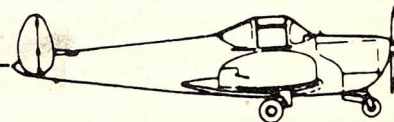


COUPE CAPERS

NEWSLETTER OF THE ERCOUE OWNERS CLUB



Volume 13, Number 1, June 1984

24 Hour Phone (919) 471-9492

Editor : Skip Carden

National Fly-In June 30th. - July 3, Minden NE.

Saturday, June 30

7 to 9 PM Dinner on Airport

Sunday, July 1

8 to 10 AM Breakfast at Motel

10 AM Flight Safety Meeting

12 to 2 PM Lunch on Airport

2 PM Flying Poker Run

4 to 5 PM Seminar: Allison 4-wing tank modification

6:30 PM Dinner at Motel

7:30 PM Board of Directors Meeting

8:30 PM Live Music and Dancing at (Motel)

Monday, July 2

8 to 10 AM Breakfast at Motel

9 AM Flying Navigation Contest

10 AM Seminar: Carl Hall's 4-place Alon Restoration

12 Noon Lunch on Airport

1:30 PM Seminar: ERCO Engine, Carden

2 PM Maintenance Roundtable: Jon Hiles

3 PM Bomb Drop & Spot Landing Competition

6:30 PM Attitude Adjustment & Cocktails

7:30 PM Awards Banquet & Annual Meeting

Tuesday, July 3

6:00 AM So long to those who must leave —
Group discussions for those who wish to stay

to three nearby airports and receive a card at each stop. The fifth card will be drawn back at Minden. The person with the best poker hand will win one-half the pot. The second best hand will receive one-fourth the pot. The entire flying time for this event should not exceed one hour. Total time for the event will be approximately one and a half to two hours. Good luck.

Rules for Annual Fly-In Navigation Contest

The goal of the navigation contest will be to compare your actual route against your planned route. In other words, you will be competing against yourself. Here's how it will work:

When you sign up for the contest at registration you will be given two copies of the flight plan and flight log (so we can have a copy to judge you on). On Sunday night, after the bar-b-q, the course will be posted. You will need an Omaha sectional. You should prepare your plan and log that night, so all you have to do the next morning is fill in the wind information. Course winds will be posted at the restaurant and the registration building at 7:30 Monday morning.

First departure will be at 9:00 a.m., with the fastest planes going first. You must show your chart to the monitor before departure. One plane will leave every five minutes until all are off. Leave with full fuel because when you come back, you will be topped off to determine fuel consumption. This is a pilotage and dead-reckoning contest, so use of nav aids is discouraged. Navigators are recommended. After you refuel, turn your flight log into the program monitor. The judges' reference log will be posted in the briefing room after your flight for comparison.

Scoring will be based on accuracy of plan, comparison of flight to plan and regulation compliance. All disputes will be resolved by AC 61-21A, flight training handbook.

Trophies will be awarded at the banquet for most accurate plan and flight closest to plan. There will also be an overall award for pilotage.

The contest, besides having fun, is to polish those old navigational skills and review flight planning techniques. Plan your flight and fly your plan.

LONG TIME MEMBER PASSES

Dear Skip,

I do not believe any one has notified you or the Coupe Club that member Howard C. (HAM) Hamilton, 5814 Evanston St., Indianapolis, Ind. 46220, passed away this past February, after a long illness. Ham had sold his beloved coupe 3948H a year or so back because of losing his medical. He was working on a ultra-light. Ham had been a Army Glider Pilot in World

FLIGHT CONTEST RULES

Bomb Drop/Spot Landing

These events are scheduled to start at 3:00 p.m., Monday, July 2, 1984. Each contestant will receive his/her bomb from a Minnesota wing member. Either the pilot or bombardier may release the bomb. The only requirement is that you bomb no lower than 100 feet [for safety]. Anyone flying flagrantly low will be disqualified. The target will be a circle drawn on the runway. The nearest to the center of the circle wins the trophy. There will be a line drawn across the runway for the spot landing. The nearest touchdown to the line wins the trophy [from either side of the line]. Any ties will require a fly off. The bomb drop will be done on the end of the runway nearest the audience. If the wind cooperates, so will the spot landings. Further details will be given at the briefing by the Minnesota Wing.

Poker Run

Sunday, July 1, 1984, at 2:00 p.m. The ante for the poker run will be \$5 per player. Each player will receive his first card in a sealed envelope at Minden Airport. He or she will then fly

War II and a member of the Army Glider Pilots Assoc. Ham was well liked by Indiana and Midwest Coupers who knew him, always willing to help with information and advise on coupes and coupe problems.

Ham also pened a sort of poem that is on the wall at Westfield Airport office, where he based his coupe, if I can get a copy of it, I'll send it to the Capers for possible publication.

Thanks very much.

Yours,

Everett L. Stedman
E.O.C. #612

NEBRASKA WING

Ord, Nebraska
May 6, 1984

The Honorable Robert Kerry
Governor, State of Nebraska.

Dear Governor Kerry,

This summer, the National Fly-In for the Ercoupe Owners Club will be held in Minden, Nebraska. This will be the second year that this organization is holding this event in the State of Nebraska, and also at Minden. I know this event will be well attended by members from all over the United States, as it was last year. Most of the members fly to this event in their own Airplane and some come by the Commercial means of Transportation.

Up to this time, Nebraska has not had a Wing of this organization, but has members in the Club. I have recently been assigned the Nebraska Wing Leader and seek the support of the Nebraska Aeronautics Department to help me in locating all the owners of Ercoupe, Alon or Aircoupe type Aircraft in the State, so that I may contact them about this event and organize a Nebraska wing.

I am enclosing the cover copy of "Coupe Capers". The information concerning the Fly-In and a schedule of the program is on this page. I also think it would be great if you could attend the Awards Banquet on Monday, July 2 at 6:30 P.M. with the Director of the State Department of Aeronautics to extend a "Welcome" to these people who like our State so well to return for a second year.

Respectfully yours,
Al Baeder
Wing Leader
Nebraska

PUMP QUESTION

Question — fuel pump — where can the lower bell shaped seal in the pump be purchased? Is there a supplier somewhere? Our local people (Van Dusen, Standard Aero, Leavens, etc) can't even produce a parts list. They say "buy a new pump"!

*the one that keeps the engine oil from leaking out by the pump's vent hole.

Chris Falconar
11343 104 St.
Edmonton, Alberta
Canada, T5G-2K7

BROKE BRAKE

Dear Skip,

Just a note to reinforce Chuck Ferris' tip on Brake Disk Clips. Shortly after we purchased 99006, a 1946 415D, and no more than 6 hours after annual, I took off with an instructor. About 50 ft. from the surface we both heard a metallic **clunk**. Since the engine made no other unusual sound and the controls worked fine we went around for landing.

After touch down things went fine for about 50 ft., then as the wheels gained traction, the Coupe began to drift to the right. The more I turned to the left the more I drifted to the right. The clunk turned out to be the disk dropping out of the spinning wheel and hitting the caliper. This locked the right wheel and caused us to skid about 300 ft. ending up about 10 ft. from a fence. Make sure you have all your disk clips and that they are in place and in good condition.

Happy coupling,

Jim Upthegrove
EOC 3147

LOSES MEDICAL

Dear "Skip",

Although we have never met, I feel that I know you well through my membership in the Ercoupe Owners Club and Coupe Capers.

There comes a time when each of us must — etc., etc., etc. Recently, for medical reasons, I have been ordered to quit flying. I sold Ercoupe 2867 Hotel, after owning it, and flying it, for more than 35 years. I want to take this opportunity to thank you for sharing your knowledge and your expertise through Coupe Capers. I am certain that some of your "Tips" saved my life more than once. Many thanks.

Gratefully,

Harold Pressman

FINDS PROBLEMS

Dear Skip:

Enclosed find check for my dues. I certainly enjoy reading the Coupe Capers, lots of good info.

After reading this months article on coupe maintenance I agree with the writer. I have had my coupe five years now.

Two years ago I removed the wings and put it in the shop for a good going over including a strip and new paint job.

The overall condition was excellent with a few exceptions, some listed in this months article. The whole tail section was removed, cleaned and checked. The two push rods on the rudder were fitted very badly along with the elevator crank arms.

A good cleaning and painting made a big difference. As you know the push pull rods are not completely out where you can check the rods or paint them, without completely removing them. All bolts on tail section were badly rusted though safe.

After further checking the left aileron push tube was removed for inspection. It was found to have several rusted holes completely through the wall of the tubing. This was replaced with a new one.

I had another problem that I would like to pass on to others. Ever since I have had my coupe the oil pressure has

been slow in coming up to pressure.

The engine only had 225 hours since a major. Once the pressure picked up I had a good 40 ps. Hot or cold the pressure was fine. I pulled the oil sump replaced gasket on oil pickup line and still same problem.

Next an oil gauge was hooked up directly to engine. Same problem.

Next oil relief valve and spring were replaced. Same problem.

After talking to some of my friends at an EAA meeting who is an old timer, A&J, he told me what was probably the cause. Next, I removed the rear accessory case and put it on the bench. Put oil pickup pipe in oil can. Same problems.

Next oil was squirted on gear pump. Solution found.

As you know the rear case had no bushings where the gear pump goes through the case.

This was the problem too much play in the gear allowing oil to completely drain out of the gear housing after shutdown.

The case was sent to a certified shop where the holes are drilled out in the original case and new brass bushings are installed cost about \$50.00.

If you have priced a new rear case they want \$500-\$600 for them.

This I hope may help someone else who may have had the same problem.

I rejoined my bird, new windshields, new tire tubes and all stainless steel screws. No more rust.

I have the alon nose gear on and I have had no maintenance problem whatever in five years.

I did replace also the left bolt on the swivel on the trailing arm of the landing gear.

I now feel more secure knowing what the condition is after a good thorough inspection myself.

Also the stainless steel brake disc doesn't cause the brake pedal to wear as they do not rust.

One other thing I would like to pass along. My first few annual inspections were done by reliable shop. Yet not one knew how to properly fill the rear strut. I removed them for inspection, no oil was found in the strut at all.

The only way they can be filled is to remove the rubber bumper block to allow the piston to get below the oil fill cup.

After replacing the soak and filling the strut properly what a difference.

I think sometimes our planes are so old and the newer mechanics don't have the manuals or experience so some maintenance is not as good as it could be.

Keep up the good work Skip. Our coupe give us a lot of pleasure at a reasonable price and to me when I look at the plane it is hard to believe that it was built in 1946. It's good look even by today's standards.

Another Happy Coupe Owner,

Ken Mancus
Elmer, N.J.

Mail Box

Dear Skip,

Just a line to let you know that I've got N99757 in the shop for wing recovering, painting, and an annual. One wing was recovered about a year ago in fresh ceconite but painted with Imron which is chipping off. So I'm redoing the whole thing in 1930's US ARMY colors!! In

case any of our members is interested in old model kits of the Ercoupe, I have some 1/4" solid balsa kits by Eagle that I will trade for old balsa kits they may want to part with. I also have a similar kit for the Ryan trainer, and various discontinued rare kits. If anyone is interested in swapping, please drop me a note.

Lou Buffardi
400 Winward Passage
Slidell, LA 70458

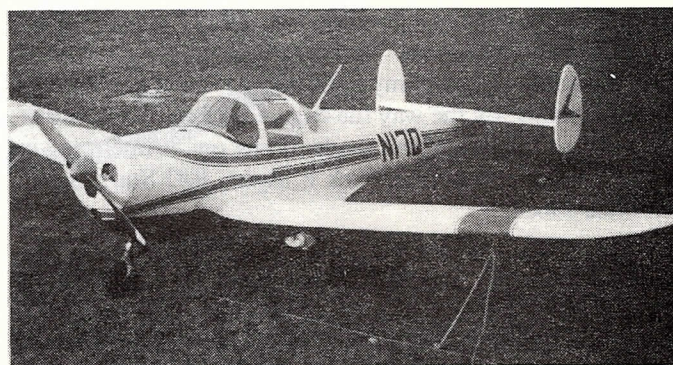
For Sale

WANTED: ERCOUCPE call Paul Savage 301-937-3100 or 3800 8 til 4 or 301-622-1476 evenings.

FOR SALE: 1946-415C N-2757H SN-3382 less than 1,000 hrs. Total time since new. 75 H.P. Converted to 85 H.P. and 46 Hrs. S.M.O.H.

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FOR SALE: Ercoupe Plastic Window and Console manufacturing system. Good Cottage Industry, turn key operation. Call 305-645-4627. Best offer. Located in Winter Park, Fla.



FOR SALE OR TRADE for 4 place: 1947 Ercoupe, 85 hp, 1200 SMOH. Great shape, Imron paint, many extras. Two control, Escort 110, recent annual. Need 4 place. Located, Stuart, Fla. \$5,500 firm. 305-286-5222.

FOR SALE: 3-1/8" GYRO-HOR. 3N WAGAERO. Never used. New. 279.50. Will sell for \$250.00. Eugene Oleson, 201 Killdeer Ct., Janesville, WI 53546, 608-756-5231

FOR SALE: Rebuildable Ercoupe, less engine, prop and some misc. small parts. Needs wings recovered and assembly too. \$1,500.00. Fine Cameras taken in trade. 360 C.H. Radio included. ALSO: 7 Ercoupe wings (including 1 Alon) and many other Ercoupe parts too numerous to list. Ron Otto's Aeroplane Store, Inc., P.O. Box 206 or (Route 2), Clintonville, WI 54929, 715-823-2802.

PARTS FOR SALE for 415C above serial #813. Awings, tail surfaces, center beam, main landing gear and ore. Write for a list of what is left. Would like to sell all as a lot. Henry Conant Weld, Maine 04285. 207-585-2365.

PAIR OF 800-4 Schenuit tires for early couples up to serial 813. There is 1/8" tread left; good for one season of careful landings. \$15.00 plus shipping.

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Alon/ Cadet windshield support structure. Flat top style. Have source other associated canopy area hardware. \$50 plus shipping. Burt Ellegaard, Valley Haven Park #20, Shakopee, MN 55379. No phone after June 1.

FOR SALE: I have a new type "Kenney" nose bowl, never used for \$50.00 for sale. Certified check only. Sam Steele, 1321 Aztec Ave., Metairie, LA 70005

FOR SALE: 1970 Mooney cadet M-10. KX170 720 channel radio with KI-214 glide slope indicator. Total of 425 Hours on C-90 engine and airframe. A/C always hangered. Interior and exterior in show condition. Original orange and cream paint excellent except top of wings starting to fade. Take it to Oshoosh and win an award. \$15,000.00 Joe Cael 302-368-2211 (Delaware) (#1603)

TRADE

I have a 415D Ercoupe that I have restored, it is in very good condition. I would like to trade it for an Alon Aircoupe, but the Alon must be in excellent condition. My Ercoupe has an Alon dash and new paint. The engine has less than 100 hrs. I do not want to get rid of my radio's so if I trade, or sell i goes without radios. By the way the engine is 85 hp. I had rather have one of the last Alano made, if any one is interested in trading please contact me. Nick E. Byers, R#2 Starr, South Carolina 29684.

WANTED

Want to buy Wing Tanks for Ercoupe. Need both left and right fuel tanks. Don Brock, 333 #5 Elks Lane, San Luis Obispo, CA 805/544-8753.

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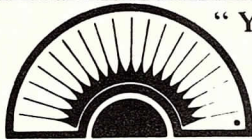
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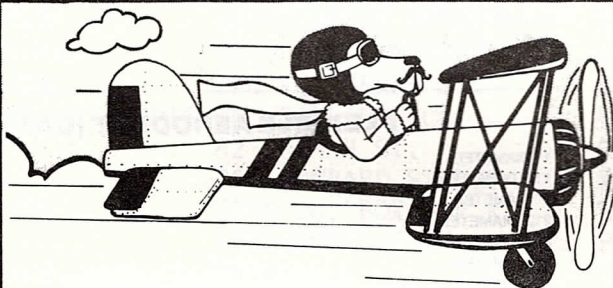
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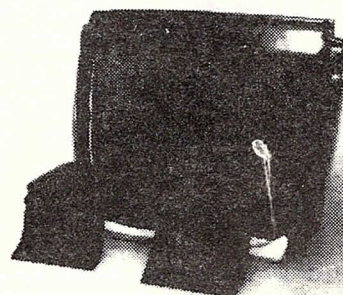
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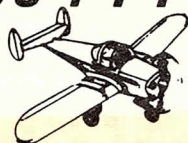
The Ercoupe Owners Club is open to anyone desiring to join. You do not have to own an Ercoupe or be a licensed pilot to join.

The Ercoupe Owners Club was founded to provide a mutual exchange of ideas, and to make available information needed for safe and responsible flight.

Membership dues are \$15.00 per year U.S. & Canada. Foreign \$25.00, which includes a monthly newsletter *Coupe Capers*. Single issue \$1.00 each.

National Headquarters are located at 3557 Roxboro Road, P.O. Box 15388, Durham, North Carolina 27704.

Skip Carden, EXECUTIVE DIRECTOR



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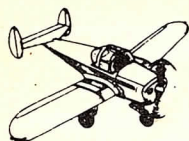
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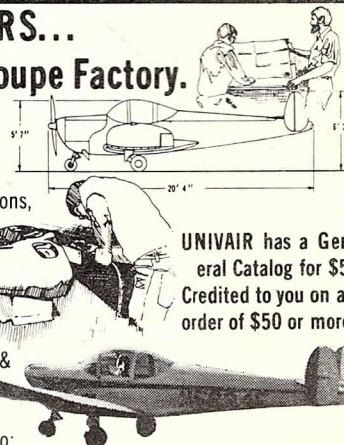
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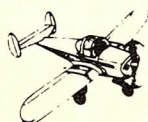
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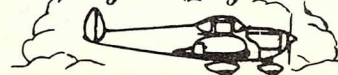
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