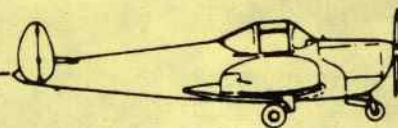


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 8, Number 6, November 1979

Editor: Skip Carden

NATIONAL FLY-IN RECAPTURED IN PHOTOS



Welcome Ercoupers - And We Were!



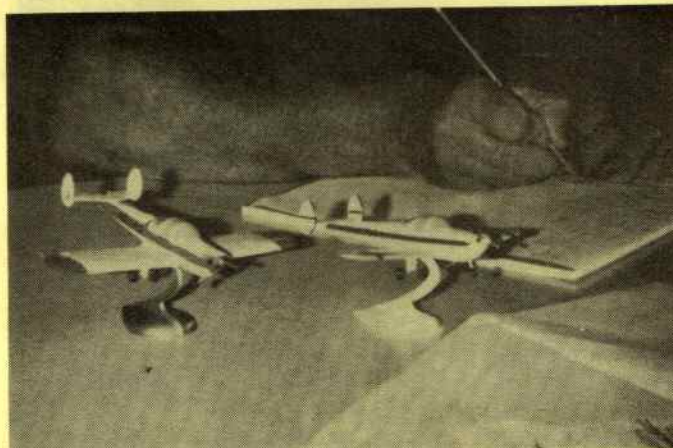
Jack Harkness (Arizona) after the first day!



Ralph Johnson & His Super Coupe - 0290 Lycoming powered



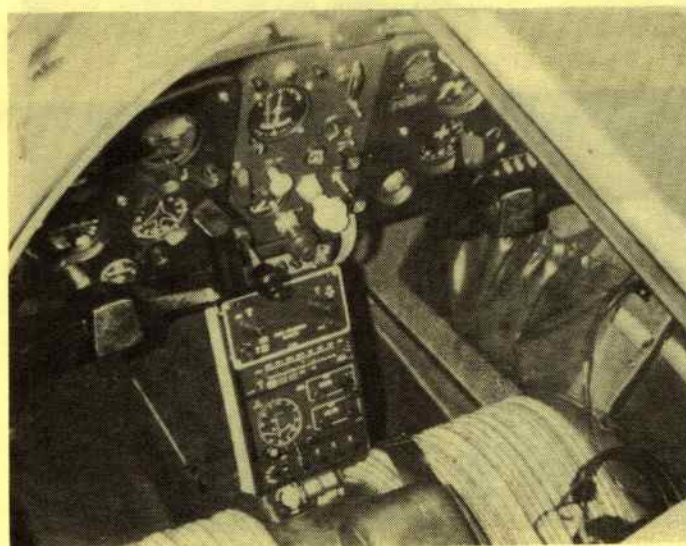
A P-40 Coupe in China markings



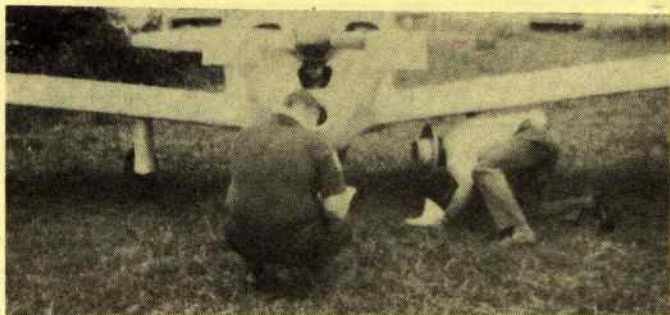
Only two entries in Model Contest



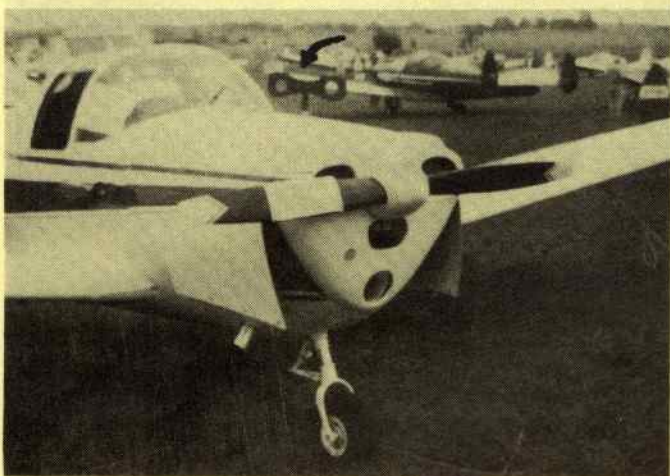
The Convertible and guess who?



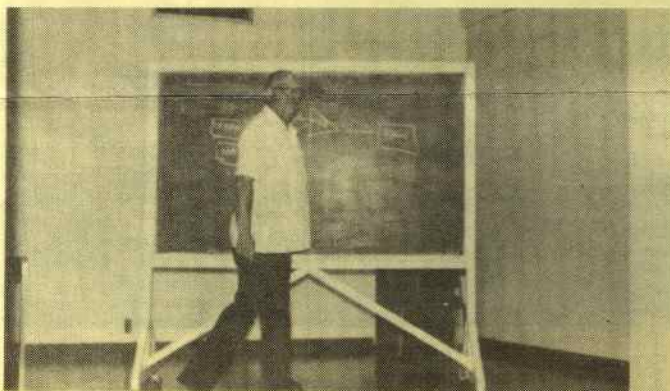
Full house Forney with Consol & Auto Pilot



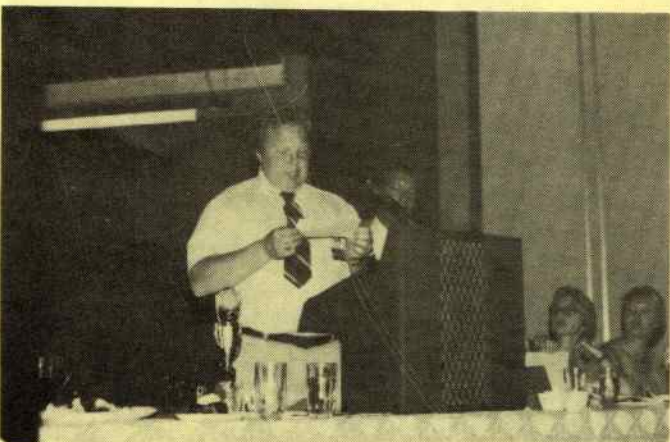
Judges really checking them out



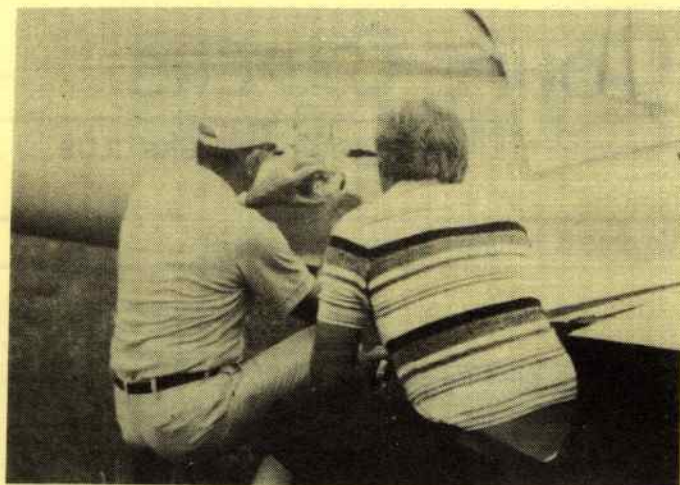
Spring Power – Note Wind up Key



Roy tells about Auto Pilot



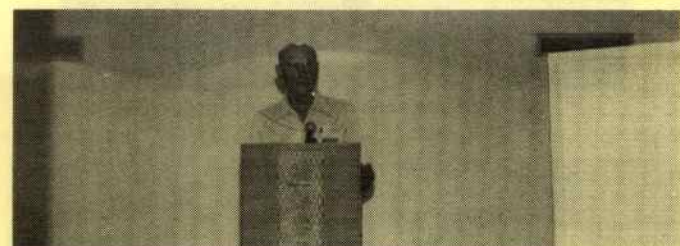
Our New President, Jim Fohr



Fred signs his portrait on the side of this Alon



Jon Hiles and his well received Forum on Maintenance



Fred speaks at Forum



Our Trophys & Awards



Bob & Mary Jane German



Enjoying the food



The Judges sweat out the winners



Roy Wright receives Fred E. Weick Award



Keith Whitig - Longest Distance - Alaska!



Father Tom Rowland receiving Most Original Award

I want to thank Joe McCawley and Walt Bacon for the Photos which appear.

One Mans International Flight (Anytime you leave the State of Texas, it's an International Flight)

Part 2

While attending the fly-in at Leonard & Laura Pages' home I had hopes of asking Leonard if he could "schedule me" for an annual on my plane. I had feared that during the years I might have had a few "paper" jobs done on the plane and I felt it needed to be gone through — completely by a person who knows them, and how they should be, as well as Mr. Fred. And that description fits only one guy - LEONARD PAGE.

I had talked to a lot of Coupers at the National for the last 2 years, from all over. They had the same comments, "You got a prob-

lem? Ask Leonard," "Find out what Leonard has to say about it," "check it out with Leonard" — LEONARD, LEONARD, LEONARD. This indeed, seemed to be "THE MAN."

Before I go on, let's explore this so-called "Super-Couper," this "all-knowing Super Mechanic who can take a Coupe apart blindfolded and reassemble it with both hands tied behind his back in a blinding snowstorm."

1. Leonard Page claims to have gotten over 1 million shaves from the same blade, that he uses daily;

2. It is not true that Leonard only has 2 pair of overalls, his work pair and his "coupersuit." Let it be now known that he has another 143 pairs of work overalls, and they all look the same;

3. Leonard Page is not a full-time airplane mechanic; he thinks of himself as a "cattle baron" but he kind of ruins the image when he rounds up the herd by racing around the farm in a pick-up, firing a shotgun — I never saw John Wayne do that, or Ben Cartwright;

4. Leonard Page is a Health Nut – Really – Notice that he only smokes cigarettes that do not have a Surgeon General Health Warning;

5. Leonard explained to the fly-in group what his "Secret Project" was, we were not impressed. His Project was to have man "fly-like-a-bird." He said he got in the chicken business to study birds and how they fly. (The other birds flew away from him so he stuck to



chickens). In fact, during talk about the project, he climbed on top of Chicken Coupe and started flapping his arm yelling "Rotate" "Rotate" to show us how it's going to be done (see picture). We finally talked him down by explaining that first he needs to be "tarred and feathered" and I'll be damned IF HE DIDN'T COME DOWN!!!

6. Leonard has a very limited vocabulary. He only knows two phrases: one gets him into a jam and the other gets him out of it. They are - in order: (a) Hey-that's no problem, I can fix it up for you in no time, bring it over; and (b) "Laura!"

That's right gang. I have discovered what makes Leonard great. I can sum it up in one word.

LAURA

Leonard is an idea man. He has an idea for a fly-in – and Laura puts it together – Excellently.

Leonard knows he has a part or tool, somewhere, but it takes Laura to know where it is and gets it, and helps him put it on. Laura has a mental inventory of everything there, what it's for, how to use it, where it goes, etc. etc. But after she gets what's needed and gets a screwdriver and screws, she holds the screw, gives Leonard the screwdriver (right side up) and let him take all the credit for installing it.

Truly – in this case – the difference between a scared little puppy dog wetting all over himself and a thundering Bull-of-the-woods is LAURA.

So much for the "God-like Creature" called Leonard Page. I had to decide whether I wanted to expose my Coupe to this man. Would he break a leg while trying to fly off the chicken coop, and could he put it back together with both hands free on a sunny day? (Could he handle a challenge like that?)

I did the only thing a man would do. I asked Laura. She told Leonard and Leonard said - "Hey, that's no problem, I can fix it up for you in no time."

He said something about taking time off from the project to develop a heat resistant tar in case he flew too close to the sun.

I felt a moment of panic until I looked over to Laura who smiled and said "I'll help." I knew, then, I was in safe hands.

I was asked to spend the night and we would get an early start in the morning. Leonard called a AI "Bob" and told him of our plans. We were to meet him in the morning for an annual. He agreed so I spent the evening talking and enjoying the hospitality that would put a Texan to shame.

The next morning off we went to "Bob's." He was ready to go to work, everything they looked at was wrong.

1. Wrong type battery & no cover.
2. Frozen bearing on Aleron-remove right wing and replace
3. No bellcrank oiler - drill and install
4. Crack in nose bowl - remove prop and repair
5. Oil leak in fuel pump area.
6. No dust cover on wheel bearings, etc., etc., etc.

It soon became clear that this was more than a one day, 3 man job.

I offered to take the bus home and leave the plane.

Leonard wouldn't hear of it. "Take mine, I'll let you know when yours is ready."

I took a good look at his. He noticed I was checking out the cow manure that splattered all over the plane. He remarked that the "Pasture Grease" made it go faster. And his Nav-com only picked up when going "from" a V.O.R., and do this, don't do that, etc. etc. Well, what could I do? I thanked him very much, promised I would take good care of it, and started to leave.

I had hopes of going to the Rich Mt. VOR and using it to Longview, but after what Leonard said I had little hope of any radio navigation. (I checked out his Nav-com - it had 3 settings (1) Home; (2) Bob's; (3) Talhequah. My hopes were dashed. Leonard came to the rescue. He stuck out his arm, pointed his finger and said "go that way till you get to Rich Mountain and turn left." I sighted down his arm, and took off.

I climbed to ID500 put the Nav-com to "Home" and turned in to Rich Mountain; it picked it up loud and clear!!

I trimmed up the Coupe and settled back for a smooth trip. After a couple of hours I stretched out. All at once the plane went wild - scared me to death.

I grabbed the controls to try and maintain straight and level flight and that's when I noticed "RUDDER PEDALS!!!" When I stretched out I pushed on one. I thought to myself "How dangerous they were, enough to cause a heart attack or at least a cramp in the leg."

I also noticed that Leonard had installed a fuel gauge. I check it and it showed full, after 2½ hours it showed full, after almost 3 hours, it suddenly went from full to ¼.

I quickly checked the nose tank gauge and wondered if he could have done any "improvements?" on that. If so, I will be out of gas before I can get to the ground. (Talk about "stranded").

Luckily Mr. Fred had made "the-Bent-wire-on-a-cork" foolproof, and I made it, non-stop to San Augustine.

I started to get another wave of panic when I thought of my plane – my pride and joy – left with such a man who would do such perversions to his own Coupe. I felt sick. But then, all at once, I smiled, my fears went away, my hopes were raised, I knew everything would be all right, the "guardian angel" would keep her eye on it.

"Laura" would be there.

Skip Harris
N2906H

New Regional Director Appointed for Region 10

It was with deep regret that we announce that Milt Jobes has found it necessary to give up his duties as Regional Director of Region 10. Milt and Ruth Jobes have become regulars with the Club and have done a great job in Region 10. They are responsible for the great booth that we have each year at Sun N Fun and do all the leg work in that area. We will truly miss their competent leadership and hope that they will soon be able to help out again.

I have prevailed upon Bill Morrison to accept the Region 10 leadership. I am sure that everyone in this area knows Bill. I would ask that everyone give Bill your help in making Region 10 have a successful and enjoyable year. I am sure that everyone will give Bill their fullest cooperation. Bill is located in Brandon, Florida and will need help from members wanting to be wing leaders in the following states: Fla., Miss., Ala., Ga. If you can help, please contact Bill Morrison, 1004 Greenbriar Drive, Brandon, Florida 33511, telephone (813) 689-6449.

OSHKOSH REPORT

Dear Skip:

While at Oshkosh this year I left a notice inside my plane about the Ercoupers get-together and asked people to sign up if they were interested in information about the EOC. I gave a number of the names to Rita Wright and I presume that she has sent the information along to you. These are some I got after they left. There were a couple more but

some how the cards or slips of paper were lost in the shuffle and confusion of getting home.

We had a grand time at Oshkosh as a number of us camped together in an Ercoupe compound. The group included Fred and Dorothy, Jim Jackson, John and Rita Wright, and the Jim Fohr family. They came in a fancy motor home. Jim said he could afford to drive it to Oshkosh from Caledonia. There were nightly gatherings of any number of Ercoupers. So even at Oshkosh the Coupe Group was in evidence.

I had some trouble getting my Coupe home; a combination of weather and a number of little items but all in all it was an enjoyable trip. I did learn something about flying in haze and fog. Out here in West Texas anything less than 100 miles visibility is considered minimal VFR so 1000 and 2 miles was something new.

We are having a Fly-In over in East Texas in September and if I can get someone to take my place on the weekend, I may just go on over there. Although we have six Ercoupes right here on our own field, it is always a pleasure to get together with some others. Speaking of that, I have been trying to get hold of Jack Crater from Virginia who is to be stationed here at Ft. Bliss but I have not succeeded as yet to locate him. We need all the Ercoupe enthusiasts we can get.

Hope all is going well with you back in North Carolina. We are just entering the nicest flying time of the year down here. October and November are made for flying in this part of the country...

Fr. Tom Rowland

BOWLING GREEN AREA

September 1 Fly-In

While the weather was somewhat less than we had hoped, 14 coupes were here for a good get together. All had a good time looking at some fine workmanship and exchanging ideas. With over 30 people on hand, the hangar flying was great.

Jon Hiles gave his very fine talk and many good ideas to any and all.

Four awards were made as follows: Grand Champion, 3345H; Best Paint 94869; Best Interior 2122H; Best Equipped 65500.

THOSE ATTENDING WERE:

Bob Straight, 93852, Mfd., Oh.; Jerry & Betty Job, 99283, Grosseile, Mi.; John Horwath, 99228, Flint, Mi.; H. Elbert "Al" Blair, N3288H, Bluffton, In.; Don Bonem, 87312, Bay City, Mich.; Ralph Broman, passenger, Bluffton, Ind.; Joseph E. Todd, 6550Q, Connersville, Ind.; James Tash, 6550Q, Connersville, Ind.; Dale Hardwick, 3680H, Bainbridge, Ohio; J & L Tennant, Wadsworth, Ohio; Carlos L. Bailey, 2122H, Athens, Ohio; Terry & Diane Shankland, N3855H, Toledo, Ohio; Wm. Harter, N6509Q, New Castle, Ind.; Charles Sloane, 2122H, Athens, Ohio; Dane McPherson, N3345H, Bellefontaine, Ohio; John Dieterle, 99935, Ann Arbor, Mich.; Don Matthews, 99935, passenger, Det. City; Bob Worley, 2480T, Cols. Ohio; Jack Bryan, 94869, Columbia, Oh.; Leon G. Hennessy, Toledo, Ohio; John Labash, 99284, Toledo, Ohio; Harold and Helen Smith, 2596H, Akron, Ohio; Richard Wise, Field Mech., Liberty City, Ohio; Duane Finerty, Big Beaver 3041G, Troy, Mi.; James R. Fohr, 57992, Milwaukee; Carl Hall, 93771, Bowling Green, Ohio; Jon Hiles, Springfield, Ohio.

Dear Northwest Coupers,

Well, Coupe Troupes, our Fall rains are here. It was just a bit showery for our gathering last month but, despite that and the big EAA Fly-in at Evergreen, we still had a pretty fair turnout. When we landed at Albany the Pauls had just arrived, and beforelong the whole gang gathered. Jim and Aggie Prosser, Jack Stevens, Dick and Mary Roscoe, Malcolm Gibson, and the Newtons all flew their Coupes; Clark and Bella Mohr and their granddaughter, Donna, flew in an UnCoupe.

There was the usual friendly chatter during which we learned that Mary Roscoe had placed well up in the list of finishers in the Palms to Pines Race - she was wearing the special T shirt she had designed and painted - CUTE!!

Dick mentioned that his friend at Independence Airport who makes the leather Coupe belt buckles has received an order from waaay back in Fla. as a result of the mention in our newsletter in the last Coupe Capers.

Roy presented to Clark Mohr a \$25 check which Clark's grandson had won in a drawing at the National at Tahlequah in July. Sorry about the delay in delivery but since the check was made out to cash we didn't want to mail it.

Bella Mohr earned an airplane design pot holder for having the highest score on my "Aircraft Awareness Quiz" -- we had several good scores this month. Sharp copilots!

Toward the end of our gathering Clark Wilson landed in his Coupe from Bandon down on the coast. He had been flying by and saw all our Coupes parked in the lot, so came on down to say "Hi." With a new shower bearing down on us we couldn't chat too long but did enjoy seeing him again.

Just before the August gathering we had a post card from Fern Blocker, now visiting Northern Africa! She says a camel ride cannot compare with an Ercoupe. That little lady certainly gets around and seems to be enjoying her retirement.

Al and Karen Henderson finally got their newly acquired Coupe in the air and flew over recently to show us. Al has had the usual frustration with mechanics and can hopefully avoid them for a while.

We'll be anxious to hear how the California gathering at the Nuttree went this year. We were unable to make the trip but never would have got away in this monsoon anyway. I doubt anybody from Ore. was able to get through. Sure hope it was more favorable for the California gang.

Coming up in our area on Sunday, Sept. 9, is the annual 99's Pancake Breakfast at our home strip, Dietz Airpark. We'll look for you all here!!!

We had though to have a picnic for our Sept. Coupe gathering, but this weather doesn't look so sharp so we'll stick with Sweptwing Restaurant at Albany, Saturday, September 15, at noon.

Thanks again to all of you who have chipped in on our stamp fund. We appreciate your help.

Roy & Eileen Wright

P.S. Don't forget to leave word before you take off in your twin-tailer where you're going and what time you plan to arrive. If you don't get there, it gives the lookers a chance. Good flying!!

NEW OFFICERS

Dear Skip:

As you requested, here is a little background on your new Vice-President of Coupe Capers.

Don Stretch, age 35, weight 210 lbs., height 6ft. 2 in., still able to fit in an Ercoupe. Owner of Airtex Products, Inc., manufacturer of aircraft interiors and re-covering supplies. Married with three children, residing in Yardley, Pa. I have been flying for approximately 12 years with about 400 hours, 200 in Coupe 24AP.



I have been a member of Ercoupe Owners Club for about four years, have been to one National, where I flew my Ercoupe. I have been serving as President of my local EAA Chapter 176 for the past two years.

I attend Oshkosh regularly where I exhibit my products and also exhibit my Ercoupe. I also have a large knowledge on restorations of Classic aircraft and would be more than happy helping anyone with

information on re-doing an aircraft on the Classic nature as well as the standard category aircraft.

My interest in aviation was generated by my father, who has been flying for years. He owned a Cessna 170B which we have flown all over the country as well as to Alaska.

As well as being a member of the Coupe Capers, I am a member of just about every other aviation club because of my business interests, so if anyone would desire information on other clubs, I can also be of assistance.

Skip, sorry in the delay in getting this information to you.

Very truly yours,
D.L. Stretch,
Vice-President

Judy Lebash, our new Secretary, is featured this month as one of our new officers. Judy was unable to attend the National this year so we are presenting her to you, along with myself, this month. Judy sent in the following information:

"I have been flyin for 6 years and have owned by bird for 5 of those years. I am 29 and holding, I have two boys ages 10 and 8 and I love belonging to the EOC. It is really a great Club with really terrific people."



Judy Lebash, Secretary, EOC 1979-80



Skip begins EOC National Fly-In with a bull horn - - -

Skip Carden, our Treasurer for the coming year, is married and has two children, Tal 19 and Tanya 16. He has been flying for 11 years, having soloed in an Aeronca 7AC, owned a Fairchild PT26 and a Fairchild 24W with several Coupes in between. Skip has always been interested in flying and was an Airforce ROTC Cadet in college and had intended to be a career pilot. He has been active with Coupes since late 1969 when he formed The Ercoupe Owners Club. Since then he has been totally committed to this organization. He now owns and flies a Cherocoupe needing the extra seating capacity.

FOR SALE

Due to lack of time because of my job and my small ranch, I'm having to sell my Ercoupe. It's a 1946 Ercoupe, 415-C, Reg. No. N99909, S/N 2532 with about 2000 total hours and 100 hours SMOH. It has a Narco Mark V with VOR head, Gyro compass, artificial horizon, needle and ball, carb. temp., etc. It ran out of annual June 1, 1979, but can be back in the air with minor work, ELT battery, brack pucks, etc. I'm asking \$4,500.

A.J. Lees
Route 1, Box 611-R
Arroyo Grande, CA 93420
(805) 489-9256

1946 415-D N2427H 750 SMOH, fresh annual, 90 channel Nav-comm, full panel, recent air-tex interior, ceconite wings, several components and systems recently rebuilt, owners, parts and repair manuals included. It's a nice little airplane. I hate to sell her, but circumstances say I have to. Asking \$5,000.00.

Paul Darling
517-676-3800

8am to 5 pm

No collect calls please.

FOR SALE

Dear Skip,

I have the following brand NEW items for 415-C for sale:

Complete exhaust system, 2 original steering wheels, control shafts, V-joint bushings, bearings for M.L.g & nose gear, NEW glass sliding windows and bronze sun shade, welting, overhead air breather kit, cabin heat bases (2), new air filter, 2 Saunders S.S. brake discs (never used), new dry 35 Amp. battery, cabin muff, muffler wrapper, 8-C-26 spark plugs, 2 new Eiseman dist. caps, AM-4, 2 pilot-pts-2 condensers (H-24-923), extra used single fork 415-C nose gear complete and a few other items.

These items are all NEW as purchased and in original boxes. I had them for spares - only 415-C single nose gear is used.

I will sell these items at LESS than I paid for them. I don't know how you could put all these items in Coupe Capers but please make mention that I have these items for sale.

Sincerely,
L. C. Guilbeau
314 West Main Street
New Iberia, LA. 70560
(318) 364-0084 after 5 p.m.

Alon 1968 A2A. Absolutely like new in every respect, N5473F. Sm. No. B273 (\$9,750.00).

Harry R. Caldabaugh
438 Snow Hill Road
Salisbury, MD. 21801
(301) 742-1185

WANTED

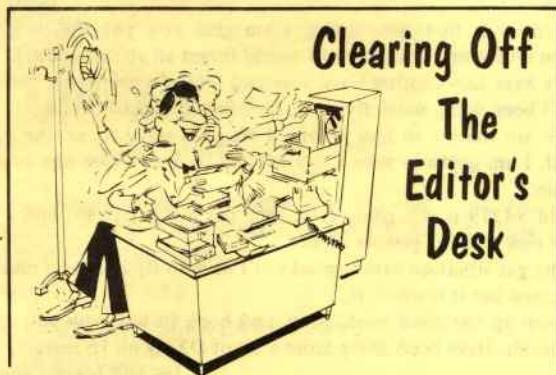
Cleveland Wheel and Brake Conversion to fit serial numbers 183 to 812. Also double fork conversion to fit same. Would also like nose bowl w/fresh air intake in very good shape. Please no junk - have that already.

Butch Kuntz
P.O. Box 393
Grand Rapids, Mn. 55744
(218) 326-8370 after 6 p.m.

WANTED

ERCOUPE WANTED, will trade 1970 camper, 1973 Cadillac convertible or 1973 Jet Boat (Cobalt with less than 100 hrs) for IN license plane.

Paul Platt
4445 Rose Ct.
Whitehall, Md. 21161
(301) 472-9012 Eves.



Don't Get Hurt With HERTZ

After my dissertation last month on the Avis rip-off, I felt it only fair to warn you about the other company. While returning from a recent Fly-In in Maine, I was grounded due to weather at Charlottesville, Va. After spending one night there I decided that the best thing to do was rent a car and drive the remaining distance. Well, after my experience with AVIS, I thought that I would try HERTZ and see what they offered. Well, you guessed it! They only had one car that could go one way and that was a Ford Thunderbird which rented for \$20 some dollars a day and 20 some cents a mile. I thought that this was not too bad a deal so I took it. The catch was that they did not bother to tell me that this rate did not include the gas! When I returned the car to Raleigh Durham Airport, the nearest HERTZ office, I was told about the gas charges which amounted to another \$20.00. When I protested, I was shown a small box at the top of the contract which had been checked that said that gas was not included. Score one more for the great rental rip-off. I can only advise you to read your contract carefully. Be sure you know what you are being charged for, and still be very cautious as to what charges you will be held responsible for.

Jerry Cook from Greensboro, Ga. writes to say that he has a copy of the 1945 Air Trails which he is donating to the Club. He offered it to Mr. Weick, who had a copy and suggested that Jerry send it to us. We want to thank Jerry for the gift and will keep it in our file with other Ercoupe material. Possibly in the future we will re-print the article in Coupe Capers. Once again, THANKS.

Ercoupe unsafe?? In a recent article in Aviation Magazine by the National Transportation Safety Board has been challenged by GAMA charging that certain data could generate false conclusions concerning aviation safety. When they ranked the aircraft by accident rate the Coupe ranked 7th out of 33 aircraft. The first eight were Luscombe, Cessna 195, Stinson 108, Globe Swift, Arenoca 11, Cessna 120/140, Ercoupe. They were rated as to the accident rate per 100,000 flying hours. When ranked by fatal accident we fare a little better dropping to eighth. When rating aircraft as to accidents, we find that Cessnas were number one with Piper a close second. Of course, we all know that there are more Cessnas flying than anything else and Pipers next. As with most government studies, we find that lots of facts and figures are used to cloud the issue. We can say that the Cessna is the world's most unsafe aircraft and Piper is second, but when all the facts are properly correlated, we that the NTSB has once again produced a report that will do no one any good and is virtually useless. So, if you happen to own one of those unsafe Ercoupes that won't stall or spin, you better trade it in on one of the safer Cessnas or Pipers, because the figures say your bird is not safe (THE MAJORITY OF FATAL ACCIDENT LAST YEAR WERE STALL SPIN RELATED). Which points out another fallacy in the FAA's reporting system. Any aircraft that spirals in or goes in in a nose low attitude the FAA reports this as a stall spin accident (They even do it with Coupes even when they are certified Characteristically incapable or spinning). Well, who knows what they will come up with next -- probably a label to be posted on all dash panels -- CAUTION, FLYING CAN BE HAZARDOUS TO YOUR HEALTH. With all this Governmental protection we should all live forever!

I wish to thank Mary and Webster Fox for their hospitality during Don Stretch's and my recent visit to Maine. We met lot of devoted Coupers and their wives who braved low clouds and intermittent showers to attend. Don and I had a great time and really enjoyed the visit.

HELP-HELP-HELP-HELP. Please send in an old address label or copy off all the information on a current label, most especially the membership number and the date of expiration. We have used up all the old labels and must now rely on your cooperation to keep things running smoothly. I am sure you will all HELP - Thanks.

Uncle Sam has forced us to come up with a new size for our Newsletter. You will note the change beginning this month. The new size is so we can comply with the new Postal Regulations for First Class Mail.

Number 1 key rings, Mr. Robert F. Whipperman, who donated Ercoupe Number 1 to the National Air and Space Museum, recently wrote and thanked the Club for his membership. He also suggested that we might want to have replicas of the original data tag with Mr. Weick's signature on the back. He said if we were interested, he would contact the museum about lending it to us to copy. I then contacted Earl Hendricks (who makes our Club jewelry) and he said that it would be no problem to make. Are you interested? If so, let me hear from you.

Product Evaluation: This month we are going to give you a report on a watch. Each month following we hope to test consumer items which are aircraft related and report to you. If you have an item you wish tested then write and I will try to do it. There are so many items out now that unless you have first hand knowledge of the product through past experience or word of mouth, you have no idea what to expect. I shall try to be as objective as possible and will tell it like it is!

The WINDERT Quartz LLC watch is marketed by Media Marketing Co., 10155-9 Plano Road, Dallas, Texas 75238, Phone Toll Free 800-527-7066 for Credit Card orders or in Texas call Collect 214-349-3120. Retail Price \$49.88 silver + \$2.50 or Gold Tone \$54.88 + 2.50. This is for a Dual Time Alarm Chronograph, with a 24 hour alarm and a 12 hour Chronograph. There is also a night light for viewing in the dark. The stopwatch function can be stopped and re-started or it can be used to make a lap stop and will automatically re-start in 6 seconds without losing the time. Of course, it has the date and day and a second time zone. I rate it as a good buy on the rapidly fluctuating market of LCD watches. It has a nice band and doesn't pull the hair on your arm. It makes a handy timer for those long cross country flights. I recently used mine on a flight to Don Stretches and was impressed with its performance. Helps eliminate getting ahead of yourself as the watch makes you aware of time and distance. The alarm function works well also and is loud enough to hear, but I am not sure you could hear it in flight. All in all I would recommend this watch to anyone in the market for this kind of timepiece.

TULLAHOMA SPORT AVIATION FLY-IN EXPECTS BIG START

All advance indications point to an exciting beginning for the Experimental Aircraft Association's First National Fall Fly-In set for September 26-30 at Tullahoma, Tennessee. Motel reservations are rapidly filling up within fifty miles of the field and the number of telephone inquiries is escalating.

At the same time the process of turning plans into realities is systematically falling into place. "Hundreds of EAA members from Tennessee and surrounding states, have given up their weekends and summer vacations to help put the site in shape," says Convention Co-Chairman John Parish. "The whole thing is evolving into the finest aviation event we've ever seen in Tennessee."

A big part of the Fly-In will be the daily air shows which will begin at 3:00 and run for two hours. The roster of performers is already impressive. Among others it includes EAA President Paul H. Poberezny doing aerobatics in a Mustang P51-D, Bud Judy in the Acro II Biplane, Joe Hughes' famous wing-walking routine with his Super Stearman Bi-

plane, Greer Parramore in his Pitts Special, Tom Poberezny in the new Christen Eagle I, Jack Lane and his Luscombe, Duane Cole in his Taylorcraft, Bob Heuer in his Stearman and Van White in a Clipped Wing Cuby. Additionally, there will be fly-bys featuring EAA's Warbirds of America, Ultralight aircraft — including powered hang gliders, and the Pober Pixie, a high wing sportplane with a Volkswagen engine that has been converted to run on grain alcohol. While in its native Wisconsin, the Pixie flew on ethyl alcohol distilled from Wisconsin corn. When brought down to Tennessee, it's expected the fuel will bear a strong resemblance to good Tennessee whiskey.

Though the flight line of the Convention site is restricted to EAA members, pilots, and qualified guests, there will still be plenty of activity accessible to the general public. That will include the commercial exhibits area, the forums and workshop tents, and excellent viewing sites for the daily air shows as well as the day long fly-by activity.



FROM THE MAILBOX

Dear Skip:

Enclosed is \$15.00 for dues for another year. Really enjoy all the news. Someday I will make the National. I am a Flight Service Specialist at Akron, Colo. F.S.S. Fly Alon N54776, anyone going by, give a Hello.

Lloyd R. Boatman
249 Date
Akron, Ohio 80720

Dear Skip;

Enclosed please find check for my renewal to Club for another year. I have not been able to attend any of the fly-ins, except the Fun and Sun at Lakeland, due to a health problem.

I have done very little flying also for the same reason, my little Coupe just sits there waiting and I keep hoping that I can get it in the air soon, but if I'm not feeling good I would rather be on the ground and wait until another day.

I had a problem with the Carburation and several fellow couper's wrote me and suggested what it might be. I never got to try some of the suggestions yet and so I have failed to write to these fine Gentlemen, but I hope to do so yet, as I will be doing some work on the Coupe shortly. I did find that by opening the idle adjustment a half to three quarters of a turn more that the engine went thru the change from idle to high speed without coughing and sputtering, so maybe this was the main problem.

Thanks for a fine newsletter and keep up the fine work.

Robert DeShazo
2236 NE Coachman Rd.
Clearwater, Fla. 33515

Dear Ercoupers,

My renewal is enclosed - plus a Fred Weick Scholarship donation.

What a pleasure for Jack Gentry and I to meet Mr. Weick (my hero) and so many other Ercoupe owners at Oshkosh. Fantastic is only one word to describe it all!

Our business card is attached - everyone is invited to come Fly the Coupe in Hawaii.

Eleanor Sharpe
Handiflyers, Inc.
827 Waiaka Road, 2-D
Honolulu, Hawaii 96826

Dear Skip:

Well, it is that time again. I am glad you put the little red expiration notice on the capers or I would forget all about renewal.

We have had another busy year and lots of poor flying weather so haven't been doing much flying up here in the sticks.

We are waiting to hear when Al Wood is going to get the fly-in organized. I am going to take a day off and fly over to see him as soon as possible.

Old 94379 is still going great. She has had a face lift and I just put some new exhaust gaskets on her.

The gas situation here is good but I have to fly about 35 miles to get 80 octane but it is worth it.

Keep up the good work, Skip, and hope to talk with you someday on the air. Have been doing quite a bit of DXing on 15 meters.

Joe and Joyce Caporale
RD 2, Box 23
Putney, t. 05346

Dear Skip:

Am enclosing a check for \$15.00 for '79 dues. Please send July and August Coupe Capers, as the June issue was the last I received.

We were unable to make the trip to the Convention this year, as both the Coupe and I were out of license.

Does the club have any alternative for the omni insurance? I understand it cannot be written in Kansas anymore.

We enjoyed the Convention in '78 — hope we can make it in 1980.

Best regards,
J.W. Brewer
1674

See ad on Back Page.

Skip

Dear Skip,

Wow, dues time already!

Enclosed is a photo of my "almost" completed baby. It just doesn't show the Kenny noseowl but maybe next time I'll get it from the front. It took 18 months but now I guess it's worth it. Sure hope to get to the EOC nationals next year.

Oh yes, enclosed is a check for the dues and a little extra for the "Fund." Wish it could be more.

Keep up the good work. Coupe Capers is the one publication that every word is devoured.

Sincerely,
Bob Croft
No. 1127

THE METAL-TO-METAL latching seat belts required by changes to FAR Part 91 (November 1978 *AOPA Newsletter*) aren't necessary until December 4, 1981. An error in the amendment called for the switch in 1980.

PILOTS GROUNDED for the impending reentry of Skylab last month are still trying to figure out under what authority FAA "cleared" the airspace. While Skylab was falling in the Indian Ocean and over Perth, Australia, U.S. air traffic was disrupted. But no one seemed sure whether the U.S. airspace affected was designated restricted or prohibited or just plain hazardous to your health. There have been no reports of pilot or planes being hit.

COMING EVENTS

The Fall Fly-In of Antique Classic Chapter No. 3 will be held in Camden, S.C. October 12-13-14. Looking forward to seeing you and Ercoupe members attending.

Holiday Inn, Lugoff, S.C. will be headquarters. Phone (803) 438-9441. Address: Corner of state routes 1 and 601, zip 29078.



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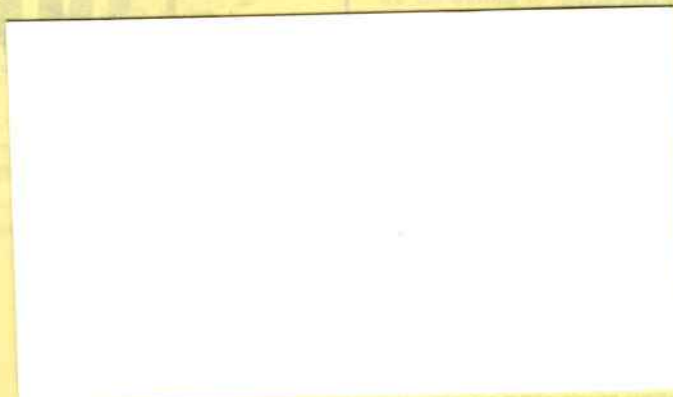
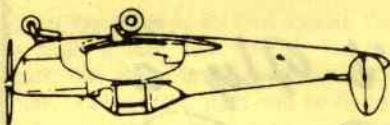
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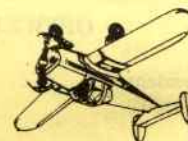
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