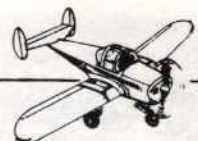


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB

Volume 7, Number 10, March 1979

EDITOR: SKIP CARDEN



PRESIDENT'S PARAGRAPH

We've all survived the holidays only to be attacked by ice, wind and snow! I guess we'll all be glad for Spring. And then Greeley is just around the corner. I'm waiting to hear from a few more people who will be involved in the forums to set up a firm schedule. When we get details settled we'll get the schedule of events to Skip for printing in Coupe Capers. Then you can plan your time better. In the meantime, as soon as Skip is ready, we'll be encouraging you to PREREGISTER. Also, in recognition of the terrific job the Regional Directors have done this year, we're planning to present a trophy to the Regional Director who has the highest percentage of his area's Coupers registered and paid attending the National. We'll get a copy of Skip's Coupe Capers mailing list just before the National and figure the percentages from that.

I guess that's about it for the time being. As soon as we thaw out here we're hoping to get more flying in. Meanwhile, you guys in the sunny South think of us once in a while when you're Coupering around.

See you in Greeley—
Roy Wright

Ercoupe Airforce

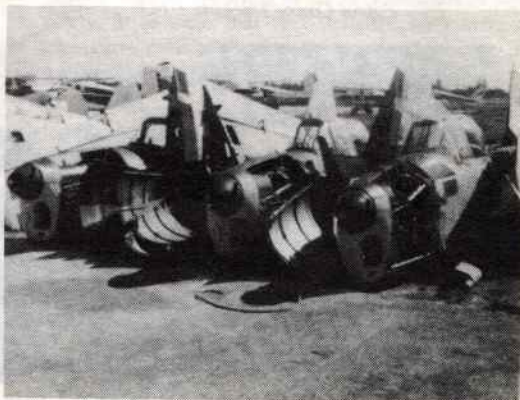
For sometime I have promised to reveal to you the particulars of the Ercoupe Airforce along with photos and now is the time. This brave outfit stands ready at a moment's notice to scramble in the air to take on any adversary, real or imagined, and to engage the foe in a life or death struggle. They usually find sport in attacking Cessna 150's diving from the sun or above into the blind side shooting and turning until they see the telltale stream of smoke indicating a kill. Sometimes they scramble on top secret missions to observe and follow as is seen in this shot of a recent UFO mission. Sometimes they catch the foe on the ground as they did in the photo of the havoc and destruction that they unleashed on these Chipmunks that were never able to get off the ground to engage our brave warriors. From land, sea and snow, these warriors stand ready to protect us from all enemies — SLEEP WELL, THE ERCOUPE AIRFORCE IS ON ALERT!



Frank Rakes 415-DP sits on the runway in Cairo, Egypt (DP—desert patrol)



Paul Groth's 415-P40 Deep in Indo China refuels prior to another mission





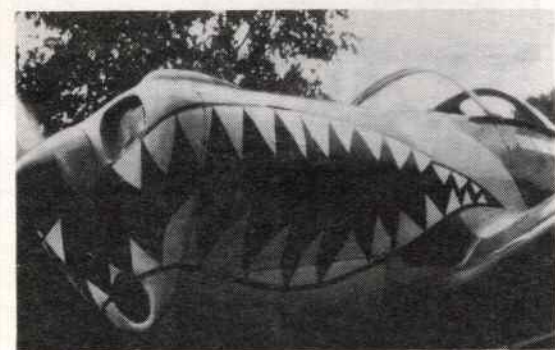
Lawrence Cowger's dive bomber coupe "Lady Be Good" awaiting a fresh load of bombs



PT-415 Coupe awaits new crop of Cadets. (Owned by Jim Reynolds—my old coupe)



Patrol Coupe tracking UFO



Dick Crowder's P-40 Coupe Warms up in the early morning cold somewhere in China



Fred Sampson's P-40 Coupe being guarded by a herd of Cows



Don Berkey's Naval Coupe off to chase zeros



Jim Ward's Night Fighter assembled with other war birds



Ray Murry's AT-415 parked on the grass strip somewhere in Cambodia



Navy Coupe taxis across for mission assignment



Stewart and Doug Nelson re-fuel before flying escort duty



Ari Caspers 415-SP Sits on the Ramp at Key West, Florida between Sub Patrols



Pappy Boyington is all smiles as he de-planes his 415 Corsair after logging 2 Kates and 3 Vals!

FAA INSENSITIVE TO REQUESTS FOR EXTENSION OF PUBLIC COMMENT PERIOD

On January 5 the Federal Aviation Administration announced a Notice of Proposed Rule Making (NPRM No. 78-19) calling for radical extensions of positive control of U.S. airspace. They set aside 60 days for public comment. The Experimental Aircraft Association and other major aviation associations petitioned for 60 day extension of the response period. All who applied were turned down.

"I utterly fail to understand why the FAA has denied our request for a 60-day extension of the response period to their NPRM," Paul H. Poberezny, President of the Experimental Aircraft Association said today. "It is not possible to develop an intelligent, articulate response to their elaborate, and confusing 59 page proposal in the space of two months. And though we've gone to great lengths and expense to communicate the contents of the NPRM to all who will be directly affected and endangered by it, we can't possibly complete the process of communicating, gathering data and formulating a response in that time frame. We're learning that there are people in the FAA who are far more interested in politics and face-saving than in real safety."

Poberezny went on to point out: "Every citizen should be given the opportunity to express his opinion relative to safety matters and restrictions of airspace that would directly affect them and the investment they've made in aviation."

The FAA dismissed EAA's request for an extension calling it "premature" and stated that "the strong public interest in proceeding with the rule making process requires expedited action." It's becoming clear that political expediency is the motivating factor. It's obvious that the FAA is intent on by-passing the constructive comments and proposals of the half million pilots who use the air traffic control system in this country on a regular basis.

In a letter to its congressional representatives, the EAA wrote: "We ask your help in securing an extension of the NPRM response period, in securing a fair hearing with open-minded people at the FAA so we can detail the ingredients of our safer proposal. If the FAA's steam-roller tactics continue, we request that you initiate a Congressional hearing to determine exactly who is operating in the best interests of public safety. It is time that this sluggish, ineffective and insensitive political bureau be examined, exposed and overhauled."

MEMPHIS MIDAIR COLLISION between a Falcon Jet and a Cessna 150 was caused by the failure of controllers to separate the aircraft and the failure of the pilots to see and avoid the other aircraft. The National Transportation Safety Board report says that the failure of a controller to issue a traffic advisory to the Falcon and the failure of the tower supervisor to insure proper coordination contributed to the accident.

Both aircraft were under ATC control and were in radio and radar contact with the tower. The jet, with an instructor and three student pilots on board, was on an IFR flight plan, practicing approaches. The Cessna, with an instructor and passenger aboard, was VFR and was receiving Stage III radar service (Memphis is a TRSA).

FORMER MEMBER INJURED

"Reeds Springs, Mo. - a private plane with a family of 4 aboard, lost power on a landing approach, clipped some trees and crashlanded Monday in a field near Reeds Springs, injuring the pilot. HOWARD SNOW, 34, of Point Lookout, Mo. was treated for facial cuts and bruises at Skaggs Community Hospital in Branson, Mo. and released.

His wife, Loretta, and their two children escaped injury in the emergency landing, attributed to an apparently faulty engine. Reeds Springs is about 35 miles south of Springfield.

The plane, a Piper Cherokee, was returning from Muckskogee, Ok. to Point Lookout, flipped on landing, and was heavily damaged. The patrol said the plane lost power at 3,400 feet while approaching the airfield about 4 miles north of Reeds Springs. The plane was rented from the School of the Ozarks at Point Lookout."

REGION 1

Dear Northwest Coupers,

Thirty-three hearty Coupers grouped at sunny Albany for our January gathering. It was a cheering sight after our months of dreary drive-ins. Although several still had to drive, there were six Coupefulls and two foreign-flying-types. Roy was glad to get our plane in the air again. Since my parents were visiting from S. Car., my Dad went in the plane and my Mom and I drove. The other Coupers who flew in were Damewoods, Jack Stevens and Charles Conrow, Tom Newton and a friend, Dan Smart and Jo Johnson, and the Prossers. The Prossers' friends, the Mohrs, and Tim Brownhill and friend came in UnCouples.

Among this group you see the names of Dan Smart and Jo Johnson, new to our ranks. They had flown down twice before in N3408H, formerly owned by Don Bently, but had miscued and somehow missed us. There were two other new couples this month. Bill and Betty Mault from Coos Bay drove up leaving N3394H in their coastal fog-Betty was wearing the new Ercoupe earrings. Also, Hal and Helen Looper, who own two Ercoupes, were fogged in at Toledo and drove up. We were delighted to be able to welcome three new couples and hope to see them often.

There were several "regulars" who drove in. The Pauls were there with Cindy and Rob - Clarence had a radio and an extra main wheel retracting device which

he sold within minutes. Fred Ream is having some radio work done on his plane so drove and brought his wife whom we were pleased to meet. Dick and Mary Roscoe drove since their plane is being annualled.

Although the main topic of conversation was the National Fly-in at Greeley, we did discuss a few other things. For one, Tim Brownhill, the local A&I we use, is no longer at the North end of Aurora but is available for work if you are willing to wait your turn - he can be reached at home 656-5145. Also, Clarence Paul slightly revised Jim Frey's wheel retracting mechanism to adapt to his gear, says you can use the valve springs from the Cummings Diesel Engine, and would be glad to explain what he did to anyone interested.

Of major interest to many of you is the National at Greeley. We are planning to start from Redmond, Ore. on Wednesday, June 27 at about 6:00 A.M. Our Wednesday overnight will be at Burley, Idaho and Thursday we'll be in Greeley. Our list of Oregon Coupers planning to go is growing steadily - I can think of 10 names without even looking at our list. We haven't heard the latest count from Washington but rather presume they'll join us at Redmond. Also going with us will be Sandy Sanders flying his General Skyfarer, which is similar to a twin-tailed Tripacer.

We'll cover in more detail what you'll need to take. But generally, dress is casual, so pack light; equip your plane with a small survival kit (we have a list if you need it)...we've never found this flight hazardous and do stay over landable areas, but there are mountains to cross and there is no excuse for lack of preparation; bring tie downs; bring a snapshot of yourself to put in your plane windshield at the fly-in.

Furthermore! Be advised that your future enjoyment as private pilots is subject to immediate change. Enclosed is a copy of an overall assessment of the current situation, proposed government changes, and what you can do to help arrive at a more realistic solution. PLEASE HELP!

All our monthly get-togethers this year will be at Sweptwing in Albany, the Third Saturday of each month, at 12:00 noon. See you Feb. the 17th.

Roy & Eileen Wright

REGION 2

WHITEMAN FLY-IN MAKES A HIT

It may have been the greatest collection of vertical stabilizers in one fleet of aircraft since Doolittle's B-25 raid on Tokyo. That was the Whiteman Airpark Ercoupe Driver gathering. Coupes came from as far south as Carlsbad, California, and from as far north as San Luis Obispo. A count of seventeen coupes was reported at one point. Of course, several of these were coupes whose home-base is Whiteman. The weather held...barely...and visibility under the high overcast was fifty miles at times.

Jim Buote came in his Swift, as usual, and reported that he has sold his 'coupe to Fred Gish of Corona. Gary Olson came in his Cherokee.

Wayne Olson, who has never missed an Ercoupe fly-in nearly missed this one. His Cadet 9533V was being overhauled. There it sat in Wayne's hanger. Wayne finished putting it together and started it up and let it run for about fifteen minutes. "Well, it

runs," he told his friend Jack Owen. So with fifteen minutes on a new overhaul, he took off for the fly-in. (What better way for Wayne to test the new engine...come to an Ercoupe Fly-in. After all, it's going to be doing a lot of that before it is overhauled again).

Entertainment included awards and a Swift making an emergency landing on one wheel. (Tough little planes, those Swifts. A whole bunch of Ercoupes were there to lift the Swift, force down the wheel and roll it off the runway). The awards were for most recent annual, Leonard Sankstone; most under gross weight; first timers, Paul West and Jim Robertson. No one won the award for having filed a flight plan for the trip.

A special guest was Charles A. Watry, publisher of the Pacific Flyer. Watry took a ride in Chuck Ferris' coupe, took lots of pictures, listened politely to Ercoupe lore, legend, and lies, and later wrote a thirty inch feature story about 'coupes. (Look for it in the February issue of the Pacific Flyer).

Ralph Johnston, the expert model builder was there, measuring and photographing details. (This unnerved some coupers who didn't know Johnston—they thought the FAA was there measuring 'coupes). (Editor's note: This is the sign of a truly great fly-in...the rumor that the FAA is going to be there weighing Ercoupes and issuing citations. It is always a rumor...so far but I don't know why. If the FAA fined every Ercoupe that flies over-gross, they could take the whole Department of Transportation off the tax rolls).

WHAT'S COMING UP

March 18, 1979, ten a.m. at Montgomery Field, San Diego. More good eats at the Mexican Restaurant on the field.

April 22, 1979 (Fourth Sunday of month)...Fla-bob Airport in Riverside.

May 20, 1979, Chino.

June 17, 1979, Father's Day. Bring Dad to Santa Ynez Airport and visit quaint old Solvang. Come a day early and stay over-night.

We would like one of you hanger owners to invite the drivers for an evening drive-in. We'll sweep the floor and have a pot-pourri slide show. (Everyone brings his favorite Ercoupe slides or home-movies. Everyone brings his own pillow to sit-upon, too). (Funny, I never heard of a BYOB-BYOS-BYOP party before. Bring your own beverage—Bring your own Slides—Bring your own pillows!).

AREA NEWS

SUN N FUN

The Ercoupe Owners Club was once number one at the Annual Sun N Fun Fly-in. Not only did we have members from as far away as Watertown Main that flew in, we had over 86 members sign up during the

week long festivities. There were also 25 Coupes that registered with the largest number arriving during the last weekend. For the fourth year in a row, we had the largest number of type aircraft attending, had the largest Forum and three of our members walked away with Sun N Fun awards, more than any other group. So all in all, it was another memorable event for those attending. We were pleased to see many new faces such as Bill Shields from Clinton, S.C. with his really polished Coupe, R.A. Swiezey, Kirk White, Marvin Funk, Carter Willey, and Jerry Robbins. We were also pleased to see some faces we hadn't seen for a while in the persons of Fred Fisher, and Bob England and Burt Ellegaard. It was an honor to have Vice-President Jim Fohr with us also. Jim rode down with Jim Jackson in Jim's super van visiting several points of interest on the way down from the frozen north. Those wonderful Weicks were also there adding to everyone's enjoyment, and we had the good fortune to hear Fred recount one of his interesting experiences with mountain flying. Those planning to attend the National in Greeley were most attentive.

We had a Mass. member who drove down in the person of Webster Fox who was kind enough to help out in the booth and lend a hand where needed. The North Carolina bunch headed up by Fred Fisher was also in attendance and helping when needed as was Lee Martin who is becoming one of our regulars at Sun N Fun. There were also Jerry Robbins, Bill Morrison and Carolyn and Tanya Carden, and many more who my poor memory will not recall at this time. When Milt sends me the listings I will try to see that everyone gets proper recognition. Don Stretch finally arrived in Durham on Tuesday afternoon after some anxious moments and then on departing RDU Thursday morning he became acquainted with the complexities that I write about, said that he had never been through such a hassle before — well, we do it all the time! Don also acquired a taste for the famous mud pie on our overnite stopover in St. Augustine and raspberry pie in Lakeland, that guy can really eat! Well, it was once again one of those memorable adventures that we can recount to others on those long cold February nites.

Joe McCawley in our Forum related to the audience something that I said the nite before during one of our BULL sessions, that, "I really didn't come to Florida for the Sun N Fun, or even to see the beautiful Coupes, but to see and enjoy the fellowship of the Coupers." I do not know of any finer bunch of people on the face of the earth—real people who enjoy each other for what they are, not who they are or what they have.

Skip

HINTS 'N TIPS

Dear Skip:

Enclosed please find my \$10.00 renewal dues for another year of Coupe Capers.

Having recently sold my Ercoupe N87034, I am somewhat lost left here on the ground. The Coupe Capers help me get back up in the air at least once a month. This has been one of the most enjoyable publications I have ever received. You and your staff are to be commended.

Keep the For Sale ads running as I will soon be in the market for another Coupe!

By the way, just in case the information helps, I want to pass along what happened to me last year in my coupe. First of all I took nearly all my flight training in my own Ercoupe except for about 7-8 hours in a Cessna 150 for the rudder experience. It sure was fantastic to solo your own airplane for the very first time. By the way, there are no restrictions on your license when you take your training and check ride in your Ercoupe. My check ride examiner was so thrilled about being in a Coupe again - he had to land it himself.

The main thing I wanted to share with the club, however, is that I had been experiencing some problems with my left forward valve freezing up. This happened a number of times on the ground after a brief warm up and shut down of engine - sometimes it was just stuck and wouldn't give a good mag check. At any rate this valve had always frozen up after the engine had been shut down - like the day before. You wouldn't know it until your next trip out. (100 octane fuel was used and was all that was available). I was always able to free the valve and lubricate it with WD-40 (Great Stuff!) This valve had never stuck with the engine running or in the air "until" I was making my long student cross-country, on the last leg back from Americus, Ga. to Atlanta. After leveling off at 3,500 ft. it happened. Immediately I lost 200 RPMS and a very bad vibration set up. I figured what must have happened and throttled back to stop the vibration - assessed the situation and did a 180 back to Americus - only I couldn't make it. Not losing 200 ft. per minute. I was fortunate to find and land successfully on a private grass strip on a farm with no further incident.

I stayed overnight to settle my nerves. The next morning I temporarily fixed the valve and headed out again - bad weather moved in. What started out to be a sunny afternoon cross-country flight turned out to take three days to complete with one forced landing.

Finally, when back in Atlanta (Fulton Co. Airport) we took the Coupe down - it had a cracked cylinder and piston skirt. That and the annual cost a bundle to fix. After that it ran like a sewing machine.

I just wanted to share with other Coupers that those valves WILL stick while the engine is running and you are flying. Took a lot to convince me!

So be careful and if you have a similar problem, correct it first.

Thanks for such a fine publication.

Sincerely,
Steve Ayres
3600 Bankhead Hwy.
Lithia Springs, Ga. 30057
404-941-9784

Gentlemen:

Enclosed is our latest Ercoupe Service Bulletin Number 26. This bulletin deals with the inspection of the control column for evidence of cracking. Ercoupes are 30 years-plus-old and inspections of this type are becoming a necessity for maintaining safe and reliable airplanes.

Copies of Bulletin Number 26 are available from Univair on request.

Thank you.

UNIVAIR AIRCRAFT CORPORATION

V.P. "Bob" White

Parts Department

SERVICE BULLETIN NO. 26

CONTROL COLUMN INSPECTION

Subject: Dye penetrant inspection of control column tee for evidence of cracks.

Models effected: All Ercoupe 415-C, 415-CD, 415-D, 415-E, 415-F, 415-G aircraft. All Forney F1 and F1A aircraft.

Compliance: Inspection required within the next ten hours of operation and every 5 years thereafter.

Procedure:

1. Inspect control column tee welds as follows to detect any cracks.

A. Remove any paint from control column tee area so that only Cadmium plated surface remains. See diagram for effected area.

B. Spray welded area at junction of cross tubes and vertical column with Turco Pre-Check (or equivalent) cleaner.

C. Wipe excess cleaner off and dry with a clean cloth.

D. Spray on red Turco Dy-Check (or equivalent) penetrant and allow to penetrate thoroughly. Time in this operation will vary from 2 to 20 minutes.

E. Apply Turco Remover No. 3 (or equivalent) followed by wiping with a clean cloth to remove surface residual penetrant dye.

F. Spray on Turco Dy-Check (or equivalent) Developer. A thin film should be allowed to remain, forming the drawing action necessary before reading. Normal time limits are from 2 to 10 minutes.

G. Examine area for defect formations being evidenced as a white contrasting background for the red dye indications.

H. Remove developer with Stoddard Solvent or other commercial cleaner.

2. If dye penetrant inspection reveals any cracks replace column with new or certified servicable used assembly part number 52118. Do not attempt field repair.

3. Complete proper log book entries.

EMERGENCY NOTICE

The following letter was just received from Leonard Page and is of extreme importance to each Coupe Owner. We must remember that the Coupe is now 33 years old and so we must keep a close check

on all mechanical parts. I have a piece of the tubing in question and it looks perfectly good from the outside, but it is rusted paper thin along the bottom wall from the INSIDE, WHERE YOU CANNOT SEE. As Leonard says, almost all were rusted on the bottom inboard end. If you have any doubt, then remove the pushrods and clean the paint off with a wire wheel and look for any sign that there may be rust such as pin holes, inspect under an 8 power glass if in doubt. Although this is a part that doesn't carry a great deal of load, it could be rusted all the way around and separate causing loss of directional control.

2-10-79

Dear Skip,

Just come from the shop from working on the project.

What I found this morning, thought I shouldn't waste any time passing it on.

Needed a small piece of tubing so thought would cut it out of an old Aileron pushrod "the long one." When I put it in the vise to cut it, you can see what happened, "it crushed" The outward appearance was good. I cut up more of them, all the same, rusted nearly all the way through. MOSTLY ON THE BOTTOM INBOARD END.

I want you to help me pass this on to the guys. Some of these rods came from planes that were just recently in service.

Sincerely,
Leonard Page
Belleville, Ar. 72824
501-495-2647

I have just talked to Leonard and he advised me that you can also check the pushrod tube by pushing an ice pick or an awl into the surface of the rod - if it penetrates then you have problems - if not, then you are OK. The tube should be checked in several places all around and along the tube. This problem will be more likely in Coupes that are tied out, or have been exposed to salt air for long periods of time.

Skip

HELP NEEDED

According to the logs and the available data, the prop on my plane is a 1B90CM, 7351. It seems to have considerable vibration, and my sources indicate that the prop on the D model 85 hp should be a 7150. We've checked everything, including putting on new mounts, but can't get rid of the vibration. I wonder if anyone can confirm the prop numbers for this plane for me.

Also, it appears as though oil is being siphoned up from the filler cap....at least that's the way the oil streaking inside the cowling would indicate. Does that spring-loaded cap have a tendency to lift up when airborne?

I'd appreciate any info the other members can provide on that prop. I think when the change-over was made years ago to the "D," they didn't bother to change props. Aside from that, it's a great ship, and we look forward to many great hours in the air. It gets around 5gph gas consumption, and I've given up on the idea of putting rudder pedals on it. There's no

sweat in any crosswind, and I sure don't need to slip it for altitude loss. Just follow the book and it does great.

Best regards,
Dave Didio No. 1238
Box 592854 AMF
Miami, Fla. 33159

COMING EVENTS

With Spring just around the corner it is time to start getting ready for the 2nd Midwest Regional Ercoupe Fly-In.

Due to better facilities and motels, we have moved the Fly-In from Taylorville, Ill. to the Star Chief Aviation at Jacksonville, Ill., which will be May 5th & 6th, 1979.

We will have more information on the motels and etc., later.

Everyone start making your plans to attend to make the 2nd Fly-In a bigger and better one than last year.

We hope everyone had a Very Merry Christmas and a Happy New Year.

John & Rita Wright
4 Flossmoor, RR 6
Springfield, Ill. 62707
217-546-0585
or 546-3547

The Arizona Group will have their annual Fly-In April 21st, and 22nd, 1979. It will be held again at the Litchfield Airport. Jim Ward, president of the Phoenix group, said that he is also working on some accommodations on the field. He will send the details so we can print them next month. You will remember that this was a really great Fly-In last year and should be even bigger and better this year, so make your plans now to attend.

ERCOUPE OWNERS CLUB

MIDWESTERN FLY-IN

Shenandoah, Iowa

Memorial Day Weekend

May 25, 26 & 27, 1979

Bill Berning, Berning Cafe

Shenandoah, Iowa 51601

712-246-1623

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 - Early May Garden Center and Henry Fields Garden Center. Pilot Safety Seminar by well known pilot, story teller and past investigator for damaged aircraft for this area, you'll really enjoy meeting this fellow who goes back to World War II Days. Tour Larry Greenwalt's art studio, Reknown National Artist. Slides on Greeley Colo., and information on the National Fly-In. 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.

Camping Available, we have 80 fuel, bring own tie downs.

(possible T.V. coverage with a good advance registration turnout)

MOTEL ACCOMMODATIONS: Single \$15.00, no need for this one, certainly can double up. Double \$17.00. Two double beds - 4 people \$26.00, this is \$5.50 apiece (can make arrangements on registration). Pool and sauna.

EAA HEADQUARTERS PLANNING FALL TULLAHOMA FLY-IN CONVENTION

"We are pleased to announce plans to establish an EAA and EAA Foundation Fly-in and Convention this fall in the community of Tullahoma, Tennessee," Paul H. Poberezny, President of the Experimental Aircraft Association announced today. "The setting at the airport and the facilities in the area are ideal for a large gathering of sport aviation enthusiasts from all over the nation." EAA's first annual fly-in at William Northern Field in Tullahoma is set for September 27 - 30, 1979.

Initial plans were announced at a meeting called by EAA Foundation Trustee John Parish, on January 14, 1979, and attended by the Mayor of Tullahoma, members of the Industrial Commission, the Airport Commission, the Tennessee Aeronautics Commission, and the Chamber of Commerce. These people were joined by the members of 13 EAA Chapters and 3 International Aerobatic Club Chapters who eagerly pledged their support and volunteered for more convention chairmanships than were available.

EAA and the EAA Foundation currently host the world's largest aviation event each summer at Oshkosh, Wisconsin. The International Fly-In last year attracted 350,000 people and 12,000 - 14,000 airplanes. The aircraft included 1,500 display planes

made up of homebuilts, antiques, classics and warbirds. In addition to a wide range of aircraft, EAA Fly-Ins also provide educational forums, spectacular air shows and an awards program.



Jack Crater, Virginia Wing Leader, meets President Roy Wright on a recent trip to Oregon



Jim Folks and the Original owner of 94176 who Jim carried for a ride recently



Roy & Eileen Wright's Christmas Coupe



John & Rita Wright, winners of 1st Place Classic at Danville Fly-In



Jack Swan, 2nd Place Winner at Danville

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.

FOR SALE

Have the following for an Alon — skin-fuselage rear side L&R; skin-rear top; skin side fuselage L&R — A to C.

William A. Horstman
1915 E. Willow Creek
Mustang, OK 73064

1946 415C N93418, Ser. No. 741, 1090 Hrs total time. Fabric wings, new paint, new tinted bubble windshield and new rear windows. Canopy cover, new (rebuilt) master cylinder, new landing lights, Narco

Mark 3 (90 Channel). I have owned aircraft for 6 years. Spent 3 years in refurbishment. Paint scheme same as Eroupe on our new Directory. Last annual October 1978. Firm Price — \$4,500.00.

Ed Berisford
614 North Valley Dr.
Chattanooga, Tn. 37415
(615) 877-9082
(No Collects, Please)

FOR SALE-1946 Ercoupe 415-C 1500 TT, 20 SCMOH, recent interior (airtex), rotating beacon, landing lights, August 78 annual, new style panel, D.G., fork nose gear, new tires and brakes overhauled at annual. Ceconite wings covered in 1969, hangered. Will sell for \$5,700.00 or sell less engine. Prop for \$2750. If you need C-85-12F will sell for \$2950. Delivery of complete plane possible. For further information and photos write or call:

Bruce Dillon
Austin Lake Airport
3907 Woodhams Dr.
Kalamazoo, Mich.
1-616-327-9613

Kevin Labs
327 Seymour, No. 2
Lansing, Mich. 48933
517-374-6703-Eves.

FOR SALE-I have two complete wings off of a 1959 Forney. They are undamaged and unpainted for \$636.00 for the pair, picked up in Simi Valley, Calif. Phillips W. Doster
(805) 527-6458

1946 Ercoupe, 415-C, Serial No. 2466, new interior, about 335 hours on a rebuilt engine, and had an annual done last September, 1978.

Donna Kwartler
2519 N. Ocean Blvd.
Apt. 510
Boca Raton, Fla. 33431
(305) 392-8872

FOR SALE-Overhauled compass and a new front floor carpet both for Forney. Carpet for rudder pedals. Compass 2-1/4" fits w/s Post bracket. \$25.00 for both.

Thurman Grove
Box 4094
Harrisburg, Pa. 17111

FOR SALE-The only Rolls Royce 0200 Powered coupe in the world! 70 hrs. since a complete Hurdle Major, uses only 1 qt. of oil every 16 hrs. Stainless Steel brake discs, remote compass-Genave alpha 200-Bucket seats-Polished Finish-Metal Wings- Cruises 120. \$7,500.00 or trade on an American Cheeta or Tiger.

Leigh Beadle
919-924-4277

Mooney M-10 Cadet N5461F. Production prototype aircraft restored to factory new specifications at Univair. Grand Champion Mooney Cadet at Tahlequah in 1978. 760 Hrs. total airframe time with 150 Hrs. since new on C90-16F with 100 Octane valves. Full panel with Narco Escort 110 radio. \$10,500.00 firm. Contact Univair for further details at 303-364-7661.

FOR SALE-1946 Ercoupe 415C, 75 HP 530 smoh, DG, AH, ELT and Hobbs meter. KX 150 radio, new battery, two rotating beacons and 9 cu. ft. baggage compartment. Polished aluminum, ceconite wings. Good rubber and September annual. \$5,000.00.

Roy Rardin
Rt. 2, S.R. 198
Spencerville, O. 45887
419-647-4115 (days)
647-4740 (evenings and weekend)

FOR SALE- 1-Narco, 360 Channel, Mark 10 Radio, with Power Pack, Omni Head and Harness - Good Condition \$300.00 complete.

Louis Becton
19 Wallberry St.
Garden City, Ga. 31408
912-964-4608

I am very sad and tearful as I write this note as I just was released from the hospital from open heart surgery after suffering a mild heart attack Jan. 14. Skip, I am 52 and have been flying 36 years. I flew my first Coupe in 1946 in Pampa, Texas. R.A. Chisholm was the dealer. I think it was 46. I always dreamed of owning one. My dream came true in December of 1976. Well, that's it. It's for sale now. I'm asking \$4,000.00. If anyone is interested, write me for full particulars and snap shot. Thanks and good luck.

L.J. Crabb, Jr.
P.O. Box 289
Yates Center, Kansas 66783
Telephone 316-625-2255
Sorry No Collect Calls

WANTED

I am in need of a used undamaged carburetor intake air scoop for my 415-D N-3680H.

Dale P. Hardwick
R.R. 2
Bainbridge, Ohio 45612
Phone 614-634-2953
After 6:00 P.M.

WANTED-ELT w/batteries and bracket. Reasonable. Also, wheel fairings, all three to fit Ercoupe 415D, Ser. 3772, Reg. N3147H. Write

C.J. Gable
134 N. Green St.
Palmyra, Pa. 17078

WANTED-Old model airplane engines. Pre 1960. Especially 2,4,5 cyl. Any condition.

Buz Kimball
6 Maple Drive
Catlin, Ill. 61817

Service Assembly No. 6A, Part No. 415-13101, Center Section Assembly. Service Assembly No. 2, Part No. 415-31078, Upper Firewall Assembly. Part No. 415-48147, Fuel Tank, L.H. Aluminum. Part No. 415-21001, Horizontal Stabilizer. Part No. 415-23001-L&R, Vertical Stabilizers. Part No. 415-24001-L&R, Rudder Assemblies. Part No. 415-13060-L&R, Fillets Assemblies, Center Section to Fuselage (where the wing tanks join the fuselage). I am also interested in any other parts. Please write or phone the exact condition and the price.

Jim Holland
2017 Westley Drive
Riverdale, Georgia 30296
404-996-8175

WANTED

I am interested in buying an Ercoupe that is ferriable or better and is in the \$2,000.00 to \$3,000.00 price range. I am planning to do restoration work on it, so the closer to \$2,000.00, the more interested i'm going to be. I would be even more interested in one with fabric wings, but will consider any.

James T. Adams
2029 Hillshire Dr.
Deer Park, Texas 77536
713-479-3084

WANTED-Alon, Forney or Ercoupe, all metal, 85 to 90 HP. Must be mint throughout with all ADS, C/W and Current annual and rudder pedals. Send details, price and photo.

Gene Mowrey
RR 3, Box 15
Watseka, Ill. 60970

I am looking for a propeller in good condition for my 1966 Alon Aircoupe, model A-2, Serial A-164, C-90-F16-H.P. According to my manual I can use a McCauley prop model 1A105/5CM-7153.

Sam Steele
1321 Aztec Avenue
Metairie, La. 70005

FROM THE MAILBOX

Dear Skip,

Enclosed find check for renewal EOC. My N99134 purring along nicely.

Thank you and the other officers for such a great publication and club.

Sincerely,
Otto H. Bandemer
No. 1144

P.S. Good A&I with Ercoupe experience I'm satisfied with is CAS BIEBERS at Palomar Airport, Carlsbad, Calif. (714) 438-3434.

Thanks for the name of A&I

Skip

I'm enclosing a check for the Fred Weick Scholarship Fund and agree that it is an excellent memorial to a man who provided a special kind of flying fun for untold 'Coupers,' past, present and future.

I am currently flying Serial No. 1914 N-99291 and my father, in Kenmore, N.Y., Robert T. Huyck is flying N-99831. Interestingly, he asked me to check out '291' in Md. as he was interested in buying her and after flying her, I wouldn't let her go. ("Speak for yourself John").

Please send the club items on the enclosed list. Thanks, Skip, and keep up the great work.

Bob Huyck

That is great -- a Father and Son team!!

SLOW COUPE

Dear Skip:

Enclosing \$10.00 to renew my membership

I have a 1946 415-C SN2410 with an 85 hp Continental. I've always heard that Ercoupes are a good 100-110 mph airplane but I've never seen more than 90-95 mph at max cruise. I've got a 7150 McCauley klip-tip, new paint, fabric wings, straight windshield and no wheel pants. Does anyone have an explanation, I often fly long cross-countries and would appreciate the extra speed. Incidentally, my engine burns 4.2 gph at max cruise.

Jeffrey K. Lehner
1202 Jefferson Ave.
LaPorte, Ind. 46350

Check your Air Speed against two given points in a no wind condition and average it for a TRUE air speed.

Hello Skip,

Check enclosed for my 79 dues. \$15.00 is not too much!

I certainly agree with your comments on auto fuel. I have written to Joe Diblin at Avco with some solid technical question regarding auto fuel (Avco has tested it, you know) and all I got back in answer was an insult to my intelligence. The oil companies conversely will give you solid technical data when requested. Avco is sue going to be embarrassed when unleaded auto fuel is approved for gravity system.

Keep us posted on this important issue.

You still have my assistance if you should want to visit the Air Force Museum at Dayton. Land at Springfield and I'll be there.

Jon Hiles

Have mag trouble with my Mooney and may not make Lakeland.

Get a new supply of Rubber Bands and come on down.

Skip

Dear Skip,

Enclosed is a check for dues for 1979. My wife and I really look forward to Coupe Capers every month.

Our Ercoupe (N2068H) is based at Camarillo, Calif. This week I needed to my Bi-Annual, and, having read about all the Ercoupes at San Fernando, I flew over there to see if I could find an instructor. When I landed, it happened just like we read in Coupe Capers -- my airplane was surrounded by fellow Coupe owners, wanting to know where I was from. Had the pleasure of meeting Chuck Ferris and also Dix Logan, who gave me my check ride.

Look forward to seeing everyone in Greeley.

Jim Robertson
4102 Defender Dr.
Agoura, Calif. 91301

Coupes create interest wherever they go!

While reviewing some returned checks, I find I shorted Coupe Capers \$2.00 from my last renewal. "Sorry about that"!

To repair damages, I'm sending along the delinquent \$2.00 with my apologies.

I have had interest in coupes for many years and although I'm a non-owner, I do enjoy each issue of coupe capers. I especially like the Tech and How-To articles on coupes, so that I'll be a little better informed in the event we find that special one.

I am a student pilot with approx. 30 hours logged, however, it's slow going in this area, due to very limited instructor/aircraft availability.

Last year, I enjoyed seeing some of the coupes at Roanoke Rapids, especially the Rolls Royce powered one. Saw that same coupe again a couple of months back, while poking around Miles Clayton's place in North Carolina.

Well, just thought I'd drop these few lines, to let you know that some of us quiet ones on the groups edges are interested in the goings on and appreciate your efforts in getting out Coupe Capers, and encourage you to keep up the good work to KCF.

Sincerely,
Bruce A. Warner

Hope you find one soon!

Skip:

I was about to put pen to paper in reference to the new F.A.A. proposals when I received my copy of Coupe Capers and read Mr. Poberenzy's article.

I can only say that I feel the importance of his statements cannot be stressed enough. If everyone does not become involved in this, the only part of private flying left to enjoy may be the memory.

I have enclosed for your information a copy of a recent A.O.P.A. Newsletter on this subject. I was advised during a phone conversation with the A.O.P.A. that if additional copies of this Newsletter are desired, they will provide them. If you feel such copies would be of value, let me know.

Sincerely,
Paul J. Carling
E.O.C. 1888

Thanks Paul. I hope everyone will respond to our first appeal, and my indication at this point has been very good.

Skip

Hello Skip:

I have just purchased a pretty Ercoupe, 415D or a modified C with an 85 H.P. Continental and rudder conversion. R No. N3147H and Serial No. 3772. My previous plane was a 1965 Cessna 150 full panel. I always liked the looks of an Ercoupe, now I have one, but no one really to tell me about the ins and outs. The bird has a total of 940 Hrs. A.F. and 330 Hrs. since major.

Questions: Best climb speed? Best landing speed? Best cruising R.P.M.? Best oil (crankcase)?

Let's hear from all you Ercoupe owners please.

Thanks
Carl J. Gable
134 N. Green St.
Palmyra, Pa. 17078

Does anyone have accurate information that they could send to Carl?

Skip

Hi Skip,

Hi Skip,

Enclosed is a check for my 1979 dues. If the Jan. issue is already out, please send me one anyway (Coupe Capers are even great when late).

If a dues increase is needed to keep the "Capers" monthly, please do so.

Could you please send me Jack Crabill's address. I need his alternator conversion information.

If the plastic coupe models are kits, I want a dozen of them.

Is it possible to have an ad run every month or at least every other month. Ad follows on next page.

Have to run so that's all for now. See you at Greeley.

Thanks
Buzz Kimball

Seems like lots of you would like to contact Jack Crabill, so here is his address:

Jack & Joany Crabil
1220 Lisborough Rd.
Mitchellville, Md. 20716

Ads are free to anyone. In order to have your ad appear more than once, you must re-submit it each time you want it printed.

Skip

Dear Skip:

Just a note, sure a fine job done in the 78 Club Director, and the Coupe Capers are getting better right along. Sorry we did not get to Tahlaqua. Sorry to say, did make it to Bowling Green for an enjoyable day with a nice group of Coupers and the pleasure of a nice visit with "Judy," she is a real asset to the club and a fine gal. Have had a little health problem so did not get the flying in we hoped to. Hope to do better next summer, 94898 is still doing a fine job.

Skip, in looking over our membership card, we note it shows expired 5-78, however, we sent dues check 958 4/14/78 but to our knowledge never received new membership card for 1979, which Coupe Capers shows dues are paid to 4/79. Would you please advise.

Thanking you in advance and continued success of the fine work you are doing, we remain

Joe Keefer
No. 144

Sorry to hear that you have been feeling poorly. Hope you are better by now. We agree with you that Judy is a real asset to the Club. On the membership card we do not issue new cards each year unless you request one, due to the high postage cost, but anyone who wants a new card only has to request one. The new cards do not carry an expiration date. Hope you feel better and hope to see you soon.

Skip

Dear Skip:

Here is \$15 for my 1979 dues. I enjoy the Coupe Capers very much - keep up the good work.

Enclosed find a snapshot of my 415D (75 HP) sporting a new paint job. Although difficult to see her 2 inch FAA number, N87416, can be seen on the vertical fins. Hope to show her off at a fly-in this year.

Jerry Koelling
Los Alamos, New Mexico

Looks good - hope to see ya in Greeley

Skip

Occasionally, my wife alludes to the fact that I'm nuts and now that I've sold N99458-415C I must confess I concur. The new owner stripped and sold the A.D.F., transponder and comm., which was bad enough but then proceeds to buzz my teepee consistently every flyable weekend; he's gonna get shot down in flames, by me, if he persists, cause I almost cry with each sighting.

To soften the fond memories, I am under construction on a Rutan creation, the quickie. With the Coupe attributes of no spin and super nothing stall; a 110 mph cruise at 3/4 power and a 100 mpg capability from an 18 hp Oman, I am in anticipation.

But will never forget the Coupe and will, for sure, be back to it if Quickie doesn't do the tricky.

Don't delete me from the Capers' roster or you'll be on my small list.

Best regards,
C.M. Cunningham
43 Strawberry Hill St.
Dover, Mass. 02030

Why don't you build a composite Coupe - Would be fast and light.

Skip

Hello Skip:

I was surprised, not only to see my entire letter to you printed in Coupe Capers (Dec. issue), but even more so to note the interest shown by several others in my comments. Particularly Mr. Squires of Santa Barbara, Ca. and Mr. Page of Arkansas. To both of these gentlemen I'd like to state that (1) there are no differences between us though the "...flagons of mead..." would be welcomed anyway, and (2) I HAVE been there, (though certainly not V.F.R....) in a group of 5 on a real hazy day.... I'd like also to commend the "President's Paragraph" - a very informative and interesting feature of Coupe Capers. I enjoyed Mr. Wright's comments about the terrain - EAST of Greeley but I'm wondering what he would suggest for a trip from Central California flying a 75 hp Coupe (with Metal Wings!!!!) with full tanks and 2 people aboard!! But--no sweat--if the wings stay on 2601 Hotel will be there - new face lift and all -

My letters to Congressmen, F.A.A., etc., are in the mail - local flying buddies encouraged to write and a copy of the most recent AOPA Newsletter to our local newspaper.

Best Wishes,
Herschel M. Collins
Woodland, Ca.

No problem - everyone has his own opinion and is entitled to their own views. Will look forward to seeing you at Greeley.

Skip

Dear Skip

Enclosed is my membership renewal check to the Ercoupe Club. The letters and information are greatly enjoyed, and Hints 'N Tips come in very handy.

This cold Michigan winter is being used to rebuild the airframe of my 1946 415C 2935H. Wings are in the basement, airframe in the garage, and parts in between.

In a past issue of Coupe Capers, there was mention of a problem with the control column mast (415-52118), upper weld breaking. At this time the column is removed and I would like all information on this matter as soon as possible. Also, can the column be tested and, if so, where? This information is greatly

needed at this time and all help would be appreciated.

Yours truly,
Robert H. Hubbard
9027 Forrest Pines Dr.
Clio, Mi. 48420

See Hints 'N Tips this issue

THE QUIET MAJORITY

While reading the current issue of "Keep Flying" Piper Aircrafts monthly magazine to owners, I was startled by the following figures and facts. I have not seen fit to print the whole article, but would recommend it to all of you. There are 784,000 licensed pilots, certainly one of Americas more minute minorities, who suffer from the sensationalistic news media who seem bent on misinforming the public about General Aviation.

Consider the following facts, you may even want to include them in your letter to your representatives about the upcoming FAA proposals. Of the nation's 187,000 active aircraft General Aviation account for 99 percent, although the airlines remaining 1 percent is far more visible....and far less efficient. That one percent of the airplanes consumes 69 percent of the total aviation fuel used and only carries half of the nations air travelers! General Aviation on the other hand burns a mere 7.5 percent of the Aviation fuel and carries the other half of the country's flying passengers.

Of the 14,000 Airports in America only 629 offer airline service and 50 of those account for 70 percent of all airline flights. Seems like a waste of the other 13,000 plus airports many of which receive no federal funds, no state or even city monies but yet continue to operate. I wonder how many flights are originated and end at a private strip which has no tower to record that movement, which means that even more flights and miles flown by General Aviation.

General Aviation transverse 66+ percent of all air miles flown, log 87 percent of the civilian flights flown and yet complete a remarkable 99.99916 percent of all flights without incident.

For 1978, the General Aviation Manufacturer's Association predicted the private fleet will have logged about 39 million flight hours and covered almost 5.5 billion miles in the process. While recreational flying is as valid a reason to aviate as any, past experience indicates over 70 percent of those miles will be business-related.

General Aviation fliers aren't amateurs, either, at least not if you consider the fact that GA pilots accounted for 57 percent of all instrument approaches in 1977. IFR is not normally the province of the amateur.

What it all comes down to is that air travelers who rely solely on the commercial airlines have no idea what they're missing.

TURNER DAVIS, JR.

We are sad to report the loss of another one of our members. I received a letter from Mrs. Davis which stated that TURNER passed away on January 15th, 1979. I am sure that we all share her loss.

OFFICERS ERCOUCPE OWNERS CLUB

President Roy Wright
24490 S. Skyland Drive
Canby, Oregon 97013
(503) 266-9777

Vice President Jim Fohr
2124 Waukesha Road
Caledonia, Wisconsin 53108
(414) 835-2111

Secretary Scott Reaser
1121 Villa View Drive
Pacific Palisades, California 90272
(office) (213) 847-2097/(home) (213) 454-8277

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

NOTICE

Last call for Back Issues of "Coupe Capers." Fran writes that as of January 24, 1979 her inventory is as follows:

- (1) Back issues of Vol. 1 - \$3.00, only one left!
- (2) Back issues of Vol. III - \$6.00 - only 18 left!
- (3) Back issues of Vol. VI - \$6.00 - only 7 left!

F.E.W. FUND

We are pleased to report that the Fred E. Weick Scholarship Fund has gone over the halfway mark and is continuing to grow. If you haven't made a contribution to this worthwhile fund then do so now so that we can conclude it. I have been most impressed with the generosity of our members who have sent in donations of \$50.00 and \$100.00 because they thought this was a worthy project. If you agree with them, then please send in your \$5.00 and we will be able to go over the top in our efforts to honor this really Great Man.

Skip

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.

CLUB ITEMS

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

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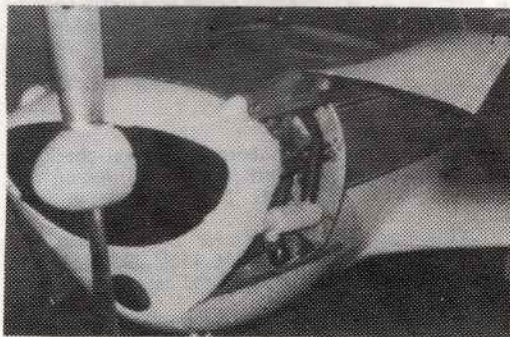
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| (4) Cloth Patches-\$1.50 ea. + Postage | |
| (5) Volume 5-Hints & Tips-75 cents | |
| (6) Tie Tac-gold or silver-\$2.25 ea. P.P. | |
| (7) Lapel Pins-gold or silver-\$2.50 ea. P.P. | |
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| (12) Earrings available in Wire-Post-Clamp On-Gold or Silver - \$3.60 | |

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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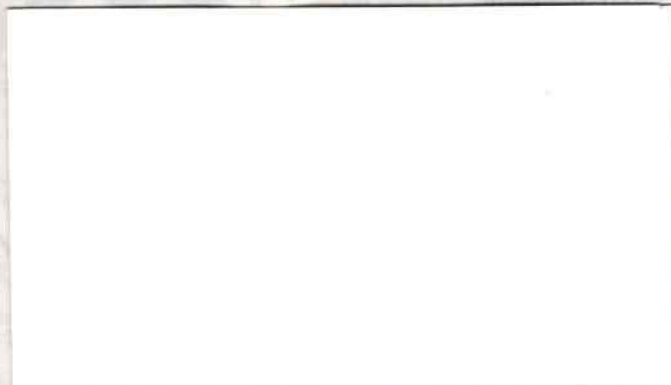
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