famous classic post-war general aviation trainers with the tiny twin tails. An active

post of the Civil Air Patrol trains here for their valuable search and rescue work.

Although it is devoted almost entirely to non-business flying, it is available to business and business fliers. It supports several businesses devoted to general aviation. There is an active flying school on the field. Without this resource, some young people might never develop an interest in aviation. Interest started here could lead to careers in flying or ground support. Even airline pilots were kids, once.

Some of San Fernando Airport's value comes because it is small. If an airport can be said to have "charm," San Fernando Airport does. It is a place where friendly people gather to talk about flying, take lessons, take rides, and watch the planes, antique and modern.

If one would argue that a community does not need a recreational airport, he would also have to agree that a community does not need parks, golf courses, community swimming pool, library, or just plain open space.

Please consider these things when you discuss the health of our community.

Sincerely,
Charles F. Ferris
13264 Tripoli Ave
Sylmar, CA 91342
213-367-0293

MABLE TAKES A FLYING LESSON

By Chuck Ferris

(With Apologies to Leonard Page,
for taking certain liberties.)

I'm Mable. I am married to George. George is a kind and loving husband. George is a stable and adult person....except in one area. Loveable George sometimes becomes a mono-maniacal, fire-breathing, obsessed Ercoupe pilot. Many pilots love their Ercoupes, but George is INVOLVED. I, his loving and supportive wife, come second in George's life...a poor second. Well, I can accept that, because I love our little coupe, too, but I hope I can say that I am a little more rational about it.

My love for flying in the coupe may have been the reason that I asked George for a chance to learn to fly. Although I fly with George almost everywhere, I am not allowed to touch the controls except to hold the ship straight and level - - straight and level while George folds the sectional or uses the H.E.R.E.

"George," I pleaded, "I'd like to take some flying lessons." George looked at me as if I had turned into a frog.

"In the coupe? In my coupe?" His voice fairly quivered.

"In our coupe, George. I don't need a pilot's license. But I should be able to land the coupe in case something happened to you."

"Like what!" He sounded defensive.

"Well, you know about your temper when you fly. If someone cuts you off in the pattern, you could blow a gasket. What would happen to me if you had a heart attack while we were flying?"

"I feel fine," said George. "I passed my third class medical last month."

Then I began to cry. I really didn't feel much like crying, but with George, when logic fails, tears often work. He really is a softy, down, inside.

George relented. Then with rather more insight than I have given him credit for, George announced, "No, I couldn't stand to see you take lessons in our coupe. But you're right. I don't want anything to happen to you if I suddenly take off for that great T.C.A. in the sky."

"But if you can't bear to give me lessons..."

"The only one I would trust with a coupe...a, I mean, with you, is our friend, Lanky Sage."

Lanky Sage is well named. He is a sage philosopher who raises cows, pigs, and Ercoupes in Arkansas. His Ercoupe crop is often more lush than his Alfalfa crop. The walls of Lanky's barn are lined in equal numbers with parts from tractors and parts from Ercoupes. George immediately put in a call to the Sage farm.

On the extension phone, I heard Lanky say, "Sure, George. Mable's a good old boy. I'll pass along my Ercoupe techniques. Come on down early. Lana will make a bunch of grits for breakfast. Hate to fly on an empty stomach."

Early next morning George set us down in Lanky's pasture. Lanky had shoo'd the cows into the barn, and the coupe settled smoothly and then lightly bounced over the cows' souvenirs.

Lanky met us at the farm yard gate, and Lana waved from the doorway of the farm house. She was stirring something in a large mixing bowl. After a friendly greeting we had a hearty breakfast. We ate so many grits that there was danger of being over grossed.

Then we paid a visit to Lanky's "skunk works" to see his latest creation (which I was sworn to keep secret). Lanky, George and I walked out to the pasture. Lanky apologized, "Battery went bad. I was going to get another, but an F.A.A. man was snooping around here all day and I didn't dare leave the place. Lord knows what he might have found."

I took my regular spot in the right seat, with Lanky on my left. His very casual and relaxed manner immediately put me at ease. George stood in front of Lanky's coupe.

"Throttle," called George.

"Throttle," answered Lanky and cracked the throttle.

"Brakes," called George.

"Brakes," answered Lanky and turned the brake handle.

"Switch," called George.

"Switch," answered Lanky. George twisted the prop a few times, tentatively.

"Contact," called George.

"Contact," answered Lanky. George gave the prop a tug and was rewarded with a cough, and then a purr.

Lanky said, "Pasture's got ruts in it. Can't fight 'em, so we..." Lanky pushed the throttle full forward, crossed his legs, then took his hands off the wheel and started to roll a cigarette. Away we went, and surprise, the coupe lightly lifted out of the ruts and we flew. There was a little breeze and as soon as we broke ground, the coupe turned its nose northwest.

"Get back there," scolded Lanky. He explained to me, "On every take off, she just naturally heads for Tahlequah."

I looked back at the calm farm. Pigs were lying in mud. Cows were feeding near the barn. Lana was standing in the doorway of the farm house, stirring something in a large mixing bowl. It was so peaceful that I felt euphoric. "We don't fly out of many pastures," I said.

In a few minutes Lanky set us down on a nearby paved airport. There was a control tower, but I don't remember Lanky's turning on any radio gear.

The breeze was blowing briskly at a 45 degree angle from the runway. "Always head into the wind," Lanky announced. "Shortens the take-off run." Off we went, across the runway, between the lights, across the apron, over the line boy, over two hangers and past the tower at window level. Although the radio was still off, I distinctly heard the controller say something to Lanky that ended with "...and don't come back!"

"Never mind," drawled Lanky, "We'll go back to the pasture. He came in slowly and I watched the fence float past just before we touched down. We rolled about twenty feet. Then the tip of the prop caught some substance on the ground and we were instantly enveloped in a brown mist, and it wasn't eau d'cologne, either.

"Can't fly with that on the windshield," said the Arkansas philosopher, as he shut off the engine and dismounted. He took a bucket from the pig pen, dipped it in the watering trough and then threw water on the front of the plane. When he was satisfied that we had sufficient forward visibility, he took a stance in front of the prop.

"Throttle," called Lanky.

"Throttle," I answered and pushed the throttle forward.

"Brakes," called Lanky.

"Brakes," I answered obediently and released the brakes.

"Switch," called Lanky.

"Switch," I answered and turned on the switch.

"Oh, my God!" This was uttered as Lanky disappeared beneath the wing, as the coupe - and I - lunged past him. I looked back and saw Lanky rise and chase the coupe with rather more vigor than I had ever seen him exhibit. But he was no match for 85 horsepower and he was soon far behind. I turned my face forward, and - Sweet Charity - the barn was charging at me at 80 miles an hour! I knew from my years with George that wheel-back meant "up," so I pulled the wheel back as far as I could. Up we went.

BANG. The wind sock on the peak of the barn disappeared under the coupe.

"I hit the wind sock," I cried. But I had missed the barn...and I was flying. That is, if you can call an "up" ride on a runaway elevator "flying." The coupe was pointed almost straight up. We, the coupe and I, immediately slowed to a stop. While we hung in mid-air, the coupe began to shake itself like a wet Airdale. The shake started at the nose, passed down the fuselage to the tiny twin tails. I pushed the control wheel and turned it from side to side. It flopped from one stop to the other but nothing happened. Then with a final flip of its tails, the coupe dropped its nose to the horizon, and we began moving forward. In a moment or so we were in something like straight and level flight.

Straight and level...now that is the one thing I know about flying. So straight and level I flew...and flew...

As I gathered my wits, it dawned on me that if I continued in this manner, my first solo would also be my first cross country and my first night landing all "rolled into one." I shuddered at that particular figure of speech as being too graphic.

Very, v-e-r-y, carefully, and very slowly, I turned the plane around and headed back for the Sage farm. We didn't tip over or anything.

On the way back, I realized that I had to go to the bathroom. Oh--did I have to go to the bathroom! But I had even more important things to worry about, so I pushed that thought into the back of my mind, where it remained with annoying urgency for the rest of the trip.

When I saw the farm again, it was hard to recognize as the same farm that I had left a few minutes before. There was a red light flashing from the backyard. The volunteer fire department had pulled their red pick-up into the area with the red light flashing. This disturbed the cows and the pigs and the chickens who were tearing around their respective pens. George and Lanky seemed to be running around in circles. Only Lana remained unchanged. She was still standing in the doorway, stirring in the large mixing bowl. The firemen stood by their

fire extinguishers, staring up into the sky at me. Somehow this gave me less, not more, confidence.

I remembered that wheel-forward means "down," so I pushed it forward. I quickly learned that it also means "fast." The ground rushed up at me in a way that it never had before, even in some of George's worst landings. When I reached the ground, I leveled the plane, but it had no inclination to stop flying.

Here came the barn again. Another elevator ride, another shake, back into straight and level flight, more careful turns, and Now-What?

Logic. An airplane, even an Ercoupe, must stop flying when the engine stops. I reached over and turned the key.

My, but it was quiet.

Alerted by the sudden silence above their heads the firemen picked up their fire extinguishers, Lana stopped in mid-stir, George and Lanky stood transfixed, their mouths open. Now my runaway elevator ride was "down." It fairly took my breath away.

KA-WHUMP! The eagle has landed. I didn't roll at all. The firemen cheered, Lana resumed stirring, and George and Lanky ran over and dived under the Coupe.

In a moment George and Lanky peeked over the leading edge of the wing.

George said, "The coupe's OK. How are you, Mable?"

I gave him my most withering look and turned to Lanky.

"Lanky," I pleaded, "I've just GOT to take a potty break before we go on with my lesson."



Clearing Off The Editor's Desk

ROTORWAY

Roy Wright sent me a copy of an article printed in Aviation Consumer that suggested that the RW-100 engine is not what it appears to be. Roy asked if it might even be another Bede Report.

It is my opinion that as in the past, Aviation Consumer has relied upon its old tactics of Few Facts and a lot of Fast Words. The article says that the engine has never flown - FALSE. B.J. Schramm has one installed in a Vari Eze and is at present doing extensive testing. It is also flying in a Scorpion Helicopter. Aviation Consumer suggest a BD-5 situation. NOT TRUE. B.J. Schramm and Rotorway have been in the personal helicopter business for over 15 years, so they are definitely not a fly by night operation! As for testing, I have seen photos of the testing facilities and would hope that other engine builders would be so thorough. As with anything new (Ercoupes included), someone always chooses to malign and abuse the product before it has had a chance to be proven. Aviation Consumer is notoriously a rumor monger - and thrives on dissension and misunderstanding.

I thank Roy for sending in this information. I am in no way connected with Rotorway, but feel that they deserve better than A.C. half truths. I was so disappointed with this publication that I cancelled my subscription and asked for a full refund! Which they reluctantly did.

Skip

COUPE CHECKS

Dave Tornbom wrote me a note and included a check he had made by De-luxe Check Co. They make checks for most major banks. He said that they now had the cut and could supply Coupe Checks. Check with your local bank.

Skip

COUPE COVERAGE

Member David H. Scott who writes for EAA's Sport Aviation recently sent me computer print outs on the Coupe safety record and a copy of his article which appeared in the October, 1979 Sport Aviation. A good story, written with much authority. I recommend it to all Ercoupe Pilots.

Skip

PRODUCT REPORT

I have recently had the pleasure of subscribing to Aviation Quarterly. I am sure most of you have received one of their beautiful ad flyers at some time in the past few years.

First, let me say that this is a first rate collector's item. Each issues bears your number and is hand stamped and bound. The

workmanship and printing are excellent. I thought that I was a real Aviation Buff and had seen and read a little about all phases of aviation. Aviation Quarterly presents material which I have never heard about before, presenting never before seen photos and manuscripts. From time to time they even send out a piece of Aeronautical memorabilia, such as a re-print of a 1930's Aviation pulp novel — reprints of those covers by famous pulp artist and in one issue a square of material from a B-36 gas tank!

I was so impressed after I received my first issue that I sat down and ordered all the back volumes (No. 1 is no longer available and anyone that knows where I can get a set of Volume 1's I would appreciate it). I now have at least a years reading! All I can say is GREAT! In my last issue there was a full size color poster. If you like airplanes and old airplanes you will love Aviation Quarterly. Really a top piece of goods, well written and beautifully printed and bound. Worth every penny of the price. Would make a lasting gift to a loved one or yourself.

Skip

FAA WANTS ADAP MONEY

The FAA wants to dip into the till of the ADAP funds (Airport Development Aid Program), which is funded by user taxes and a 7 cents per gallon tax on Aviation Fuel and an 8% tax on Airline Passenger tickets. The fund which now has a surplus of 2.5 BILLION was earmarked for Aviation Safety. The FAA wants to use the funds for day to day operating expenses, such as salaries and paper clips.* If you concur with me that this is a violation of our rights, then contact U.S. Representative Barry Goldwater, Jr., Rep. Representative from Calif.

**Recently the FAA purchased a \$200,000.00 sculpture with ADAP funds to be placed in the Atlanta Terminal — Really a Safety Aid! Not only that, but Langhorne Bond wants to increase the taxes charged!*

AIRCRAFT USE TAX WOULD BE repealed by a bill introduced by Rep. Kenneth L. Holland (D-S.C.), AOPA has been working to abolish this tax, and recently testified before Congress that it should be removed (October Newsletter and AOPAirport Report). The annual \$25-plus tax paid to the IRS goes into the Airport and Airways Trust Fund, which has a balance of more than \$4 billion.

FEDERAL TAXES ON GENERAL AVIATION FUEL would be reduced from 7 cents a gallon to 4 cents if a bill introduced by Rep. Dawson Mathis (D-Ga.) passes. The bill would also cut airline passenger and cargo taxes. These tax revenues go into the Airport and Airways Trust Fund.

Mathis' bill would also allow federal funds for airports that cannot support more than one FBO. Federal law prevents grants to airports where no competition exists.

ILLINOIS NO LONGER COLLECTS the 7.5 cents state tax on avgas. A court order ending the tax came down just before the bill to abolish the tax was passed by the state assembly.

Introduced in House

BILL WOULD REPEAL AIRCRAFT USE TAX

Legislation seeking to repeal the annual "use tax" on aircraft has been introduced by U.S. Rep. Ken Holland, D-S.C.

The bill, H.R. 5620, was introduced last month in the House Ways and Means Committee and was cosponsored by U.S. Rep. Richard T. Schulze, R-Pa.

Henry Pflanz, president of the Pilots Lobby, said introduction of the bill "represents the first positive step for aviation to come along in some time."

Pflanz called the use tax "a prime example of 'nuisance' taxation." He said, "It is a levy which raises very little revenue, but the paperwork requirement it imposes on aircraft owners is excessive. And its enforcement drains resources of the Internal Revenue Service which could be better devoted to other purposes."

The aircraft use tax is one of several levies that feed the aviation trust fund, which supplies the revenues to fund the development and maintenance of the nation's airports and navigational facilities.

Under the set-up, owners of piston aircraft are required each year to pay \$25 plus two cents for each pound over aircraft weight over 2,500 pounds. Owners of turbine-powered aircraft are required to pay \$25 plus 3.5 cents for each pound of the aircraft's maximum certificated takeoff weight.

However, the aircraft use tax (also called the aircraft registration tax) will expire next year along with the Airport and Airway Development Act of 1970 and the Airport Development Aid Program (ADAP).

Congress will renew hearings at the beginning of next year on what it should adopt as the successor to ADAP, and it will be up to the

Ways and Means Committee to establish a tax base to fund the program.

Pflanz told *Aviation Magazine* that H.R. 5620 is intended to serve as a signal to the House Ways and Means Committee that the aviation community does not want the aircraft use tax continued. Both Holland and Schulze are members of the committee.

In introducing the bill, Holland said the revenue derived from the aircraft use tax is "miniscule" when compared to that derived from the eight per cent tax on airline tickets.

Pflanz is urging all pilots and aircraft owners to ask their congressmen to support legislation proposing a repeal of the aircraft use tax.

It is clear that FAA will oppose any move to repeal the tax. In its continuing struggle to extract a "fair share" from general aviation of the costs of running the airspace system, the agency has proposed a new six per cent excise tax on new aircraft and avionics, and changing the current seven cent tax on a gallon of aviation fuel to a 10 per cent "ad valorem" tax.

Reprint from Southern Aviation, Dec. 1979

WANT TO SAVE \$25 NEXT YEAR?

You can help all of general aviation by once again taking up your pen and writing to your elected representatives and asking that they support the above mentioned bills. When lawmakers begin to realize that unjust laws need to be amended or cancelled, then we should do all in our power to encourage them, as they are speaking for us. General Aviation recently rallied to stop an unjust grab of airspace by the FAA, and we can now rally to cut the yearly operating costs of our planes with repeal of the "Use Tax." This will mean an immediate \$25 a year savings to you!

I cannot urge you enough to take immediate action! Is a simple letter worth \$25 a year to you?? I hope so. I am also encouraging wing leaders to draft petitions and mail to their representatives. I will also contact the AOPA, and EAA, and ask that they also help. Now is the time to throw off this yoke of financial burden once and for all.

Skip

FORCED USE OF 360 CHANNEL RADIOS

Well, it had to come sooner or later. The industry wasn't selling enough Avionics to suit them. Would you believe that some people were flying with old 90 channel radios, and some with even NO RADIOS! I am sure if the FAA and FCC and Avionics manufacturers had their way it would be a FAR requiring all flying aircraft to be equipped with 720 channel radios.

To make my point — have you noticed the new Unicom Frequencies? Knowing that the small guys would never voluntarily leave 122.8 for newer equipment, they slipped in a new two digit code instead of .8 new frequencies or 122.55 or 122.25, or some other frequency out of the reach of the older radio equipment! I can't help but think - Who needs it? -- 122.8 was always a useful and helpful channel — now you will need a chart to see what Unicom they use!

IN CLOSING

If I sound angry this month, it's because I am!

I am tired of paying \$25.00 a year privilege tax only to have my privileges curtailed by Government Bunglers, most of whom don't even fly! I can only lament, why me? Now av. gas keeps going up. I recently had to pay four cents a gallon more for 80 than the 100 LL price. When I asked why, I was told it was harder to get, not a very good excuse. I can only ask that you get angry also. With the help of EAA, AOPA and your representatives, let's ban together and let the Feds know that General Aviation has more than 185,206 airplanes as compared with about 2,226 airplanes used as Air Carriers. Yes, we make up 98.8% of all aircraft flying as compared with 1.2% commercial, a fact the general public doesn't realize. Also, airlines consume 71.3% of all Aviation fuel while we use only 4.6%. General Aviation flies 4 BILLION 619 million plus miles or 64.6% of all aircraft miles flown while commercials rate second with 2 Billion plus airmiles or 13.2%.

So, if we fly 64.6% of all airmiles on 7.5% of all aviation fuel, I would say that we are the most energy efficient and cuts or restrictions in fuel should be made in commercial usage. Maybe 1980 will be better. Let's hope so!

Skip

HELP NEEDED

Could someone tell me if the gas caps on wing tanks are supposed to be vented or non-vented? Mine is non-vented on the left tank and float-wire gauge on the other. The right wing leaks fuel when I gas up quite a lot of fuel. My A&P doesn't know.

Carl Elliott, 634 W. Nickerson St., Seattle, WA. 98119, (206) 283-3294

We have owned five Ercoupes at various times and presently own a 1970 Mooney Cadet.

At the last Ercoupe Roundup at Skyport in Harrisburg, Pa., in 1960, our "coupe" took first place.

Have you heard of anyone putting a larger engine in a Cadet? Hope to hear from someone soon.

Buck Frostbutter, Rt. 3, 10 Paige Drive, Okeechobee, FL 33472

HELP NEEDED

I called you a while back, stating that my coupe is throwing oil but I can't figure out from where. The engine compartment and engine remains clean. There is always a film of oil on the belly. I have to add some it seems every 300 miles. Recently left the local airport for a 50 mile flight with 3½ quarts and on the way back ran into some turbulence which made the oil pressure fluctuate from zero for a second and then back up to normal. Landed and added a quart to bring it up to 3 quarts and had no further problems on the return trip. Would appreciate any help you and anyone else can give me to keep from losing the oil. The engine has less than 300 hours since a complete major overhaul.

Ray Coovert, 4125 S.E. 16th, Portland, Ore. 97202, (503) 233-8024

HINTS & TIPS

Enjoy the newsletter, especially as it applies to maintenance items and upgrading modifications.

Would suggest that a point to DOUBLE DOUBLE check is the vertical pin and safety bolt that holds it in place which hinges the crow's foot cluster of bell cranks for Ailerons, etc., amidships, behind seat. The safety is very difficult to see unless you are looking for it, thus easily left out, allowing the vertical pin to work up and out. I saw one only being held in by the control cable passing over top D.C. Every time it tightened, pushed the pin back in! Had been flying dual - - -

O.V. Bogynska

7112 E. Frontage Rd., Albuquerque, N.M.

You might want to add this information to your list of Hints:

After my three-week trip to the deep mid-west and the National Fly-in, I found a rip in one window welt. And as you might know, both were bad. This gave me one more thing to ponder. What is the problem and why don't these welts work better and last longer?

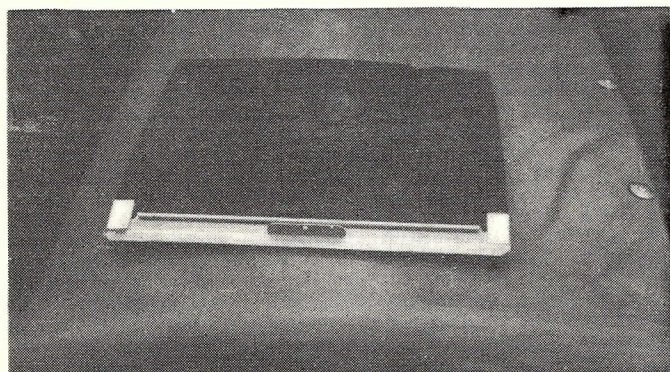
I am not sure mine is the best fix, but it is one. As I removed the old welts, I noted the felt was worn and bunched in the welt; also, while the rivets were smooth, the welt was torn.

It seems that the windows are not molded, but flat and move around curved track. As they do, they try to remain flat. This means they exert friction at each end, on the felt or outside of the track.

My fix is to decrease this friction. First, I removed the felt from a new set of welts. Next, I cut 12, 1"x2" pieces of calendered teflon 60 mils thick. All edges were skived, and one of these was glued with 5 min. epoxy to the outer surface of each corner of my three sliding windows. The new welts were installed, filled with silicon lub, and the windows put back in.

So far, they are great. They fit well and move with a good feel. Next summer, when everyone is here in Bowling Green, we will look them over to see if they will wear well.

Carl Hall



By the way.....if anyone out there thinks he isn't getting the lift from the wing he thinks he should have - - carefully check the position of the ailerons at the trailing edge, when the wheel is in neutral position.

We had installed new heim rod bearings in all of the control joints, and found that even one turn of the rod too far, will affect the lift. On take-off, the plane felt like it was over-gross, even though it was lightly loaded. I had to rotate to an unusually high angle of attack to "pop" it off the runway. We found that we had to lower each of the

ailerons a bit to get the necessary curvature in the wing to produce the right lift. The book says that the trailing edge of the aileron and the trailing edge of the wing should line up, but this is pretty hard to get just right by eyeball, particularly if there's any play in the control rods. Wind blowing against the ailerons has a tendency to raise them up a bit, if there's slack in the controls (even with new rod ends), so in flight the trailing edges might not be aligned properly.

Dave Didio

COMING EVENTS

SUN 'N FUN NEWS

Sun 'n Fun EAA Fly-In Officials have announced plans for construction of permanent buildings to house exhibits and displays for the 1980 event. The City of Lakeland has agreed to financing for the project and if the Board of Directors agree to the terms of payment, construction could start as early as mid-October.

The building plans are but a small part of the plans for 1980. Sun 'n Fun has also submitted a proposal to the City of Lakeland for expansion of campgrounds, additional taxiways, improvement of the aircraft parking areas and drainage work. These are presently under consideration and the response appears to be favorable.

"With the change in dates to a warmer time period we expect a large increase in the total attendance in 1980" says President Lyle Flagg, "so expect changes and expansion in almost every area."

Other changes requested by members to be included in the event will be better coordination of forums and aerobatic demonstrations, the Ladies Pavillion will be moved to a paved area, forum tents will be located further away from other activities and from each other, and possibly an entrance from the north end of the site. Additional clearing will be done to expand the campground to the west. A new and separate facility is planned for Flight Service as well as a Commercial and Finance Office. "For the first time this fly-in will have an Emergency Medical Facility" Dr. Bergen Brokow said recently. We have had Red Cross assistance in the past years but this is definitely a move in the right direction.

All of those activities that have found favor in the past five years will be repeated, such as the evening corn roasts, the Ground Loop Party, The Gathering of Eagles and so forth.

Sun 'n Fun EAA Fly-in is patterned after the worlds largest aviation event, The Experimental Aircraft Association's annual convention at Oshkosh, Wisconsin. The growth of Sun 'n Fun has been phenomenal. Since its humble beginning only five years ago it has become one of the top events in the nation with EAA members from 15 nations in attendance in 1979. Aircraft attendance has been hampered due to the January dates, however, the dates for 1980, March 16-22, should correct this problem nicely. For more information, please contact: BETTY JONES, 4195 FORREST DRIVE, MULBERRY, FL. 33860.

NEW PRODUCT

Hi Skip,

Just a line saying how much I look forward to our club paper and find several hints & tips very useful.

While topping my C-90 engine I got tired of trying to find a third hand to press the valves inward and trying to take the rocker arms and rocker arms pins out at the same time, with only two hands. So, being a machinist I invented a hand tool that presses both valves inward with one hand and removing or replacing the rocker arms and pins with the other hand. A very useful tool and helps me out an awful lot.

Any members interested in such a tool, will be glad to send one with simple instructions C.O.D. for \$35.00 - Money refunded if not satisfied.

Respectfully

Sam Steele

1321 Aztec Ave., Metairie, LA. 70005

FOR SALE

1946 Ercoupe 415-C 1700 TTAF, 300 since major, King Radio 720 channel, artificial horizon, DB, Turnbank, Clock, Fresh Annual, needs paint, \$5,200. Ernie Michel, 5135 26th Ave. N, St. Petersburg, Fla. 33710, (813) 321-4394 or (813) 526-8716

1946-C model. No damage to airframe - no corrosion. Single fork nose gear. C-75 cont. engine with fresh ground .010 under crankshaft from Piedmont Avn. New camshaft. This is a good rebuild project at the right price. James A. Rinehart, 819 S. Carter Dr., Jonesboro, GA. 30236, Phone (404) 477-6463.

Red/White Ercoupe, good flying coupe. Pick up and fly home. \$3,000. Phone 817-691-1348 evenings. Bill Nolan, Wichita Falls, Texas.

FOR SALE

1946 Erco Coupe 415C N99280 Ser. 1903, New Red, White & Blue Imron paint, cecomite wings, DBL Fork, S/S Discs, New Rubber shocks & pucks, Whelan strobes top and bot., Narco Mk11, Narco Mk 111, ELT, MK BCN, AT 50A Trans, V/S, ALT, T/B, DG, A/H, 8 Day Clock, Mag Comp, Man Pres, Tach, Carb Temp, CY HD Temp, Eyebrow Lts, Cockpit Lite, New Glass, UP/Rug, Lndg Lts, V/G Rubber, 900 hrs TT Airfr/Eng. First \$6,500.00 Takes it.
John A. Russick, Red Lion Airport, Red Lion Road, Vincentown, N.J. 08088.

1948 Erco Coupe 415-E N94805 Ser. 4918, 1272 T.T., 520 S.M.O.H., 1825 S.T.O.H. All metal with mirror finish. Double fork nose gear, split elevator, metal prop., nav. strobe and landing lights. Has rudder pedals, bubble windshield, full switching and fuse panels, quick oil drain and towbar. C85 engine has oil cooler and either new or rebuilt carburetor, generator, regular, mags, plugs, ignition harness and hoses that makes it purr 110 mph at 2300 rpm using 4.8 gph. Equipped with Alpha 200, C.B. Radio, New E.L.T. and full panel including elec. remote compass, artificial horizon, elec. clock, rate of climb, and turn and bank. Good tires, brakes, glass, and interior. Original logs. Bird is hangered at Brownsville in Northern California and only early retirement forces this sale. Was judged Reserve Grand Champion and Best Engine Installation in 1977 National E.O.C. meet, May 1980 annual. \$7,750.00.
R.A. Chadwell, Star Route, Dobbins, CA. 95935 (916) 692-1352

1967 Alon A2A. 1200 SMOH on C90-16 approx. 2500 TT. Edo-Air 360 Channel Navcom, ELT, wired for intercom and transponder. Rudder Pedals, standard interior, new battery, prop seal, fuel lines and pump, recent interior. Full panel w/vacuum system. Excellent tires and Cleveland brakes rebuilt last year. Fresh annual in October 1979. One of few sold as twin tail Mooney Cadet. Will outclimb a Cessna 150. \$7,900.00. Call (915) 562-1352 after 1800 Texas time or write Col. Jack Crater, 409 Sheridan Road, Ft. Bliss, Texas 79906.

FOR SALE AND WANT ADS are placed free of charge to any current member of the Erco Coupe 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.

FROM THE MAIL BOX

Dear Skip,

Enclosed you will find a \$15 money order for my 1980 membership dues. My membership is expiring with the 11/79 Coupe Capers issue. Please note change of address. The entire staff of the Erco Coupe Owners Club has continued to do an outstanding job throughout the past year. I know that the persons doing all the hard work do not always receive the plaudits which are their due. May I take this opportunity to express my appreciation for the manner in which the club is administered and for the many worthwhile projects in which they become involved. The information provided in Coupe Capers is invaluable and I am sure has kept many a Coupe owner flying.

Sincerely,
James H. Van Over

Dear Sir,

I am presently an Erco Coupe owner. I have owned my coupe for about 4 years and think it's the greatest.

I have known for a long time that there was an Erco Coupe Owners Club but did not know how to get in touch with anyone about it. I saw an add in an old Trade-a-Plane.

I own Erco Coupe 415C, N94392, Serial No. 1617 manufactured December 12, 1946. It is the only one built with metal wings. It is presently stored in the ABC Airlines hanger at Texarkana, Ark.

I retire in April, 1980. I am interested in the Club. Your help will be appreciated.

Noble Dodson
415 Lanier St., New Boston, Tx. 75570

Skip,

It's been a long long time since I've heard from you. Is Coupe Capers still in print?

I've just returned from Hawaii and wonder if there is anybody in the market for a coupe trailer. I built 10 and still have one left. Although

they were designed primarily for coupes, they will haul other single engine planes. Price \$300. Sorry, no deliveries.

Also, is there anybody out there that would like to trade their plane (any considered) for a early custom '50 Mercury with Chevy Engine or a Scout 4 Wheel drive? How about sending me a copy of Coupe Capers.

Let me hear from you.

Rick Spalsbury
Box 3124 Vaile De Oro, Boys Ranch, Tx. 79010

Dear Skip:

Wondering if you may help me with a problem on my 415-C Erco Coupe.

The oil temperature on a hot day in the summer will go up to 200F. The baffling on the engine seems o.k. Was wondering if anyone had the same problem and what they did for it.

By the way, I am a new comer to "Coupe Capers." Like to say I have Coupe Serial No. 33.

Yours truly,
Raymond Gowdy

Dear Skip,

Here is a \$15.00 check for renewal of my membership for another year. As you can see by my change of address, I moved since attending the National. I'll use that as an excuse for being late on the renewal fee.

I sure enjoyed visiting with all of you this summer; particularly enjoyed the seminars. My memory is all I will have of the National because I loaded my camera incorrectly. So, I will have to go to the next one to get some pictures of the Heath's and their coupe, along with the other coupes.

Try to continue my membership with the December issue. And I hope to see you next year.

Sincerely,
Don K. Maxon

Dear Skip,

I am enclosing my dues. I am sorry I let my membership expire.

I have been in Canada (Ft. McMurray) working on a film. I became ill with "Staph Pneumonia." I almost left this earth. I am lucky to be alive. I spent seventeen days in the hospital. I am very weak and I am also still very short of breath. It will be quite a while till I get back to par. It is very frustrating to feel so weak.

I had planned to completely go over my coupe when I got back from Canada. I have a couple of ideas to get over the 130mph hump, even though under certain conditions I have seen 135mph. Also Joe Brooks is very fast also, and I like to stay ahead of him.

Sincerely,
Joe Figueras

P.S. I have moved to my new address-1065 Lomita Blvd., No. 61, Harbor City, CA. 90710.

Dear Skip,

Will share with you my experiences of buying and learning to fly in my Erco Coupe. I am a retired Air Force type of 47 (with no ratings) when I decided to buy and learn to fly in my own airplane. Bought an Erco Coupe sight unseen from my good friend Don Maxon who then lived in Tulsa. About the only thing I had going for me was that I had my A&P, picked up earlier just for such an eventuality. So after committing to buy the airplane and to have Don deliver it, I thought it best to find an instructor. My very first call to the airport here in Fort Collins resulted in my talking to a fellow by the name of Elliott Ray. Elliott, who is a CFI, was, it turns out, the test pilot for Forney when they built the Aircoupes here. As I understand he flew every one they produced. He flew tests on the three control conversions, constant speed props, and all sorts of interesting things. Incidentally he says that the rudder pedals are OK if you want something to do with your feet but that the plane flies just fine without them. He was also the test pilot for the Luscombes when they were made here so I guess he knows all about rudder pedals.

Well after a couple of very interesting take offs from our 5000 foot elevation field with a cruise prop, and the subsequent repitching to a climb prop (for \$42.00 by Univair complete with balancing, tracking and paint touch-up) things went just fine and I am rapidly approaching my check ride. I am finding, as Elliott says, that any problems one has with an Erco Coupe are due to the person flying the plane rather than the plane itself.

Sure enjoy the Erco Coupe. Love the visibility, but hate the noise. Am going to try to soundproof it this winter. I would really appreciate anyone having experience with soundproofing the Erco Coupe dropping me a line as to the most effective measures. With all that plexiglass above the shoulders, that gives all that visibility, I don't expect miracles. Has anyone ever tried soundproofing the inside of the top and side cowls?

Am still looking for some good, aluminum finish, control surfaces and stabilizer. Anyone having same, please let me know.

Incidentally, this is a great place to have an Erco Coupe with Univair and W.E. Cummings right down the road. Both are great to do business with.

Anything I can do for the members in this part of the country, just let me know.

Sincerely,
Wayne Lawler
2900 Tumbleweed Lane, Fort Collins, Co. 80526

Dear Skip,

Enclosed is \$15.00 check for membership renewal. I wouldn't dream of owning my Ercoupe (3548H) without being a member of E.O.C.

I am planning a spring renovation of my Coupe which will include new paint, new fabric and hopefully a few new goodies like wheel pants and full view rear window. I would also like to replace a previously damaged but functional, right wing fuel tank. I want to use a polyurethane paint including the wing fabric but am unsure of which fabric would be best to use.

If anyone has any of these items for sale or any info on fabric, I would appreciate them dropping me a line. Would also like any paint scheme photos available.

Sincerely,
Robert J. Crammer
1424 Wisconsin Ave., Racine, Wis. 53403

P.S. I attended, with much pleasure, my first National Fly-In this year although due to I.F.R. conditions in Wisc. then, I couldn't fly my Coupe. Came down in a 172 with my fly brother-in-law. Looking forward to Bowling Green this year.

Dear Skip;

Thanks for running our ad in the Coupe Capers. We sold our Cherokee locally and we now feel like real EOC members. Oct. 24th we became proud owners of Alon 6500Q. Went to Watseka, Ill., met a great bunch of Ercoupe owners. Oct. 25th climbed into Bud Peter's Alon and flew it back to Des Moines. I think a bit of Bud's heart went with the Alon.

Alice and I thoroughly enjoyed our first fly-in at Tahlequah via our CheroCoupe and plan to be at Bowling Green next year.

Thanks for a good Club.

Sincerely,
Leo T. Schuler
3810 Adams, Des Moines, Ia. 50310

Dear Skip;

I've enclosed \$15.00 to renew my EOC membership, which expired recently. I'm sorry to report that my wife, Bonnie, passed away recently, so I had returned to the States to handle the various legal matters, and during that time my membership had expired.

While I had originally arranged for my Ercoupe to be shipped over here to Germany, the sudden change in my personal life made me re-consider that movement, and I decided to fly the plane from Miami to my parents' home in Iowa, where it will be hangared for a while. During that time, I'll have a considerable amount of work done to the engine and the interior. Chances are, with my change of circumstances, I'll remain here in Germany for a couple of years, and then return to the States, so there was no need to go through the hassle of shipping the plane over, and then back again so soon.

The 'coupe and I made the trip to Iowa in good condition, but the journey took five days. The first leg was from Miami to Ocala, for an overnight stop at my brother's place. (He's also learning to fly, by the way, and hopes to check out in my 'coupe when the time comes). The second day, I got weathered in at the Columbus, Georgia field, for two whole days. There was a brief hail-storm, and I and about two dozen other pilots held our breath, watching the hard stuff come down all over the ramp, but no damage to any of the planes. The fourth day the weather cleared, and I made it up to Ottumwa, Iowa. The fifth day, I nearly froze while pre-flighting the plane, but before long we were airborne, and touched down at Clarion, Iowa at about noon. I had had only one surprise on the entire trip, and that was when I picked up a bad vibration about 30 miles north of Ocala, on the first day. Thinking I had lost the tip of my prop, I set it down in the first pasture I found. Turned out, the cable controlling the elevator trim-tab had disconnected. I hooked it back up, and made a hair-raising short field and soft field take off over the trees ringing the pasture. But, the whole trip was a great opportunity for me and the 'coupe to get thoroughly acquainted.

Bonnie had always told me that the day I sold the coupe would be the day she knew I had given up my freedom, so I'll never sell it. I'll miss it while I'm here, but I know it'll be in top shape when I return. In the meantime, I'm anxiously awaiting the next issue of Coupe Capers. That's it for now. Looking forward to the future issues.

Best Regards,
Dave Didio, Stars & Stripes, Photo Section, APO NY 09211

Dear Skip,

First I would like to renew my membership to the greatest newsletter ever printed, and the greatest bunch of guys & gals alive. THE ERCOUPERS.

After 45 years, I bought my dream ship and learned to fly it. I now have 300 hours, all in my coupe. She has a total of 1000 hours. We

have now been wed for five years and I love her even more.

Wagging her tail and dripping oil, she is my dream come true.

"Thank you, Fred Weick."

I really enjoy reading about your people, and your fly-ins. I have not been able to attend any as yet, but hope to be able to, in the future. Some of your newsletter information has been very useful in keeping my bird flying.

I hope to give her a new paint job & T.B.O. my engine over the winter. I am an aircraft mechanic and sheet metal assembler for Boeing Aircraft, Vertol Division.

I am very interested in the diesel turbine engine in the December issue. All information and data will be appreciated. Good luck.

We have an 0290G Engine, but that seems to be a bit much for the little bird. I hope to fly her for another 32 years. If I have to convert her to burn peanut oil, so be it.

As you can see, this is the first letter I've written in 25 years.

With people like you and other Coupers coming up with new ideas, we should be able to keep our birds up forever.

Keep up the good work.

Allen Boyer
7627 Fayette Street, Phila., Pa. 19150

Dear Skip,

I'm sorry that I "missed the boat" on a King KY 92. The very day that the December issue of Coupe Capers arrived, I phoned Raleigh Durham Aviation Radio shop. Mr. Turner was out of town and not expected to return until the following Monday. I was referred to his assistant (?) and was told that all of the KY 92s had been sold. I hope that all of them went to Ercoupe owners.

Incidentally, within a short time I will have had my Ercoupe for 33 years. I'm sure that in its present condition, it is probably worth nearly twice what it cost the day before Christmas, 1946.

Should you ever come to Palm Springs, Helen and I would be delighted to hear from you; and I would very much like to fly you across the nearby Salton Sea.

Sincerely,
Harold Pressman

Howdy Skip:

Enclosed are a couple of pictures of the Supercoupe taken on Sunday, Nov. 18, 1979. That fellow sitting on the Co-Pilot's side is none other than Fred Weick and, of course, the one standing in front of the plane is me.

My wife and I had dinner with Mr. & Mrs. Weick on this day and I took Fred for a ride after we ate. Fred said this is the climbingest Coupe he ever flew but not the fastest. Erco manufactured a retracting gear coupe and it had a higher cruise than my 150 horses coupe.

The Supercoupe has a top speed of 136 m.p.h. and a cruise speed between 100 and 130 m.p.h. I fly it less than half throttle at 115 to 120 m.p.h. Fred said that with the same throttle setting it will cruise faster than a Cherokee 140.

The Supercoupe has no crosswind take off problems. It goes straight down the runway with a 30 degree 25 m.p.h. crosswind before it can start to weathercock, it is flying. With a headwind sole I can take off and be 300' up after take off in about 5 seconds. The best climb angle and speed is 90 to 95 m.p.h. and 1000 to 1200 feet per min. It will maintain altitude with wheel all the way back and the engine turning 1700 r.p.m. indicating 52 m.p.h. with the throttle full bore and the wheel all the way back it will indicate 43 m.p.h. and be climbing at least 500' per min.

I have to confess I have an Aeromatic prop on it and I have it set to give me 2700 r.p.m. for take off. Climbing it turns 2500, cruising is between 2000 and 2350 r.p.m. In level flight or in a dive you cannot get it to turn over 2450 r.p.m.s. I will not allow it to go up to the red line because it is 200 lbs. heavier than it was when I bought it. It glides perfect with full nose high trim and no back pressure indicating 85 to 95 m.p.h. It touches down in the mid 60's unless it is a strong cross-wind then I use a little power and put it on in the 40's. Incidentally, Fred Weick said the balance was just right on it.



I cannot give any exact figures on fuel consumption except that it will be between six and nine gal. per hour according to what you are doing and how you are flying it.

Now I have to change the subject a little.

I am not the only person that has done the modifications on this plane. A very close friend of mine whose name is George Petit has saw to it that nothing is done that is not right. George is an A&P and CFI, he has completely manufactured his own plane and it hangs in the E.A.A. hall of fame. He is one of the original members of the E.A.A. His airplane was built in 1947 with a 75 Continental and it is a pusher, it would do at least 175 m.p.h. When I look at the new Ultralights that are pushers I know who had the idea first. This man, in my opinion, is just a little better than the best. I hope to have a picture of him with this letter. Please mail back my pictures after you make pictures of them.

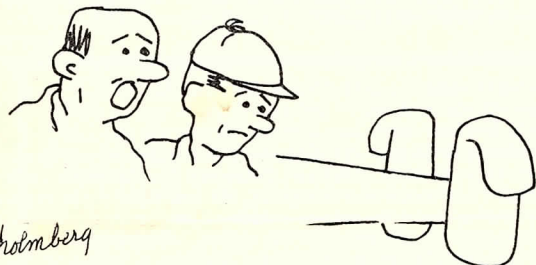
There are now two persons who have soloed a 150 horsepower Ercoupe. The other one is Henry Newmon. I checked Henry out the Sunday that just went by and let him fly it solo. He owned an Ercoupe for 4 years and was a member of E.O.C. He sold his Coupe, now he wishes he had it back.

I hope to make it to Sun-N-Fun. I also hope I can have it prettied up by then. I have a plastic nose on it and I expect to have a plastic hood and belly pan by the time Lakeland gets here. If I don't have it prettied up I will have the Superest, Ugliest Coupe in Lakeland.

Who knows, there may be a new award to the Oddest Coupe in the world and if there is, I am sure I can get that if it still looks like it looks right now.

I hope that everything is O.K. with you and yours, and you will see me in Lakeland if the Lord is willing.

Thank you,
Ralph E. Johnson



"I think we bought a dog."

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Jim Jackson, 511 22nd St., Spirit Lake, Iowa 51360 (712) 336-2383

Wisc. — Jim Fohr, 2124 Wawkesha Rd., Caledonia, Wis. 53108 (414) 835-2111

Neb. — Lowell D. Satterlee, 8311 S. St., Lincoln, Neb. 68520 (402) 488-4193

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La. — Sam Steele, 1321 Aztec, Metairie, La. 20005 (504) 834-7388

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Mich. —

REGION NO. 9

Regional Director

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S. Car. — Ky. — W. Va. — Del. — Md. —

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Regional Director

Bill Morrison, 1004 Greenbriar Dr., Brandon, Fla. 33511 (813) 689-6449

Wing Leaders

Ala. — Greg Cartier, P.O. Box 93, Laceys Spring, Ala. 35754 (205) 893-2097

Ga. — Dan Silliman, 1499 Ellis St., Augusta, Ga. 30901

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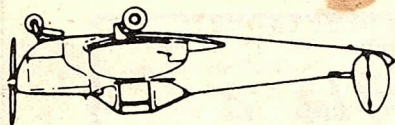
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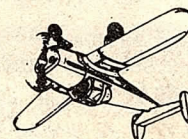
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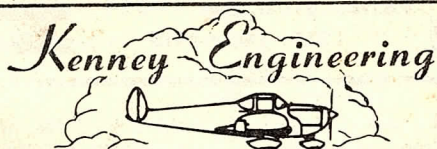
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