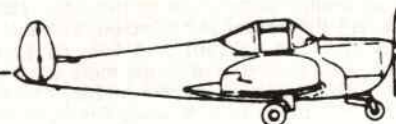


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB

ERCOUPE BOOK
THE ERCOUPE: A TOUCH OF CLASS
VOL 1



Volume 10, Number 2, 1981

Telephone 919-471-9492

Editor: Skip Carden

PRESIDENT'S LETTER

Another great year has passed for the Coupers with plans and hopes for a great 81-82 year ahead. I want to "THANK THE MEMBERSHIP" for the honor of being President for the coming year. The big effort is finding a suitable location for the coming '82 Fly-In on the western side of our great country. For those that didn't make it to national, we had a good site located, only to be informed two days before we left that the college could not live up to their end of the deal. Many heads got together and now we have three more possible places to look into. We will meet on the west side, but time and location will have to wait a little longer. Our Theme and goal for this coming year, is to reach out and find coupe owners that are not aware of our group and get them to be active members. Lots of good folks are out there along with many talents that would make our great group even greater. Don't be afraid to say "Hello" and talk of our cause. More will be coming in the Capers as time goes by.

I also want to "Thank" the membership for the privilege to work with Carl Hall vice/pre., who did one great job with the just completed Fly-In; Rita Wright, sec., who can keep any group going, and Skip Carden, treas., who has made this group what it is today.

We pledge to do our best, but ask for your support thru this coming year. Once again "THANKS TO YOU ALL."

Sincerely,
Jack Harkness

WEATHER BOMBS BOWLING GREEN

Well, it had to happen sooner or later. The weather finally caught up with us. A large front came in and settled in the Ohio Valley and decided to stay. This caused rain, thunder showers, haze and fog and kept most Coupers at home. I believe that we had more people arrive by car or commercially than any other Fly-In we have had. But, come they did. By car, plane, motorcycle and van. Some from the west coast, some from Maine some from Canada and all points between.

The final count was 50 Coupes and 140 people. It was gratifying to see so many people drive in so as not to miss the annual event. This year Carl Hall really outdid himself and everything went perfectly. The rooms were more like hotel rooms than a dorm, the food service at the Field went off without a hitch, the forums were well attended and the safety programs were well attended and well received. The university had two vans at our disposal and the airport was only three blocks from the dorms. We owe Carl a big THANKS for a job well done. I know that he put many hours into making this a really nice event.

This year we let the people choose the winners of our awards and it worked very well. We were surprised with the large number of ballots cast and the closeness of some of the categories. The winners were as follows: Best Ercoupe - Dave McPherson and N33454; Best Forney - Jack Trnoves and N11L; Best Alon - Eric Anderson and N6543Q; Best Mooney - M10-Jon Hiles and N9548V; Most Original Ercoupe - Tom Rowland and NC28961; Lady Ercoupe of the Year - Jana Ross; Longest Distance Flown - Tom Rowland; Second Longest Distance Flown - Steve Price. Plaques were awarded to the following: Longest Distance Driven - Bob Whipperman, 2500 miles; Longest Distance Commercially - Dave Kenney; Oldest Pilot - Fred Weick; Youngest Pilot - Steve Price; Lowest Serial Number - Tom Rowland; Hard Luck Award - Col. Moore.

The Arizona Group present Fred with a caricature of himself done by Bud Warner and signed by all the Arizona Coupers. Unfortunately it got damaged by water on the way up and will be sent to the Weicks later. Joe Cawley was also presented with a special Bull Slingshot award presented by an anonymous donor. Eileen Wright presented Jim Jackson with a special Van award which had a set of twin tails on the back.

In summary, this was one of the best and most relaxed Fly-Ins that I have attended. Everyone came to see and enjoy old friends and to have a good time and this was what happened. In fact, some compared it to a Family Reunion and that is the way it seemed. If you missed it, you missed a good one so try to make our next one.

Speaking of next year, Jack Harkness has been busy selecting a site for the '82 Fly-In and had it all worked out and then some last minute changes by the college caused his plans to collapse. Several suggestions were presented and I am sure a site will be selected as soon as possible. In the meantime if you have any suggestions for a location in the west or midwest, call or write Jack. We will announce the dates and location as soon as a site is selected.

COMING EVENTS

7th ANNUAL FLY IN-CAMP IN August 22-23 Poverty Flats Flying Club, Inc. Clinton, Maine 04927

For reservations for meals & campsites call 426-3079 - 426-2251 - 426-8438.

• • •

We'd like to take this opportunity to invite all Ercoupers in Region 8 to Maple Grove Airport in Fowlerville Michigan (65g) on Sunday, September 13th for a Dawn Patrol and Fly-In. This is an all day event and includes a pancake breakfast, lots of door prizes, etc. etc. Last year we had over 250 planes ranging from a WW I German Sroech to home-builts, but only 5 Coupes. This year we wanted everyone to have a special invitation. This field is our home base and is a real nice field. Runways run N-S and E-W. Runways are 3040 x 110 and 2000 x 100. There is 80 and 100 oct. gas on the field and anyone that would like a place to stay overnight is welcome to stay with Carl and I. This will also give you a chance to meet the new wing leader, Bob Jenks, as he'll try to be there. We'll be on the field by 8 AM to meet all coupers so "ya all come."

Sincerely,
Carl & Maxine Teachout and
The Michigan Tweety Bird

P.S. Fowlerville mans unicom 122.8 (Ph 517-223-9956). Has runway lights on request.

Annual Arkansas Picnic Honored Guests Fred and Dorothy Weick

Friday, Saturday and Sunday, Aug. 28-30, located halfway between Little Rock and Fort Smith, on V74 at Donil intersection. Cedar Creek Rank, Page is 3 miles east. Both sod and private, land at your own risk, or land at Russellville, air conditioned transportation. A.P. A.I. on the field, "Page," 80 oct. Distance awards for drive in and fly in. All meals free on the field. Happy hour, live music. If you have sleeping bag, bring it. Six beds in air cond. house, 2 car air conditioned garage full of cots. Travel trailer sleeps 6, camper sleeps 2, motor home sleeps 10. Also beds at neighbors. Danville Motel 501-495-2715 hold till 3 pm Sat. Other motels. When we run out of beds will sleep in shifts and yes, Jack, we even have a potty in the house.

Leonard and Laura Page
Belleville, AR 72824
501-495-2647

HELP NEEDED

Can anyone supply me with a copy of FAA Aircraft Specifications A-787 and A-718. I need a copy of these to help a fellow Couper in France. Please Help!

AREA NEWS

Skip

Dear Northwest Coupers,

As usual there is a lot going on this time of year! We had a great time at our June gathering with the Ore-Wash. Coupers at Clark Co. Aerodrome. Weather held off, lunch was good, talks on Slick 50 teflon engine coat and the Weather-Shield products were informative, update on the ultralite Foxbat was intriguing, fun prizes devised by Bob Packett were what they should be - fun, Coupes looked great, and 33 people had a good day! It's always a pleasure to join the Washington folks - they're an enthusiastic bunch and we wish we could merge more often.

I will mention that one Washingtonian, Darrel Brown, brought samples of insulation with which he lined his cabin to cut down the engine noise. It's flameproof and paintable, available for our purposes in thicknesses of 1/2 in. (@ \$1.60) or 3/4 in. (@ \$3.10), and he'll order it for anyone who is interested - - the more of us who order, the better price he gets. Darrel's phone number is (206) 852-4307.

Our next trek was to Bowling Green, Ohio for the 7th Annual EOC National Fly-In. We had intended to fly 5635F but were unable to resist the special low rate tickets offered currently by American Airlines. As it happened we not only saved considerable time and money, but also, got there! The weather nationwide was such that many Coupes were days late and others never got through at all.

Once again, the Fly-in was meticulously organized by Ohio Couper, Carl Hall. We certainly enjoyed ourselves, were delighted to recapture the close ties with our particular friends, filled out some empty spots in our State Wing Leaders list, and again appreciated sharing an experience which no other group has ever offered us.

This year's EOC President, Jack Harkness, is already hot on the trail of a western site for next years National Fly-In, so hopefully ALL Oregon and Washington Coupers can go in '82 - - Roy says it's compulsory! (But who ever listens to Roy?)

This last weekend Al Henderson thoughtfully called to remind us of the Mulino OPA Fly-in Pancake Breakfast. We'd completely forgotten. So, Al and Karen flew to our house and we flew on over together - great blueberry pancakes!

While we're talking pancakes, don't forget the Dallas Rotary "Breakfast in the Park" Sun., Aug. 2 from 7:00 a.m. to 12:00 noon. If you fly into Cards Airpark there will be transportation to the park. This is another of our favorite annual jaunts.

Meanwhile, our July Coupers' gathering will be at the restaurant at Sun River. Our telephone attempt to reserve space got swallowed up in holding, transfers, shift change, and confusion - - so, we have up. Therefore, we will meet on Sunday, I repeat, Sunday, July 19, at Noon at Sun River Restaurant. We are told that they are much less busy on Sundays so we should have pretty good luck sitting together.

On the off chance the mountains are unflyable Sun. noon, we will go to the Sweptwing at Albany and hope you'll join us in the regular restaurant part.

See you there...
Roy/Eileen Wright

Dear Northwest Coupers

This is the month for our big gathering with the Washington Coupers. Saturday, June 20, we're to meet at Clark Co. Aerodrome near Vancouver, Wash. at NOON. As before, lunch will be your choice of the sandwich or hot plate and we'll plan to eat at 1:00 pm. Bob Packett, Wash. Wing Leader, is planning some fun trophies and hopes to have a big group come down. We are trying to arrange for a local motorized hang glider owner to attend; also, Al Henderson, local Couper, will demonstrate several PetroLon products (teflon engine coating, metal protector, etc.) and Jack Ebeling will demonstrate Duralon, an all weather polish. Should be an informative day, as well as fun.

Last month we met as usual at Albany. We were pleased to meet Gene and Mary Dykes from Sheridan on our arrival and had a brief parking lot chat with Clarence and Bobbie Paul. Pauls had recently sold their Coupe to local friends so will still be able to fly it; however, they had to attend an OPA meeting this day so just stopped by for a friendly hello on their way. Al and Karen Henderson and Malcolm Gibson taxied in while we were talking, and Dick and Mary Roscoe appeared from the parking lot (reduced to driving due to business in town). When we finally trooped into the restaurant, whom should be find but Ken and Dorothy Damewood. They had driven too and decided to wait where it was warm. Awhile later Dean Monson joined us so we had a fine lunch crowd. Plus, we visited in the parking lot with Art Doll and saw Walt Seely at Aurora Airport on the way home.

In addition to our general gabbing, we had a quick lesson from Ken Damewood on custom fitting bushings for the nosefork for \$1.50 to stop shimmy. Al Henderson explained the benefit of using a teflon engine coating product called Slick 50, sold the demo can on the spot, and has offered a 10% discount to Ercoupers.

The Saturday of the Washington Coupers' May Fly-in Daryl and Shirley Lessard and Bob and Deloris Packett flew on down to our place. Lessards, who originally organized the Wash. group, had to get back for their son's ballgame; but Packetts were able to stay for dinner and a nice chat. We enjoyed getting acquainted and certainly appreciate their carrying on with the Wash. Coupers since they took over from the Lessards.

July 11-12 Roseburg OPA Chap. is sponsoring a Survival Fly-in at Tokatee in S. Ore. \$15 adults, \$7 child., free under 5 yrs. includes survival seminars, dinner, breakfast. First 200 people accepted. Contact Roseburg OPA, PO Box 863, Roseburg, Ore. 97470. We went to this two years ago and it was GREAT!!!

FOR SALE: '46 Ercoupe, Gene Dykes (503) 843-3186.

Roy & Eileen Wright

REGION 2

It is a long way to Bowling Green, Ohio, from California, so Ercoupe owners from Southern California held their own fourth of July holiday fly in. Actually on the fifth of July the Ercoupe Drivers gathered at Oceano County Airport, near famous Pismo Beach. Richard Moore

acted as greeter and he and local Ercouper Walt Bacon who acted as host received seventeen Ercoupes and twenty-seven Ercoupers. Some elected to dine on barbecued ribs at the local Elks club on the beach, while Walt took some others to Pismo Beach for a Seafood Chowder or fish. First timer was Howard Stearns and friend Leslie. Howard is building a Vari-eze and flying a coupe until the EZE gets airborne. Wayne Olsen, who never misses a Region two fly-in, was there. Chuck Ferris broke his Never-More-Than-Fifty-Mile rule and came with the San Fernando contingent, San Fernando, the Ercoupe Capital of the World, sent Stearns, Ferris, Dick Groff, John Buckner, Scott Reaser. Corona sent John Coe, Jack Owen, Richard Moore, Bill Elliott. Others were the two speedy Joes, Joe Figueras and Joe Brooks, Ed Werner, Gary Dallugge, Bill Jacobi (The Coupe Moose), Olsen and Bacon.

So many of the Coupers stopped at Santa Ynez on the way or on return so that it seemed almost like another fly-in.

A Santa Ynez fly-in in May netted only three coupes: Wayne Olsen, Scott Reaser, and William Wood. Reaser arrived as Wood and Olsen took off.

Following a Merced, Ca., EAA fly-in, several Ercoupes made the Harris Ranch fly-in in June. Olsen, Reaser, Brooks, Figueras, Jacobi, Dallugge, Werner, Wood and 3117H from Northern California.

Catalina Island lies 25 miles off the California coast. That much over-water flying spkped a few Ercoupers in April. Bill Jacobi turned back at the shore line deciding that flying over land was the better part of valor. Scott Reaser went to Meadowlark Field in Huntington Beach, but several braved the Ocean and risked the briny deep to go to Catalina for Buffalo Burgers at the rustic strip. Of course, Wayne Olsen, Region two director, was there, as were Bill Elliott, Jack Proud, Joe Brooks, Gary Dallugge, Joe Figueras.

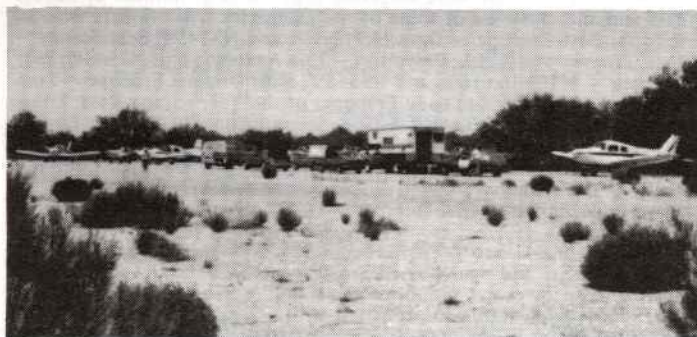
In the main, about twenty-five coupes do about 80 percent of all the organized coupe event flying. There are more than 150 coupes registered in Southern California. San Fernando has sixteen coupes on the field...that fly. Four others call it home base...and Dick Homet brings his two coupes there from time to time.

---Chuck Ferris

Dear Skip,

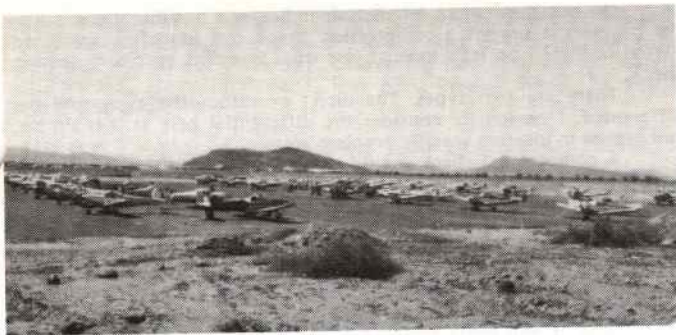
I would like to bring you up to date on the recent monthly activities of the Arizona Coupe Group for 1981. In January we flew to Payson, Arizona for Sunday morning breakfast. The weather was marginal so only three planes and one drive in made it. February was better when we flew to the Brave Bull Resort 30 miles North of Tucson for Sunday brunch. Seven coupes and two others made the trip. We shared the limelight with an antique auto club that drove in for brunch. March we flew to the red rock country of Sedona for Sunday breakfast. Nine coupes and two other aircraft made that one. April we flew again to Payson and the weather was much better and we were able to park the coupes together. Ten coupes made the trip along with two others. A picture of this event has already been published in Coupe Capers for May. The weekend after our Fly-In we had a picnic fly-in at an abandoned Luke AFB strip out in the middle of nowhere. We really had a great time. Eight coupes made it in along with three other aircraft and six drive-ins. I think it was the most fun we've had since I've been president. I've enclosed a picture of this event. For the month of June I'm planning a breakfast flight to the Country Club on the Prescott Airport. The weather will be hot by then and I hope all will enjoy the flight to the high country.

Kent E. Foster
President, Arizona Coupe Group



Dear Skip,

I would like to express our group's gratitude for your participation in our fourth annual Arizona Coupe Group Fly-In held at Phoenix Arizona's Deer Valley Airport. We had a fantastic time and were sorry you could not attend. A total of forty planes flew in of which thirty registered for trophies and the Spot Landing Contest. Trophies were awarded for the Longest Distance Flown to attend won by David Koepp, N3446H from Denver, Colorado. The Best Finish or Paint Scheme was won by Jack Owens, N3577H from El Monte, Calif. The Best Interior was won by David Koepp, N3446H from Denver, Colorado. The Most Original 415 was won by Father Thomas Rowland, a 1941 model N28961 from El Paso, Texas. The Most Modified was



Arizona Coupe Group Fly-In 1981



Most Modified and Spot Landing

won by Joe Brooks, N2074H from Torrance, Calif. Joe Brooks also won the Spot Landing Contest for the second year in a row to claim a one of a kind award designed by our own Bud Warner. The winners of Bud's Spot Landing Award each year can really take pride in it because it's a uniquely designed award never to be duplicated. The TLC was won by Walt Bacon, N2585H from Grover City, Calif. The Best Ercoupe was won by Red Ward, N113RW from Goodyear, Ariz. The Best Alon was won by Jim and Marge Duval, N6511Q from Phoenix, Ariz. The Best Forney was won by Gary Azus, N3040G from Thousand Oaks, Calif. The Grand Champion was won by Phil DuBols, from Chino, Calif., N87270.

Being a Judge at this gathering was a very difficult task to say the least as there was keen competition in all categories. Enclosed are pictures of the winners. If you can somehow get them all in Coupe Capers we would appreciate it.

We had ninety one present at the awards banquet including the ex-owners of Serial No. 1, Bob and Hilda Whipperman of Harbor City, Calif., who have just donated their bird to the Smithsonian Institute in Washington, D.C. Also present was Mr. Frank R. Saletri of Hollywood, Calif., who is putting together a one of a kind book on the Ercoupe. We didn't see a copy of the book, however, you can contact Mr. Saletri at 6216 Primrose, Hollywood, CA 90068.

A major factor in the success of this Fly-In was the cooperation of the Chevrolet Motor Division of General Motors. This fine organization made available to us at no charge two new Chevy Wagons and two four door sedans. These cars were made available to us from Friday afternoon through Sunday each with a full tank of gas. I think all of our members should keep this in mind when they are considering a new car purchase or lease. In our own way we can show our appreciation to Chevrolet.

Again let us thank the National organization for its support along with a big thanks for work the local group put in and to all who flew in to make the fourth annual Arizona Coupe Group Fly-In the best one yet. On behalf of the group's officers, good luck on your National Fly-In this year and we will all look forward to seeing a lot of you in 1982.

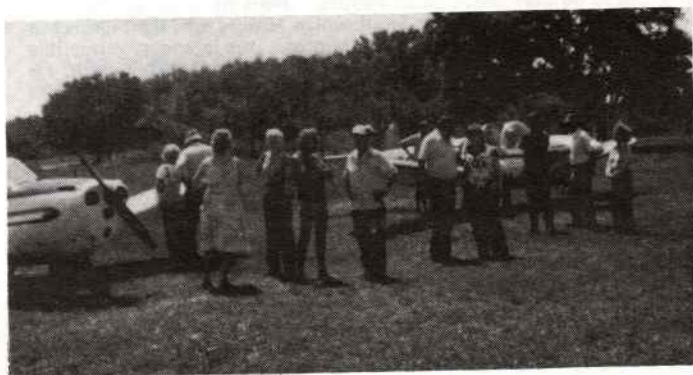
Kent E. Foster
President, Arizona Coupe Group

Hi Skip,

The Minn. Wing of the EOC had our Fly-In at Grand Rapids, Mn. on Father's Day Weekend. The turnout left a little to be desired with the weather forecast of rain and thunder showers, but that did not deter some of us. We had 4 Coupes who braved the elements and were rewarded with a Prime Rib dinner put on by our gracious host and hostess, Butch & Fran Kuntz of Grand Rapids. The Coupes that made

the trip were Bert Ellegaarde, our leader, Don & Marion Schatt, from Detroit Lakes, Mr. & Mrs. T. Olson, St. Paul and yours truly, Vern & Claudia Brown, St. Paul. Silas & Lease Olivera, along with little Lease, drove up as they don't have a Coupe yet. They're Looking! Then Roy and Muriel Mattson ex-coupers rode a Honda type machine from St. Paul all the way in the rain, but it didn't dampen their spirits one bit. A little later in the summer Don & Marion consented to hosting a fly-in at their home base, Detroit Lakes. That is about 200 miles from St. Paul in northwest Minn. Let's hear from you area Coupers and get together this fall for a cookout type get-together. We can camp out or stay in motels. The last weekend in August would seem like a pretty good time, that is the 29th & 30th of August. If anyone is interested get in contact with Don Schatts, Schatts Electric, Detroit Lakes, Mn. Phone 218-847-5255.

Vern & Claudia Brown
101 W. Sycamore, St. Paul, Mn. 55117



Coupers at River Ranch, Fla. Fly-In



Coupers at Burlington, N.C. Fly-In

SAFETY SHOWS AVAILABLE

We have available 2 Safety Shows in slide and sound. These are programs prepared by GAMMA and the FAA and are very good. We also have a slide sink player so all that you need to give these shows is a Kodak Carousel Projector. The Cassette Player will automatically advance the slides in sync with the sound. The programs can be obtained by writing Club Headquarters and requesting them. There is no charge and we only ask that you take good care of the equipment and return the program as soon as you are through. We will be adding to our library of programs and will print the list as we receive the new ones.

NOW AVAILABLE!

The first comprehensive book about the Ercoupe! Soon to be advertised in Coupe Capers. Order your advance copy now and be sure you get a copy! Only 1000 copies being printed. Send your check or money

order for \$50.00 to: Agony House Publishers, 6216 Primrose, Hollywood, California 90068. Allow 30 days for delivery, U.S. Mail or UPS! 500 pages; over 300 pictures; hard backed, gold leaved; black and white. THE ERCOUPE: A TOUCH OF CLASS. VOLUME I.

THE ERCOUPE: A TOUCH OF CLASS

Frank R. Saletri has published the most comprehensive, well researched, complete, interesting history of Ercoupes ever printed! Saletri, a Los Angeles Cadet owner, is an attorney with a love of Ercoupes and a love of research. He has collected five huge volumes of data, pictures, magazine articles, lore, memorabilia, and quotations about the planning, the production, and the history of Ercoupes, Aircoupes, Alons, and Mooney Cadets. From his five volumes he has distilled, edited, and collected the most interesting features to report.

He takes the Coupe, year by year, shows production figures, advertisements, and photos of those coupes today. He traces the history of Ercoupe number one...with photos...from its initial testing to its restoration and display in the Smithsonian History of Flight display in Washington, D.C. He reviews...with photos...the legendary retractable coupe, the twin coupe, the float coupe, the coupe that flew itself. He reminds us...with photos...of famous coupe owners, those celebrities who flew the coupe.

And with photos of contemporary coupes, hundreds of photos, he shows what a classy contraption the coupe really is.

This is not a review. A review should be written by someone who is not connected with the book. I have been watching it grow for years and have made contributions to it. But let me say that it is a fabulous book and, like the first Ercoupe, it deserves a place in the Smithsonian.

The cost is fifty dollars. That's a lot for a book in black and white, but...because of the limited printing, only one thousand copies, and the years of research...the cost is cheap. This will become the standard reference work on Ercoupes from now on. When owners begin to argue about Ercoupe history, someone will settle the matter by taking out *The Ercoupe, A Touch of Class* and saying, "Now, according to Saletri, the actual answer is...."

Chuck Ferris

ACCIDENT REPORT

An Alon Ercoupe, N57982 owned and piloted by Donald Berkey of San Diego, California was involved in an accident on June 20, 1981 at 1630Z. The engine failed and the aircraft crashed in a field causing substantial damage to the aircraft and serious injuries to the pilot. The San Diego GADO is investigating.

A Forney Ercoupe N2527H, owned by Tim Johnson, no address given by the FAA, was involved in an accident at Southport, North Carolina. On June 29, 1981 at 1235Z. The aircraft lost power on take off and was landed in a road. There was substantial damage to the aircraft and minor injuries to the pilot. The Raleigh GADO is investigating. The FAA assumes that Tim Johnson was also the pilot.

THINKING METRIC

The FBO at San Fernando, CA, The Ercoupe Capitol of the World, is now selling aviation fuel in Liters instead of gallons. This made me do a little refiguring.

The Ercoupe holds 90 liters: 22 liters in the nose tank and 34 liters in each wing tank.

I burn 17 to 21 liters per hour. A conservative and convenient way to plan a flight is to figure 20 liters per hour. 90 liters burned at 20 liters per hour is 4 1/2 hours per tank full.

At 100 miles per hour and 20 liters per hour, I get 5 miles per liter.

—Chuck Ferris

HELP NEEDED

Sirs:

I need help. I was told to contact your group. I have Ercoupe 415C S/N 3111 that needs a right gas tank. I have found several tanks but none will work. The one I need is for an Ercoupe with main landing gear mounted of forward side of the spar.

Any information as to where I might find a tank to help get me back in the air? If you have any information please call me collect at 618-537-2533. William M. Laurie, 522 Mary Jane, Lebanon, Ill. 62254.

HINTS 'N TIPS

COMPRESSION CHECK A MAINTENANCE AID

Throughout the aviation maintenance industry the compression check is used as a maintenance aid.

On occasion, when oil analysis indicates a possible upper cylinder problem, I suggest a compression check and too often am asked "What is that?" So let's look at just what is meant by a compression check.

There are two types. The direct or automotive type, and the differential. I personally consider the differential best as it is simple, and precise in locating specific problem areas.

A compression check should be made anytime an upper cylinder problem is suspected. Loss of power, increased oil consumption, soft cylinders when hand pulling the prop through during preflight (Mags. off, aircraft secured) or when oil analysis indicates a possible upper cylinder problem. It is also a part of the 100-hour and annual engine inspection.

This is what your mechanic will do. He will run your engine up to normal operating temperature prior to the compression check.

Next he will put a standard 80 psi input pressure into the cylinder through a spark plug adapter and read the pressure loss. A 25% loss is generally recognized as the maximum allowable, or a reading of 60/80. Should a low reading result, recheck and crosscheck before removing any cylinders.

Now the crosschecks before removing a cylinder. Spark plugs tell a story, check those removed from any suspect cylinder. Use a boroscope or at least a gooseneck flashlight to check piston top and cylinder walls. Consider the history of the engine, its maintenance, previous difficulties and pilot observations. Only then should a decision be made based on evaluation of known factors.

In summary, differential compression check is a good tool for preventive as well as diagnostic maintenance.

Look to the Venerable Cessna 150 for update parts and mods. C-90's and O-200's make great engines. Alternators handle the loads of modern avionics, Air Boxes with "foam" filters that CLEAN the air-not strain the bugs out, and little known full flow filter (oil) that make the bottom end last much longer. Electrical systems that bring the Ercoupe out of the ICE AGE! As much as most would like to keep Ercoupes on a par with Wright Flyers, 720 radios and transponders are going to be more important than clean air to fly in! That measures in the neighborhood of \$1500 to \$3000 which is more than most stripped, and runout coupes are worth! Today more than ever adaptability IS survivability!

KCF

Joe Brooks

Recently I had some thoughts about Control Systems Failure, brought on by the "T" weld check on the control column. Should the "Bicycle" chain fail lateral control of the ailerons would be lost. I cut an 8" x 10" hole in the baggage compartment floor and installed a large oil access door over the opening. Reaching inside during flight it is possible to operate the bell crank by hand and fly the airplane "hands off" the control wheels. Some nudging of the column with your feet; throttle and trim with one hand, you can control the plane to a relatively safe landing. My first attempt with R&L 360's was quite successful even tho it felt awkward. With this back up method I feel that much safer. It may be unorthodox, but all Ercoupe "drivers" should try it. Years back I recall instructors talk about controlling Cessna 150's with the doors, if rudder control should be lost.

Sincerely,

Al R. Hiti

PO Box 327, Carrollton, TX 75006

FOR SALE AND WANT ADS are placed free or 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

Ercoupe 415C 85 H.P. metal wings custom interior new tires, new radios, canopy cover new battery, less than 150 hrs. since major overhaul, excellent condition. \$6,500.00. Maurice Gene Owens 213-353-2163.

415C Elevator and horizontal stabilizer \$65.00; glass light lenses red \$5.50, Green, \$5.50, Clear \$5.50 (new price is \$15.05 ea); steel main gear 8:00x4 Hayes. Good set complete as removed, no wreck, includes gear, wheels, bearing, brakes, tires and tubes (good brake expander tubes), and golts \$125.00. 85 Cont. starter and generator at \$75.00 each (good). Harry Flint, Rt. 3, Box 89A, Council Bluffs, IA 51501 (712) 322-3780.

Convert your fabric wings to metal. Top and bottom view drawings, material list, instructions to install, informative as to S.T.C. No. to use and how to fill out form 337. Everything you need except material \$12.95 P.P. Harry Flint, Rt. 3, Box 89A, Council Bluffs, IA 51501 (712) 322-3780.

150 H.P. Continental w/accessories, 1600 TT since new. Good, no wreck. W/logs \$2895. Crankshaft is style you can use constant speed prop. Must sell to finance completion of A&P schooling. Harry Flint, Rt. 3, Box 89A, Council Bluffs, IA, 51501 (712) 322-3780.

1946 415-C Ercoupe N99096, 2915 hrs T.T., 458 hrs. SMOH on 85 HP Eng., has rudder pedal conversion, double fork nose gear, brakes & control syst. rebuilt, Kenney nose bowl, Alpha 200 Nav-Com, new ELT battery, Red & White paint, excellent mechanical condition, \$5,900.00. Bob Sanderson, Graham, Texas (817) 549-4175.

1946 Ercoupe 415CD No. 3772, N3147H, 85 HP T.T. 943 hrs. 408 SMOH. This is one beautiful aircraft with all the work done. Beautiful white Imron, with orange and brown stippling. All metal, inc. metal prop. This little bird was completely disassembled and rebuilt in 1978. Zinc chromated interior and Imron exterior, new plexiglass in rear (1978), Cessna 300 Nav Com., new speaker installed (1981). New battery installed 1978 (rebat) quick drain, full panel, heavy duty nose fork gear, new metal to metal seat belts to go with almost new Airtex interior. All AD's complied with. Annual done on July 1, 1981. All this and 4.8 gals per hr. too., for only \$6250.00. God only knows what I have invested. C.J. Gable, 134 N. Green St., Palmyra, PA., 717-838-2681 after 5:00 P.M. No collect calls.

1946 Ercoupe 415-C 85 H.P. N2449H kept in hanger. Excellent condition. RESTORED New ceconite wings, Double nose fork, New everything Prop. Bucket Seats, Upholstery, Escort 110 Navcom, & Transponder, New Plexiglas, Strobe, All Aluminum is POLISHED, low time, complete show stock, call or write Bob Kofinow, 540 N. Union St., Stockton, Calif. 95205, ph. 209-463-6127 or 464-8534. Best Offer.

1946 Ercoupe 415-C, has 1237.60 Total Tach Time, 134 SMOH. Engine is 85 hp and has 100 octane valves. 6 qt. oil reservoir. Cylinders and Pistons are chrome plate. Exceptionally clean with fittings, hoses and other support systems recent. Has 20 Amp generator. Finish is white with orange trim, upholstery black and white. Strobe Beacon, Alpha 200 Radio, Artificial Horizon, Fresh Air Vent. Wings covered with Stits Poly Fibre. Asking \$8,000. Don Singletary, Rt. 2, Box 431, Seneca, S.C. 29678, 803-882-0999 or 704-526-2902. Will consider trade for boat or 4 wh. drive vehicle.

I have a 1946 Ercoupe 415-C, C-85-12, 1981 hrs. T.T., 850 TBO, Elt, Narcok 2, new bubble windshield, good tires, metal wings, 23 gal. cap. Never crashed. \$5,000.00. James L. Turpin, 1355 Pine Road, Fallon, NV 89406 (702) 423-6497.

TRADE: 1-1/8 carat Diamond, appraisal \$6700., Jax., Fl., for Ercoupe, Fl., Ga, Ala, S.C., low time engine, nav com., good overall condition. Fl. 904-641-8408 evenings.

1946 Ercoupe 415C, SN4012, 400 hrs. SMOH. Narco Mark-5 Nav-com; Narco Mark II (Not installed); Double-fork nose gear (1979); new interior incl. carpet; rudder pedals, new donuts in main gear; new electrical wiring (1979); landing lights (two); strobe; new generator (1979); new compass (1979); Nav. lights; Bubble windshield; All metal; Cleveland brakes; ELT; Annual: May, 1981. Price: \$6,000 firm, and worth it! Contact Rev. A.L. Lastinger, 7720 N.W. 40th Ave., Gainesville, FL 32601, phone (904) 376-6992 (office) or (904) 378-6896 (home).

1946 Ercoupe, Cont. 85 hp. 475 hrs SMOH, Red over white, everything new. Feb. 81 annual. New tires (main & nose); new bubble windshield, new plugs & harness, new interior and rugs, Escort 110 radio, new Gyro compass, Cylinder head gauge, all 4 jugs, many extras. New battery, nav lights, Ind. lights, strobe light. Must see. \$6500.00 or Best Offer. Chuck Blasco, 2108 W. 182nd Street, Torrance, CA 90504 (213) 327-2035.

Parts for Forney 415C Ercoupe. Fuselage-metal wings-aileron, tail assy.-cowling, wing fairings. All in excellent condition. Stripped and ready for final painting. Contact Bill Albin or Bill Christoffersen with offer. Phone (A.M.) 312-266-4081 or (After 6 P.M.) 312-773-2421.

1947 415CD, C 85 HP, 1786 TTAE, 609 SMOH. Nav com, ceconite on wings, DG, AH, bubble windshield, dual landing lights, canopy covers, new tires, new Telex headset, Excellent condition, well cared for. Must sell, asking \$5450.00. Edward Parkhurst, evenings (414) 338-2763.

1 Complete set Kenney Wheel Fairings, like new, \$100.00. Earl Nelson, 2321 W. 8th St., Newhall, Ca. 91321 (805) 259-2550, between 7:30 a.m. and 4:00 p.m. or (805) 259-3392 after 4:00 P.M.

Tail Cone for 415-C, Nose cone "repairable," nose cone ring and carb. air box. William J. Price, Hwy. 638, Rt. 1, Onaway, MI 49765.

Due to health reasons, I am reluctantly offering my 1946 415 c 75 hp coupe, known as the "Cute Little Critter," which I purchased in spring

1976 in Salem, Mo. I have done the following since that time: carb overhaul, bench tested; new air cleaner, wire harness, slick mags, "tack," air speed and rate of climb indicators, tires, brakes, and ELT; have repainted the plane (1978 fall) and partially re-covered interior upholstery and floor. Its Escort 110 was new in 1974; it has Forney -Alon double fork nose wheel, landing lights mounted in half skirts, tear drop instrument lights, metal cruise prop and spinner, ceconite fabric (very good job) in 1973. Plane has been well maintained and hangered; total time less than 1500 hours without major overhaul. Complete records logged since purchased in September 1946. I have original sales slip. Telephone 703-281-7409

(do not call collect). Mailing address: 9503 Percussion Way, Vienna, VA 22180. Plane presently hangered, Caldwell, Kansas, approximately 60 mi. south of Wichita. Delivery negotiable (love to fly). PRICED TO SELL: \$6,500.00. Walter M. Taylor.

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46 415C to 48 415G fabric wings and reasonable. E. A. Murdoch, 1722 Beacon St., Cincinnati, OH 45230 513-232-8708.

We are in dire need of a 1946 85 Cont. Ercoupe engine mount at a price one can afford or the address of persons who repair mounts. Thank you for your time. O.L. Schimmel, P.O. Box 517, Port Hueneme, CA 93041.

Need three (3) ignition harness leads only in new or excellent condition for Eiseemann magneto, LA-4; cowl already cut for bubbles. A. Gelbin, 4507-H Edwards Mill Rd., Raleigh, N.C. 27612 (919) 781-7173.

Information to installing split elevator stall warning cushion? Also need rudder pedal parts as removed from wrecked or dismantled 415C Ercoupe. Need some wing butt ribs, also need right aileron. Harry Flint, Rt. 3, Box 89A Council Bluffs, IA 51501 (712) 322-3780.

A 1946 Ercoupe with a 90 h.p. Cont. and foot pedals, and metal wings. John J. Donnelly, 31 Beaverdale, Willingsboro, N.J. 08046.



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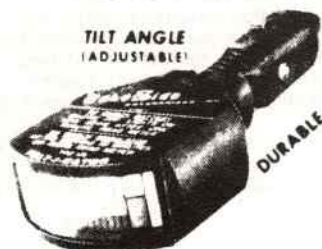
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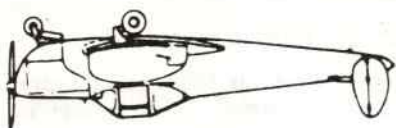
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