

# COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 8, Number 2, July 1979

EDITOR: SKIP CARDEN

## *National Erco Coupe Owners Club Fly - In June 29 - July 1 Be There !!*

### PRESIDENT'S PARAGRAPH

We're getting right down to the wire now on the National at Tahlequah and can't wait to see you all again. I'd just like to say before I go any further that Skip and I have both had some very thoughtful letters from a number of you who took the time to console us on the disastrous outcome of all our plans for the National at Greeley and we do appreciate your understanding attitude. The switch to Tahlequah may complicate plans for some of you, but from what we can gather, you're willing to make the adjustment and are looking forward to getting together regardless of the place. Also, may I thank several of the Colo. Coupers who had previously written offering to help at the Greeley site and hope you'll be able to come to Tahlequah and pitch in there as well.

Now about the Tahlequah trip ... there are a few things I would suggest you bring on your flight. Bring tie downs, of course. And we are encouraging everyone to bring along a close-up snapshot of themselves to put in the windshield of your plane. Then, anyone who admires something on your craft and wants to ask you about it can locate you on sight. Further ... DOCUMENTS REQUIRED ON YOUR PERSON ARE:

PILOT LICENSE  
MEDICAL CERTIFICATE

Required aboard your aircraft are:

AIRWORTHINESS CERTIFICATE  
REGISTRATION CERTIFICATE  
OPERATING LIMITATIONS  
WEIGHT & BALANCE DATA

Recommended aboard aircraft are:

ENGINE LOG  
AIRCRAFT LOG  
SURVIVAL WALK-OUT KIT

Most important, bring along your questions and ideas - - - and be prepared to have a great time! See you there!

Roy Wright, Pres.

### PLEASE PRE-REGISTER

#### National Fly-In

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

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

June 29 - Airport Cook-out 6:30.

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

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

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

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

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



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

Housing rates have been set as follows:

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

### Door Prizes

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

### SPECIAL BONUS

We have a special bonus offer for all who register early for the National Fly-In. We will include in your convention packet at no extra charge one decal from last years Fly-In and a cloth patch from last years Fly-In. Better hurry as supplies are limited and when these are gone there will be no more! So, if you register early you can get two for the price of one! We also hope to have some more give away items in the convention packet.

### AREA NEWS REGION 1

Dear Northwest Coupers,

Now we're getting some good flying weather - and our plane is being annualed! We'll coordinate one of these days.

Last month we missed our local monthly "Coupe-in" to be in Phoenix with Jack Harkness and his gang for their annual Southwest Regions Fly-in, and what a great time we had. The weather was sunny and warm, the Coupes an impressive line, and the people outstanding. There were Coupers on hand from all the surrounding states. They flew some beautiful Coupes and took home many attractive trophies. The local Coupers had made a variety of souvenirs for the fly-in including key chains and coffee mugs with Coupes painted on them. We were delighted to be houseguests of Jack and Shirley Harkness and certainly thank them for putting up with us, touring

us around their city, and spoiling us with homemade cinnamon rolls and strawberry pie!

We did talk briefly with Tom Newton after the April lunch at Albany and he reported good weather and a fine turnout. We've had two cancellations for the National Fly-In trip since we changed to Tahlequah, but another addition; so we should still have a good group. We'll have our itinerary and Daryle's at the Oregon-Washington Regional Fly-in at Clark Co. (Scholls) on May 19. Plan to make that one and meet the Washington folks! We'll finalize Tahlequah flight plans there.

In our last Newsletter we mentioned Stan Turel's problem with a plugged fuel line (return from main to wing) and have recently received a very nice letter from George Tucker in New York who had a similar problem. He disconnected the line and blew it out; but the point of his letter was that he feels that the tanks were at one time sloshed with a sealant film allowing chunks of it to go through the system, eventually restricting the return flow. Should the problem reoccur the tanks will have to be removed and reslushed. Thank you, George, sounds like a reasonable approach and we'll send on your letter to Stan.

Roy has recently had our brake cylinders hard-chrome plated and would like to put in a word for the integrity of Frontier Hardchrome Inc. in Vancouver, Wash. who did the job. They accidentally dropped one of them after chroming, putting an ever-so-slight dent on one edge, and had the decency to point out what they'd done. They further offered to either drop any charge or to cover the cost of a new cylinder to be chromed at the regular fee. We value this type of business operation and like to support it. It's refreshing these days!!

Had a call from Al Henderson and he's in the market for a Coupe again. I knew he'd be sorry he sold his! Told him so at the time. You guys will learn to listen to me. The supply around here is about nil right now but let us know if you see any available. We'll be glad to have Al back in the group.

I nearly forgot! We have the new name badges many of you ordered from our local supplier and will bring them to the May Fly-in at Clark Co.

Roy Wright

### STILL MORE GOING ON AT THE ERCOUPE CAPITAL OF THE WORLD

Ercoupes come and go regularly at San Fernando, California. At one count, there were seventeen 'coupes on the field...most of them flying. But like the U.S. census, the information is out of date as soon as it is



compiled. For instance, N93965 was sold and moved to Compton, CA, and Tommy Boggs took N93383 home and put it in his back yard. Dix Logan sold his coupe. "I need something with more power, and better radios," said Dix. And he added, "I won't be hanging around the airport all the time, either. I'm going to spend some time at the Marina. I'm going to take my time and look around and get exactly what I want."

Later that week we found out that he had bought a coupe from a dealer in Bakersfield, CA. He had been coupe-less for about three days. We are surprised that he didn't add, "That was the longest three days of my life."

Competition for available coupes is keen, too. Word was passed around San Fernando that a twin-tailed Mooney cadet (one of only five such beasts, I'm told) was available for \$7000 at a nearby airport. Chuck Ferris and Dick Groff agreed to go halves on the purchase. Groff went to look at it....but before Ferris went to see it—12 hours later....Dick Homet (N4500M) flew over to take a look....liked it....and bought it, on the spot. Homet is the second two-coupe owner at San Fernando.

Congratulations to Marge Strachan, who on April 14, 1979, took her first solo in Ercoupe N2940H. Marge made two perfect landings, and drew cheers from the airport loungers who watched with interest. Among the most attentive watchers was Dick Groff, whose coupe it is. Marge is a recent grandmother who had her first light airplane ride less than two years ago. The shirt cutting ceremony ruined her shirt—so now she is looking for a T-Shirt that says, "I flew the Coupe." Marge is pretty plucky. She once was a passenger in a coupe that crashed, but she went back in the air the same afternoon.



*Marge Strachan holds the wheel while Dick Groff works on the brakes. In addition to helping with the aircraft maintenance, Marge recently solo'd for the first time -- in N2640H, a 415-C.*

## ACTIVITY INCREASES FOR EAA'S FALL NATIONAL FLY-IN AT TULLAHOMA

EAA President Paul H. Poberezny announced today: "The overwhelming positive response to our announcement of a National Fly-In at Tullahoma, Tennessee has encouraged us to extend the convention by one more day. We'll now run September 26th through the 30th."

Members of the EAA Headquarters staff have begun making regular trips to Tullahoma to become familiar with the site and participate in advanced planning sessions. An extensive amount of groundwork has already been put in motion. Construction crews are laying culverts, running underground cables, and paving roads. Grass seed planted last fall is thriving in the large fields set aside for display aircraft parking and aircraft campers. Convention Co-Chairman John Parish of Tullahoma has spent considerable time in the development of a practical and exciting fly-in layout. "There are two phases in the planning," states Parish. "The first will get us through our introductory year, and then we'll begin transitioning to the more elaborate second phase." Though it's expected to take years to realize the concepts in the second phase, it does give convention planners a clear objective in terms of growth and expansion. Tullahoma airport provides an ideal setting for fly-ins of any size. A former B-24 base, it is located well away from the center of town and is surrounded by large tracts of undeveloped land. "The combination of stands of oak trees, gently sloping hills and a clear stream right in the middle of the convention site will make this one of the most picturesque fly-ins in the country," says Paul Poberezny.

"EAA is a service organization and has taken steps to develop this Fall National Fly-in for the benefit of its members. It's a productive sign of the increasing popularity of sport aviation. The interest in this kind of fly-in has been mounting for years, and we're pleased to be working with people who are so enthusiastic and dedicated to the idea," explains Poberezny. The Tullahoma Bunch have been proposing a Fall National Fly-in for years. John Parish has gone to great lengths to secure the hundreds of acres needed for such a major event.

Considerable local expertise for handling fly-ins at Tullahoma has developed over the years as the field is already used for three annual sport aviation gatherings.

EAA's first Fall National Fly-in Convention will be held at the Tullahoma Airport September 26-30.





## Clearing Off The Editor's Desk

### REPORT RIP OFFS

As Editor it is my duty to keep you, my readers, informed of any and all unfair situations that are brought to my attention. I ask that if you are the victim of any unfair practices that you let me know so that I might let the other Club members know. This will not apply to Annual Inspections as there are too many points of debate to be clear and definitive and in some cases it is a pure case of misunderstanding. I want to hear about any overcharges on gas, oil or any normal service which usually carries a fixed price, in short, a rip off! I will publish the places and incidents in Coupe Capers so that others can beware of the same mistake. My main concern right now is the Gas Situation. I am sure that there are some dealers who will try to squeeze every cent from the Private Pilots that they can using short supply and increasing costs as an excuse. Most have had large supplies in the ground and they stand to make a huge profit on their investment. In January a prominent economist advised farmers to fill all their empty tanks to the top. He suggested that they could make more speculating on the gas than farming. Think about it. Double your money in 6 months or less! If you think that you are getting ripped, you might make some comment to the effect that you are going to turn them into the FAA or the energy commission. Best yet, tell everyone not to buy from them and let me know!

### ELECTION TIME

Every year at the National Fly-In we are required to elect officers for the coming year. This year being no exception, we must elect officers at the National meeting to be held in Tahlequah, Oklahoma on July 1st, 1979 at 7:30 in the Ballroom. The nomination committee has submitted the following names for your consideration: President, Jim Fohr, Vice President, Don Stretch, Secretary, Judy LaBash, Treasurer, Skip Carden. We will also vote on a constitution change to allow the Board of Directors to serve a five year term and also will place past

presidents on the Board. If you cannot attend the National meeting and would like to cast your vote and/or place another name up for nomination, then you may send it on a postcard. Please sign your name and give your EOC number. These cards will be held in confidence and destroyed after the election. It's your Club, so make your wishes known.

### ENOUGH IS ENOUGH

For the past several months something has been going on that I think should be brought to your attention. As you all know the Ercoupe Fly-Ins held across the country for the last five years have been held by the good members of The Ercoupe Owners Club. These wonderful people donate their time and sometimes their funds to having a Fly-In for all Ercoupe Owners and non-Owners wanting them to have a good time and enjoy the fellowship. As I have said before, there are no people like Coupe people, a really sincere and dedicated group. But, recently in another publication, The International Ercoupe Association newsletter, the editor had chosen to carefully delete that these Fly-Ins are put on by members of The Ercoupe Owners Club. Even in mentioning the National Fly-In the name was carefully omitted. Not only that, but the announcements carry a tone that would have you believe that in some way the International Ercoupe Association has something to do with these events. Nothing could be further from the TRUTH. The EOC members volunteer their time and efforts and the EOC picks up the tab. In fact, without the EOC there probably wouldn't be any Ercoupe Fly-Ins.

In conclusion, enough is enough. If you don't want to recognize the members of the EOC for their work and devotion to this Club, then don't bother to print our announcements on our Fly-Ins! As I have said before, these are MY OPINIONS and not necessarily those of the members dissenting opinions are welcomed and will be printed, unless otherwise requested.

Skip

### HUMMEL COUPE IN

With fair skies and warm breezes coupe owners from far and near gaggled on to the Hummel ramp for an informal gathering of the EOC clan with 18 attending and 8 or 10 Coupes present. Some came in other types like me in the CheroCoupe and a Varga and even a homebuilt. We coupers draw strange followers. Everyone had a really great meal, good fellowship and some easy going ribbing. I carried a



Comet stick model which was won by "Tip" and Pat Johnson from Lynchburg. I also had the pleasure of meeting Lou Buffardi in person. Lou, a long time member and Coupe enthusiast is a real interesting person. With a sinking sun, the Coupes took to the sky for their return flight home. We hope to have another real soon. Until then, why not attend the Front Royal Fly-In? We will have some special awards for Coupes attending a good place to gather.

### BUMPERS OVER BURLINGTON

On May 5th and 6th, the Ercoupe Owners Club had not one, or two, but three Fly-Ins scheduled. John and Rita Wright had their very successful Mid-Western Fly-In at Springfield, Ill. Don Stretch had one at Easton, Pa. and we met with EAA Antique and Classic Chapter Number 3 in Burlington, N.C. Well, with so many to choose from you would think that you could surely make one. With my bag packed, charts in hand and for once, a complete flight plan, I was to be off to Easton, Pa. to be with our Northern members.

If you remember, that was the weekend that a really lousy front stretched from Philadelphia west to the mountains and trailed off to the southwest, with rain, thunder showers and solid IFR in all directions. I decided to drive to Burlington and meet with those who had snuck in there. Still hoping to get off Saturday, I left the bag packed—no way, still solid. The thunder bumpers all but shut down the Burlington affair with only four brave souls attending and only two coupes. Tip and Pat Johnson winged in from Lynchburg and Ron Kidd from Greensboro. I was surprised that the antiques showed up in droves and covered all the parking places. The trophies were as follows: Grand Champion - Tip Johnson; Reserve, Ron Kidd; Longest Distance, Tip and Pat Johnson. Those who came by car or Coupe enjoyed the hospitality of Chapter 3 and also the old aviation movies of Morton Lester. I even drove in! Maybe next time. Wing Leader Fred Fisher still wants to have a gathering on the N.C. Coast sometime soon.

Skip

### FOR SALE

1946 Ercoupe 415 C/D 1948 TTA, 750 SOH on 85 Cont. Aluminum w/yellow fabric wings & trim. Large rear windows, 2 Control, Forney Fork, Beacon & Landing Light w/new Cowling Sides & Nose Bowl. Genave A 90 Ch. (needs work). Full panel w/DEG & new R/C. This is a good, sound bird with excellent aluminum. \$4500.00 - will deliver for expenses.

Glen Childers  
P.O. Box 186  
Ada, OK. 74820  
(405) 436-0770 day or  
(405) 332-8321 nite

1946 Ercoupe 415C, N2525H, Serial No. 3150. 85 HP, TTAF 1742, TTE 514, good Mark II Omnigator, recent ceconite, Double Nose Fork, nice looking exterior and interior. Engine disassembled. Was running good before teardown. \$3,250.00 or trade for flyable Ercoupe. Would consider buying bolt-on engine at reasonable price.

Charles Gokey, Jr. No. 1466  
2307 Burrell Drive  
Louisville, Ky. 40216  
(502) 448-7208

Good Narco Mark 12 90 Ch. 1½ transceiver with VOA-4 omni. You can transmit and have Omni on at the same time. Radio man says strongest Mark 12 around. \$500. Will bargain. Reason for sale - I have gone to 720 Ch.

Roy Wright  
24490 S. Skyland Dr.  
Canby, Ore. 97013  
503-266-9777

Blue carpet for Forney F1A with factory rudder pedals. New indoor outdoor carpet trimmed in black vinyl with snaps. \$11.50 FOB your address or \$10.00 and you pick up.

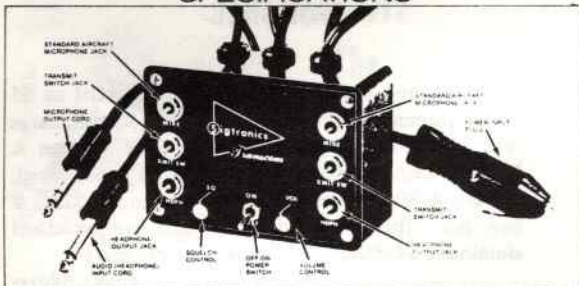
T. Grove  
Box 4094  
Harrisburg, Pa. 17111  
717-657-2392

I do need a radio. At present I do not have one. I do have some extra parts now. I have two sets of wings that are repairable, one set metal and the other, fabric.

Otis Clarkston  
63 Maysville Ave.  
S. Zanesville, OH 43701  
(614) 453-8685

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.

## SPECIFICATIONS



**WEIGHT:** 11 ounces with cords

**SIZE:** 4" x 2 9/16" x 2"

**POWER:** Utilizes aircraft power by using power cord in 12 volt systems. 24 volt units available on special request.

**FUSE:** 1 amp - located on printed circuit board

**POWER SWITCH:** on-off

**VOLUME CONTROL:** Controls intercom volume. Radio volume controlled conventionally.

**BROADCAST CONTROL:** Controls threshold of amplifier turn-on. Adjusts for variation in background noise found in different aircraft.

**MIKE JACKS:** For standard aircraft carbon or amplified dynamic headsets.

**HEADPHONE JACKS:** Accepts standard 300" headphone plug.

**TRANSMIT SWITCH JACK:** Accepts transmit switch plug.

**POWER CORD:** Plugs into Aircraft cigarette lighter socket (Four feet long).

**RADIO MONITOR CORD:** Plugs into aircraft radio headphone output. Provides radio reception through the TRANSCOM (Four feet long).

**MIKE OUTPUT CORD:** Plugs into the aircraft's mike input jack. (Four feet long).

## COMING EVENTS

### THIRD ANNUAL SPRING MERFI CONVENTION

June 21 - 24, 1979

Springfield, Ohio

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

### ANNUAL AAA FLY-IN

Atchison, Kansas

June 1 - 3

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

### EAA Chapter 186

Spring Fly-In and Drive-In

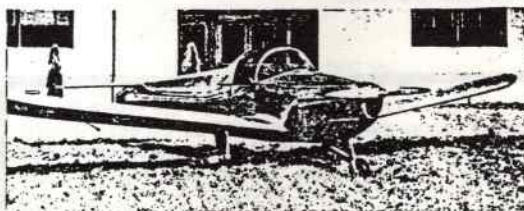
Front Royal VA. Municipal Airport

June 2 and 3, 1979

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

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

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



### Ercoupe 415

No A.T.C.

THE ENGINEERING & RESEARCH CORPORATION'S Ercoupe 415 is a two-place craft powered with a 60 h.p. Erco motor, designed for top speed of 106 m.p.h., cruising, 95 m.p.h.

AIRCRAFT SALES • manuals • PARTS



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

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

### FOR SALE

1946 415-D 85 HP 12 hrs. since complete top with 4 new jugs. All metal new tires, full panel, 2 strobes top and bottom VHT-3 and Mark 5 radio. At home with wings removed. Haul away for \$3,000.00.

Vince Pracsko  
723 Hillside Ave.  
Bethlehem, Pa. 18015  
(215) 866-8824

### FOR SALE

1961 Forney Aircoupe F1-A. Beautiful polished aluminum with red trim. Factory rudder pedals. Kenny wheel pants, full panel. 1820 T.T. A classy Coupe.

Patrick Tuohy  
6927 W. 101st Street  
Overland Park, Kansas 66212  
(913) 649-1922  
evenings or weekends



## MAIL BOX

Dear Skip,

Last Friday my Ercoupe N94052, along with my friend, Bill Wright and I made a 600 mile cross country flight from Tulsa's Harvey Young Airport to Fort Collins, Colorado.

Our first stop was at Larned, Kansas for fuel. Couple of crop duster types asked us where we were from. Amazed we were from Tulsa (in an Ercoupe?). Even more surprised when they found out we were headed for Colorado. By the way, they have 80/87 there and are very friendly.

After a cross wind take off at Larned our next stop was Goodland, Kansas by way of Castle Rock (the old landmark that covered wagons used on their way west). Outstanding service at Butterfly Aviation at Goodland. They have 80/87 and cleaned the windshield. We could have been deplaning a Lear and not have received better service.

From Goodland, Kansas to Fort Collins Colorado on our remaining leg was beautiful. It had snowed two days before and large patches of white were still to be seen. N94052 was delivered to its new owner, Wayne E. Lawler of Fort Collins - a friend of mine from our Spartan School days. I know he will enjoy it like I have this past year and a half.

Oh, we started our journey at 9:45 a.m. Tulsa time and arrived at 5:15 pm MST the same day - all with strong headwinds all the way. Navigational aids aboard were three sectional charts, a wet compass, and four Mark I eyeballs. We did file flight plans with the FAA for each leg. (They were in wonderment that we were going without radios!). The Coupe never gave a bit of trouble.

I shall miss 94052, but not E.O.C. There is a check in here for another contribution to the FEWSCF.

Sincerely,  
Don K. Maxon  
No. 1272

P.S. The flight back by Continental Boeing 727 was uneventful.

Dear Skip:

I got it. I got my red stamped Coupe Capers. I knew renewal time was soon and I almost panic at the thought of missing my Coupe Capers. Here's my membership fee plus a little extra for Fred's fund.

I'm flying lots, but not in my Ercoupe. I fly (in) the big birds and have little time to enjoy my bird. I'll

make the National if I can. No complaint on going back to Tahlequah. They treat us great.

Had a problem Easter week. Somebody removed my wingtip strobes and nav. lights without my permission. However, soon my bird will be winkin' again.

Enjoyed your comments (Big Bird's a rockin) on "A New Product???" Fred sure did himself up proud with the "Coupe." Wonder how many people are not with us today because they forgot, or didn't know how, to switch tanks? Won't happen in a Coupe.

Sure would like to go to the Shenandoah fly-in, particularly for the pilot safety seminar. We could all use these.

Well we're coming into DTW so will close. Thanks for a great club.

Hank Taxis

Dear Skip:

Here is my membership fee for the E.O.C. I would hate to miss a copy.

I have a question. If a standard two-tailed coupe can be called such things as "twin-tailed tiger" and "forked tail devil," is it correct to call the Mooney Cadet a half-as-~~ed~~ coupe?

Sincerely,  
Bennie Graves  
E.O.C. 452 and  
Ercoupe N2943H

Dear Skip:

Just thought I'd drop you a line to let you know that one more 'Coupe is going across the big pond. I recently accepted a staff photographer's position with Stars & Stripes in Darmstadt, Germany, and I told them I wouldn't come without my Coupe. And I won't go without my Coupe Capers, either!

So, this past few weeks have been spent exploring the possible shippers for N99760 (serial No. 2383). If anyone in the club has had experience or knowledge of shipping a coupe to Europe, please let me know, because there's no way I'm going to part with this thing. Best solution we've come up with so far, is to remove the wings & tail feathers, and put the fuselage on a big pallette, and hoist it aboard ship like a car. (Exercising due care, of course).

First thing I want to do upon my arrival there, is look up the various European members of the coupe club.....maybe we can form a European chapter of EOC. I'd also like to extend an invitation to any club members who vacation in Europe to drop me a line..... maybe we can do a little aerial sight-seeing



over there.

Re-building my 415D has truly been a labor of love. The plane had only been flown about 10 hours the year before I bought it, and I've flown it almost 50 hours in the last 4 months alone. It has the usual oil leaks, but we're tracking them down, one by one. One tip about the oil breather tube. It really helps to route that tube back over the top of the engine and down the firewall, and INTO a small plastic bottle attached to the firewall.....sure cures the mess from that tube. After a couple of hours flying, just empty the bottle back into the oil tank. The tube throws out about a quarter pint in a couple of hours, and that's enough to make a slimy mess in the engine compartment.

I've learned a tremendous amount about the Coupe from the newsletter, and I'm certainly going to keep up my membership after leaving the states. Keep up the good work.

Best regards,  
Dave Didio (No. 1238)  
Photo Section  
Stars & Stripes  
APO 09175 New York

P.S. For the time being, just continue to send my copy of the newsletter to my Florida address and it will be forwarded.

Dear Skip:

Enclosed is a check for renewal in the club and for the Fred E. Weick Scholarship Fund. I sure enjoy reading Coupe Capers and have gotten a world of info out of it for my coupe.

I live in a small valley in the heart of the Blue Mnts. The Coupe and I have made numerous trips over our high lakes and around the Eagle Cap Mnts. I have read many reports on how coupes will hardly climb but old 94389 must be half Eagle and half Angel because I don't have any trouble going up to 10,000 ft. 94389 only has a 85 Cont. engine and she is all metal.

Thanks  
Paul M. Carman  
Union, Oregon



"JUST DON'T TAKE YOUR GIRLFRIEND  
UP AFTER DARK."

Dear Skip:

Enclosed is my check for E.O.C. renewal. I think that we have a great club.

We went to the 2nd Annual Southwestern Coupe Fly-In April 21 & 22 at Phoenix, Arizona. 30 Coupes were there. Everyone had a good time. Enclosed are a few pictures of the event.

We are now making plans to go to Tahlequah. I just finished installing an Edo-Aire 720 Nav-Com, in my coupe. Also I'm going to install an oil cooler. This will be our first at Tahlequah.

Keep The Coupes Flying  
Walt & Lily Bacon  
562 N-8th Street  
Grover City, Cal. 93433

P.S. I have a Genave Alpla 200A for sale. (805) 481-0115. No collect calls.

See Ya There!

Skip

Photos courtesy of Walt Bacon



Part of the 30 Coupes at the Fly-In



Here are the nice trophies that were awarded during the Banquet





*Jim Ward's pretty Coupe. Litchfield tower in background*



*Joe Brooks from L.A. with his freshly painted Coupe*



*Walt & Lily Bacon from San Luis Obispo, Calif., won Best Ercoupe*



*Ruth & Jim Ward put a lot of work in this Fly-In*



*Our president and his Mrs. in the bright purple*



*Bud & Kit Warner at the Banquet. Bud won the spot landing contest*



*Our president speaks at the Banquet*



*Our president with Chuck & Chris Darborne. Best Alon and longest distance flown trophies.*





Walt & Lily Bacon, trophy for Best Ercoupe



Chuck Darborne gets best Alon from Jack Harkness

Thurs. Mar. 29, 1979

S.A. Express

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### Airline crew criticized

WASHINGTON-The crew of a Pacific Southwest Airlines jet did not take all possible evasive action before it collided with a private plane last Sept. 23 over San Diego, according to a draft report by the staff of the National Transportation Safety Board.

The report, still subject to changes, will be submitted to the four-member board for a vote April 12.

The board has been investigating the San Diego disaster in which 144 people were killed when jetliner flight PSA 182 approaching San Diego's Lindbergh Field collided with a private single-engine Cessna plane.

In the case of the PSA jet, evidence indicates that the crew may have spotted, then lost sight of, the private plane, the report said. Both planes were operating under "visual separation" rules in which pilots "see and avoid" other aircraft by looking out the cockpit window.

It said the jet crew did not alert the airport tower when the small plane dropped out of sight and did not maneuver to check the small plane's location.

Sunday, Apr. 8, 1979

S.A. Express

Page 4-H

### Headline

To the Editor:

Almost predictable was your burying, on page 14-A of the March 29 issue, the article "Airline Crew Criticized", where in the National Transportation Safety Board censured the crew of the PSA 727 jet for not taking evasive action.

It would be a safe bet that, if the crew of the Cessna had been found in any way negligent, you would have made a headline story out of it.



### "ANTIQUÉ AIRPLANES" CAPTURES THE MAGIC OF VINTAGE AIRCRAFT

John Innes has flown across the country many times in Spinach, his green 1936 Porterfield, a hangar wreck which took seven years to restore. Fifteen-year-old Susan Dacy rebuilt a 1942 Stearman; her father and two brothers have restored several antique planes at their family airport in Illinois. Harold Neumann relives his early days of flying as, at



age seventy, he flies a 1941 Monocoupe, a successor to the planes he flew in the '30s. These people have joined the growing ranks of antique airplane buffs. Now **ANTIQUAIRPLANES** by Chris Sorensen and the Editors of **FLYING MAGAZINE**, which Charles Scribner's Sons will publish on April 10, 1979 (photographs; \$24.95 until June 30, 1979, \$30.00 thereafter), takes a look at the people and planes involved in this fascinating passtime. Publishers Weekly praises the book's "amusing and admiring portraits" and adds that "Sorensen's easygoing style and obvious love for his subject should please fans of the fearless fliers."

Although the oldest antique planes are only seventy years old—and most are younger—the early days of flying were surprisingly primitive. Planes built by pioneering aviators were invariably idiosyncratic, imaginative and personal, as well as artistic creations.

With this in mind, Chris Sorensen and the Editors of **Flying Magazine** not only introduce antique airplane buffs and their aircraft but guide the prospective plane restorer through the trials of getting started: finding a plane, moving it, meeting Federal Aviation Administration specifications, and looking for or making replacement parts for it. Then the meticulous and painstaking work of rebuilding the plane begins. Months or years of hard work culminate in the triumphant first flight: the reward for the challenge and perseverance of restoring an antique.

**ANTIQUAIRPLANES** introduces the fly-in, the "World Series of antique aircraft." The world's biggest and most prestigious fly-in takes place yearly in tiny Blakesburg, Iowa, amid cornfields and grass runways. Here, pilots with their antique planes gather from all over the country to demonstrate their skills and exchange friendly advice—and show off their latest restorations. Finally, **ANTIQUAIRPLANES** looks at the rare and valuable planes in the country's great collections—from the Smithsonian Institute's National Air and Space Museum to Henry Ford's own collection.

Chris Sorensen is a professional photographer and a pilot for Trans World Airlines.

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#### NEW BOOK ANNOUNCEMENT

*Airplane Camping*  
Steve M. Aldridge  
General Aviation Press \$3.95

General Aviation Press is happy to announce the introduction of a book filling the needs of the lightplane camper. *Airplane Camping* is the first

complete and concise guide to everything the flying camper needs to know about this fast growing sport. Steve M. Aldridge, its author, has called on his many years of experience to provide a source of information not available elsewhere in print.

*Airplane Camping* guides the flying camper in the selection of equipment best suited to this type of vacationing. In addition, it describes techniques for cooking, how to dress for all kinds of weather, how to find the best camping location, and what to do when you get there. Also covered are flying tips and methods useful for this kind of adventure.

A directory of 200 campgrounds helps the airplane camper decide on a camping destination best suited to his needs. It lists both private and public campgrounds, facilities available at each, things to see and do, type of ground transportation available (many campgrounds offer airport pickup), and concise airport information.

*Airport Camping* is a comprehensive handbook and directory for those who enjoy the thrill of camping by lightplane. Copies are available at \$3.95 each from General Aviation Press, P. O. Box 916, Snyder, TX 79549.

#### EAA/CHINO '79

There was a little bit of everything in the selection of aircraft that made it to the 1979 EAA Fly-in at Chino, California.

Top honors for the fly-in went to an antique aircraft for the second year in a row. Last year, Claude Gray and Bob Groff brought in their 1927 American Eagle and swept away nearly as many trophies as "All In The Family."

This year's fly-in Grand Champion is Jack Rose's 1931 Pitcairn PA-8S Super Mailwing which was flown down from Spangle, Washington (for the complete story of the Mailwings and Jack's outstanding restoration, see Jack Cox's write-up in EAA's **SPORT AVIATION** Magazine, May 1978). Jack Rose was slightly upstaged, however, by reactions to the incredible replica Gee Bee racer. Built by Ed Marquart and owned and flown by Bill Turner, (both of Riverside, California), the Gee Bee looks like a wierd cross between a flying traffic cone and a pregnant wasp. Most people were equally impressed by the outstanding workmanship in the Gee Bee as well as the obvious demands it placed on the pilot. It's not a beginner's airplane. Ed and Bill received EAA Chapter One's Achievement Award for the stunning yellow and black racer.

Replication honors at the fly-in also went hand in hand with praise for endurance to Ray Cocking of Riverside, California for his Thomas Morse Scout, a



sixteen year construction project!

There were other exciting historical copies, most notably, from nearby Fla-Bob: Jim Appleby's meticulous Fokker DR-1, and Sopwith Pup which kept company with Jim Osborne's Nieuport 28. Jim and Eric Shilling staged one of the most engrossing acts of the air show schedule with a mock dogfight in the Triplane and Nieuport. No doubt about which one was more maneuverable: the Triplane looked like it was pivoting on a point in front of the Nieuport. Smoke bursts signaled victory for the Nieuport, but miraculously the Fokker came back to centerstage for a solo demonstration. It was performed to music and made for a most enjoyable respite.

What would have easily been the most unusual flight in the history of Chino and one of the most notable in aviation history had to be moved to nearby Fla-Bob airport, on the second day of the Convention. Larry Mauro of Santa Clara, California flew into the record books with his first-ever solar powered aircraft, a modified Easy Riser. Both sides of the upper wing of his "Solo Riser" had 300 solar cells which charged a small battery and drove a five horsepower motor. In his first flight, Larry reached a height of 40 feet and covered a distance of a half mile. About a dozen people were present at the time. F.A.A. officials had denied Larry access to one of Chino's runways. Since his flight, he's been asked to give a demonstration flight for the Governor of California, and has received congratulations from the White House.

In the homebuilt area there were a lot of new issues of proven designs. A half dozen Vari Eze's graced the flight line, and nearly twice that number of Thorp T-18's splintered the afternoon sun. Gary Solmi, of Thousand Oaks, California won the Judge's Choice Award for Homebuilts with his Starduster II.

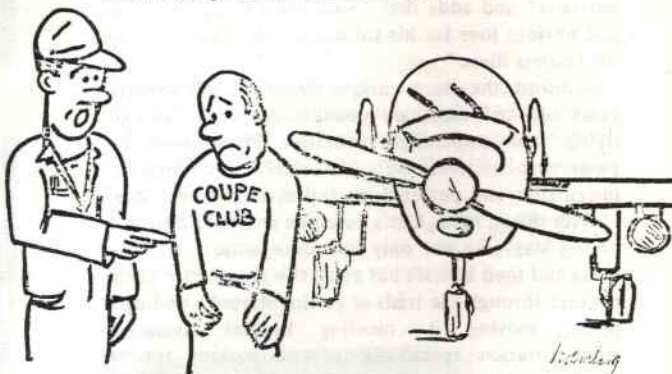
The same Award in the Antique Division went to Nick Mehterian of San Marino for his Meyers OTW. Lowell Slatter of Filler, Idaho had a pristine J-3 that became Judge's Choice for a Classic aircraft. In the Warbirds' line, Robert Van Vranken, who flew in from Suisun, California, got the Judge's Choice for an N3N he'd brought back from the grave.

Don Taylor, who became the first person to circle the world in a homebuilt several years ago, set yet another record in his Thorp T-18 with a speed attempt between Los Angeles and Las Vegas.

Chino '79 drew an excellent variety of homebuilts, Warbirds, Antiques and Classics and might have had trouble parking them all if sunny California hadn't turned into foggy California. Saturday and Sunday the field was shrouded with morning fog. On Sunday, VFR minimums didn't drift in until noon leaving only an hour and a half for landings prior to the air show's

waiver kicking in. This resulted in a drop in attending aircraft, though there was certainly no lack of variety.

Chino '79 is now history. It drew in large numbers of aircraft for a public that would not otherwise see such a celebration of sport aviation. Regional fly-ins are educational in an enjoyable way and help develop good relations with the public. Few would deny, however, that the real beneficiaries are the EAA'ers who have taken advantage of another opportunity to enjoy flying as a form of recreation.



"SORRY, HARRY... WINDSHIELD WIPERS AND FOG LIGHTS  
DO NOT MAKE YOUR COUPE IFR."

## NEWS RELEASE

### EAA SIGNS 31-YEAR LEASE WITH WINNEBAGO COUNTY

Anticipating the ceremony of signing a 31-year lease with Winnebago County for the use of Wittman Field, EAA President Paul H. Poberezny remarked: "This is a great event for sport aviation enthusiasts around the world and for the fine people of Winnebago County. The commitments spelled out in the new lease clearly indicate the positive determination of this community, of EAA and of the EAA Air Museum Foundation to keep the world's largest annual aviation event based in Oshkosh and to stimulate a continued growth of our Fly-in. The people of this area have always extended excellent cooperation and this serves as yet another stunning example of a productive working relationship."

Signing for EAA and the EAA Foundation are Vice-President Ray Scholler and Executive Vice-President Tom Poberezny.

A study this past year by Oshkosh Convention and Tourism Director Peter Chapman showed that EAA's annual convention brings nearly \$10 million to



the city of Oshkosh and an additional \$8 million to the rest of the Fox River Valley.

"With the signing of this long-term lease, EAA is in a position to justify massive expenditures and development," said Convention Chairman Tom Poberezny. "Oshkosh is already the center of the world for sport aviation and now we're ready to multiply the activity and the visibility." EAA and the EAA Foundation will start looking at the possibility of hosting other compatible events as well as finding ways of using the facility on a year-round basis. Work is already underway for hosting the Tenth World Aerobatics Contest which will be held in this country for the first time, August 17-30, 1980. With the International Aerobatic Contest set for Fond du Lac and the EAA Convention scheduled for Wittman Field in the same month, August of 1980 will turn the Fox River Valley into the focal point for the most extensive, non-military aviation activity in history.

EAA is also planning to initiate extensive physical improvements to their fly-in site. There will be new and improved roadways, expansion of the campgrounds, and development of a new exhibit structure. An exciting addition to the field will be a new EAA Oshkosh Aviation Museum. This summer the inception ingredients of the museum will be housed in a modified existing structure. A permanent building is slated for dedication during the 1980 International Sport Aviation Month (August).

Meanwhile, Convention Chairman, Tom Poberezny is becoming more actively involved in plans for the 27th Annual International EAA Convention and Sport Aviation Exhibition. "There'll be a lot of changes again this year," says Poberezny. "The steady growth rate of the convention requires rethinking every season, but then that's what makes it so exciting: we never know for sure what's going to turn up."

**Oshkosh '79 is set for July 28-August 4.**

AUTOMATIC WEATHER information is being broadcast at Shenandoah Valley Airport, Staunton, Va., in an FAA test of a privately developed system. Pilots can key the microphone on 122.8 to trigger the computer-generated voice advisory that gives airport name, time, wind speed and direction, temperature, dewpoint, altimeter, density altitude and airport notices. FAA has been testing its own system in Frederick, Md., AOPA and Cloud Nine, an industry weather group, have been pushing the acceptance of automatic weather reporting systems. The Staunton equipment was developed by Artais, Inc., of Columbus, Ohio; current price is about \$21,000.

## ACTOR-PILOT CLIFF ROBERTSON ADDRESSES AVIATION WRITERS

HOUSTON, TEXAS, April 11, 1979 - "It's something I just never get over: the fine, pure joy of flying!" The words of an astronaut? Or a professional test pilot? No, the words of TV and motion picture star Cliff Robertson as he addressed the national news conference of the Aviation/Space Writers Association in Houston.

"Back when I was a kid," Robertson told his audience of aviation journalists, "I dreamed of flying. Now, having flown airplanes for half a lifetime, the dream is still with me...and the excitement." Robertson said he has known that excitement since he was sixteen, when he first soloed. "A lot of people may know me as Cliff Robertson the actor...or the director...or the writer," he said, "but to tell you the truth, the thing I like to do most is fly airplanes!"

Robertson, who owns and flies several airplanes, said he relies on his twin-engine Beechcraft Baron as "a basic business tool." "With the kind of traveling I have to do, to out-of-the-way filming locations," he added, "I simply couldn't do without it."

Robertson said he finds it "astonishing that most Americans seem unaware of the vital role general aviation plays in the nation's economy." He noted that there are more than 200,000 general aviation aircraft flying in the U.S. today, and 76% of all general aviation flying is for business and commercial purposes. "Why? It's a matter of business economics," said Robertson, "Time is money, and the longer a trip takes, the more of both you lose. A general aviation airplane used for business saves BOTH time and money because it provides speed and efficiency. And that can mean the difference between failure and success in any business. That's why I own, and rely on, my general aviation airplane."

Robertson also pointed out that "efficiency, these days, is measured not only in terms of time and money...it is measured in terms of energy." "When it comes to moving people," Robertson added, "general aviation airplanes use less fuel per seat-miles per gallon. Not bad. But consider this: A Boeing 747, for example, averages 40 seat-miles per gallon. And the six-place Beechcraft Bonanza gets 72 seat-miles per gallon; so does the seven-seat Cessna 207," Robertson cited statistics showing that general aviation airplanes consume only 7 1/4% of all fuel used for aviation. The airlines - with less than 2500 planes - consume 69% of all the fuel, and military flying accounts for the remaining 23%.



## MISCELLANEOUS

If there is any Coupe that is in the Lawrence, Mass. Airport Area, that is in need of a good Aircoupe Mechanic, contact Four Star Aviation at the Lawrence Airport. His name is Bill Seaman. He is a natural on Coupes.

Thank you for everything.

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## CLUB ITEMS

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

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



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

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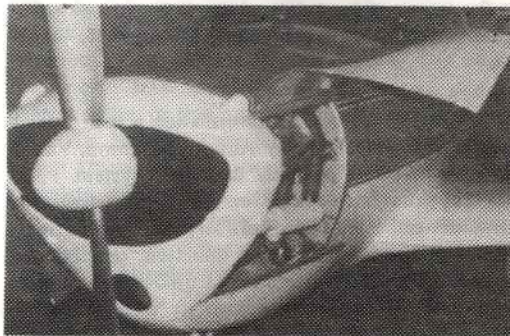
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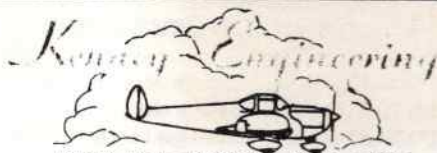
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