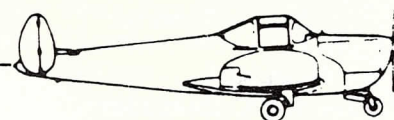


COUPE CAPERS

NEWSLETTER OF THE ERCOUE OWNERS CLUB



Volume 13 , Number 4, September 1984

24 Hour Phone (919) 471-9492

Editor : Skip Carden

FRED & DOROTHY WEICK TO ATTEND PICNIC

ARKANSAS PICNIC

I got a call from Laura Page and she said that the rates that were printed in the flyer were not correct. The motel has changed hands and they will not give the 20% discount that was advertised. They will give Coupers \$4.00 off the commercial rate which makes the price \$21.00. Laura said that she was sorry about the mix up but the new owners said that that was the best that they could do. I am sure that Leonard and Laura are busy getting everything ready for the Fly-In, and I hear that this year Leonard will have the showers working. Just talked with president Ron and he said that he was planning to attend, again this year. pack up your tent and buz on off to the Arkansas Picnic, in case you have forgotten it will be held September 28,29 and 30 if you need more info then call the Pages at 501-495-2647, better hurry though as time is a wastin.

FALL FOLIAGE FLY-IN

I have been contacted by Bill Haessley, president of EAA Chapter 511 which is having their annual Shenandoah Fall Foliage Fly-In on October 5th., 6th., and 7th. I have talked with them and plan to go up there discuss plans for our participation in their 1985 event and we will provide a Trophy for the best ERCOUE attending this year. There will be a full program including a speed and efficiency competition. For more details write : Fall Foliage Fly-In, P.O. Box 2444, Staunton, VA. 24401 FOR THE COMPLETE LISTING INCLUDING MOTELS.

SEMINAR PLANNED

The Connecticut Chapter of the Ninety-Nines announces a day-long seminar on aviation and the law:"AVIATION: THE PILOTS PLIGHT" to be held on Saturday, October 13, 1984. For more information contact: Sandy McDonough (203) 259-1215 or 1210 Post Road, Fairfield Cn. 06430

ERCOUE CLUB TO BE AT AOPA CONVENTION

I don't have much new on the AOPA meet at this time and am awaiting information on the time and location of the meeting place. I hope to get out an early issue in October with all of the final details listed. This should be a swell time to visit Nashville and the Convention. There will be seminars, exhibitors, speakers and flight training programs available, we may even have a trophy available for the best Ercoupe attending. As I said last issue we will be in the exhibit area and will be in a booth so drop by and say hi I will be glad to be able to meet and talk with you.

Don't forget that all details including rooms are being handled by the AOPA, so contact Ann Kilian, 421 Aviation Way, Fredrick, Md 21701 or call: 301-695-2060

See Ya There, Skip

ERCOUPERS - TRES AMIGOS PRESENT THE 4th ANNUAL MECCA TO BAJA (A.K.A. THE MOOSE IS LOOSE)

Dates: Wednesday, November 7, 1984 to Tuesday, November 13, 1984

Starting Location: Mexicali, Gen. Taboada Int., Baja California Norte; Latitude 32° 38' North Longitude 115° 13' West; Tower 118.2; Mexican FAA Bldg. East of Pemix Gas Pumps

Starting Time: 8:00 a.m.

Open Invitation: All Ercoupers and friends (thereof) **This is a chance to fly Baja for first timers! Note:** first year 6 Ercoupes, C-182, Bonanza and Commanche went

Agenda: WEDNESDAY: Fly to Mulege, Hotel Sorenidad. Enjoy the banquet dinner and spend the night. THURSDAY: Fly to Loreto and on to Lapaz for the night. FRIDAY: Fly around the tip of Baja with stops at Cabo San Lucas, and Buena Vista returning to Lapaz for the night. SATURDAY: Fly back to Loreto. SUNDAY: Fishing and resting. MONDAY: Return to Mulege for more rest and party. TUESDAY: Return to Mexicali. Spend the night in Callexico or return home.

Names and Numbers: Oasis Hotel

Loreto, Baja California Sur Mexico
Phone (70-683) 3-02-11 or 3-01-12

Mac Afee & Edwards (Aircraft Insurance for Mexico)
2500 Wilshire Blvd. #1018
Los Angeles, Ca. 90057 (213) 388 9674

Sr. John Riffle (Lapaz Wing of EOC)
P.O. Box 600
La Paz, Baja California Sur
Mexico
Hotel Serenidad
Mulege, Baja California Sur
Mexico
Jose Arroyo (A.K.A. Joe Brooks)
20913 Halldale Ave.
Torrance California 90501 (213 320 1398)
Airports of Mexico and Central America
Senterfitt's

Available in most good aircraft stores
World Aeronautical Chart CH-22

Chart covers all of Baja except that covered by L.A. sectional

Note: This flyer is intended as a "feeler" to find out how many parties are interested. It implies no guarantees or liability. El Gordo Guajolote says "Let's run-a-muck.... YEEHAAAA!"

FROM THE PRESIDENT'S COUPE

Would you believe the weather is fouling up our fly-ins here in Arizona!! Rain — Rain — Rain!

I sat down the other day with a U.S. map and the National list of subscribers as to where the Ercoupes are located and what a surprise! I sent Skip a copy. Maybe he can reduce it and print it in this month's Coupe Capers. Carlsbad will, no doubt, be the biggest and best fly-in we have ever had and I promise everyone a super good time.

If you have an idea that would add fun and excitement (legal of course) to the fly-in please drop me a note on just any old piece of paper.

If you would like to be a part of the crew and help plan and set up an event let me know. Many of you attend several different fly-ins and have all kinds of ideas, now is the time to share them.

CARLSBAD IN '85!

Ron Jewett
President — E.O.C.

AUTO GAS OK

Dear Skip,

I was finally able to attend the E.A.A. convention this summer and felt fortunate to learn a few things about what I was unsure. I'd hoped to learn if my plane's cork gas guage would be affected by using auto gas. I went to the E.A.A. Tent and listened as I awaited my turn with the E.A.A. director who heads up, or works with, auto gas STC's for aircraft engines. One very knowledgeable gentleman held a most interesting and informative conversation with the director while I waited and listened.

I learned that the E.A.A.'s auto fuel S&C's for aircraft engines were all obtained by flying the engines in airplanes, tearing down the engines before and after a stipulated number of flight hours, as a representative of the F.A.A. observes — I believe an independent mechanic is utilized in the tear down, checking of wear tolerances, etc. It was stated that the Peterson Flying Service utilized a procedure of running their engines on a test stand. The E.A.A. gentleman stated that Mr. Peterson had proposed testing one half of the engines, which prescribe use of 80 octane aviation fuel, while the E.A.A. test the other half; the E.A.A. had declined as they felt all parts of the plane should be checked to determine if possible adverse effects from using auto gas in situations, where planes operated at high altitude, in heat and cold, etc., might result. (Vapor lock, plumbing, floats,

hoses, gauges, etc., might possibly be affected). The E.A.A. representative stated that Mr. Peterson informed then he was going to charge over \$200.00 for each S.T.C. The E.A.A. informed him they would charge 50 cents per horse power to their members — slightly higher for non members. Mr. Peterson later called the E.A.A. to inform them he was going to charge 50¢ per engine horse power to every applicant.

The gentleman from E.A.A. mentioned that their STC was for unleaded gasoline only — apparently regular gasoline contains approximately the same amount of lead as low lead 100 aviation fuel and lead is the cause for most problems involving fuel used in aircraft engines specifying 80 octane fuel. Alcohol is apparently not desirable for some parts of airplanes. Some auto gas contains small parts alcohol and some pilots apparently add alcohol to gasoline to help avoid water contamination problems.

I asked about possible problems involving floats, having in mind the cork float in main Ercoupe fuel tank, which gravity feeds coupe engine. The gentleman from the E.A.A. thought I meant carburetor floats and he talked for 10 or 50 minutes about the problems they'd encountered with some aircraft engines which were finally traced to carburetor floats. Apparently most of the floats manufactured recently for autos and airplanes (carburetors), in U.S., are manufactured by one New England firm; this was discovered after persistent and diligent checking. In checking with this firm to ascertain if they had experienced any problems with their floats, they (E.A.A.) were told no! Though further checking with automotive divisions responsible for replacement parts, it was discerned that many — many replacement floats had indeed been ordered and supplied by the major auto manufacturers. Apparently they hadn't realized a float problem as this occurred over a period of a few years and caused no safety problems with cars. The float begins to slowly absorb fuel and subsequently won't float. The gentleman from E.A.A. stated there would be an AO soon for planes using these type floats.

After he'd finished that interesting story, he did answer my cork float question. Stating I should examine it frequently. He suggested coating it with a substance which is impervious to gasoline and, after drying, setting it in a jar of gasoline for a week or so to observe the results. Apparently the culprit is alcohol and some auto gasolines contain alcohol, it was stated. (Perhaps it should be, placed in alcohol after coating).

I asked about the progress of the STC's for coupes and was told that the FAA had presented that STC to the E.A.A. at a meeting the previous evening. All I had to do was step over to a certain table within their tent and obtain application forms. After doing so, I noticed that all C65-75-85-90 engines were covered. I believe the C-100 STC was issued earlier for the E.A.A.'s Cessna 150.

The Ercoupe used for the auto gas test was parked in a prominent place on the field with a large sign affixed stating that mis. (?) had donated the airplane for purposes of obtaining the fuel STC. I believe the flying was done in Arizona, so problems such as vapor lock should have shown up. (I'm not sure, but I believe sign stated something about plane being donated in memory of husband.)

Some of the pilots where I tiedown use auto gas and they say the only difference they notice is that immediately after starting engine there is a tendency for the engine to sputter and not accelerate smoothly until 30 to 60 seconds of warm up running has occurred. It may be that less priming is necessary as one pilot who has a tendency to prime heavily before starting a cold engine is now priming lightly after an engine fire which he quickly extinguished using an extinguisher he carries inside airplane — there was no damage.

I checked with Continental Engines, in their tent, and asked

about the TBO's for C85 & C90 engines. I was told that all older Continental engines had been upgraded to 1800 hours. Multi viscosity oils re still being studied.

Everyone should visit Oshkosh once, at least. It is a most unique experience!

*Dick Homet #1034
Coupe 4500 M C85 (1946)
Coupe 54957 Mooney Alon (1967)*

*I'd appreciate having this published in Coupe Capers.
Thanks.*

AUTO GAS FOR COUPES OK!

the EAA finally came through and got an STC for the use of auto gas in the Coupe. As a lot of you know it will work and I know that some have been using it foe years. The gravety feed will not cause any problems as this is the same system that is used in the CESSNA 150's and has caused no problems as I know. I wish I could say as much for the Cherokee's I got one of the first STC's for the Cherocoupe and used auto fuel on the way to Minden in July with no problem, as there was still some 100LL in the tanks, but since then I have experienced several severe vapor locks, two on take off, and it seems that I am not the only one. Well enough about that, Roger Koach called to say that he had been granted the first auto gas STC and was finally legal. I am sure that the EAA will be swamped with request for STC's I guess that they carry the same charge of .50 per HP plus a \$15.00 charge for non members. I haven't heard from Mr. Peterson who was also going to try to get one for the Coupe, if he gets it it will cover no lead and regular, the EAA only covers no lead, and Mr. Peterson just charges a flat .50 per HP. Just because there has been an STC issued doesn't mean that you can legally burn auto gas, YOU MUST HAVE THE STC to be legal and most places will not sell you auto fuel unless you have a copy of your STC with you, so if you plan to use auto fuel you must have the necessary paper work.

AWARD WINNERS EOC-84

Poker Run Winners

- 1st. Minor Lyne
- 2nd. Ralph Johnson
- 3rd. Robert D. Smith
- 4th. Bob Dermody

Best Flight Plan

- 1st Walt Uebele
 - 2nd. Bob Dermody, Bud Felton
- Fuggarewe Award-Don Laird, Minor Lyne
(Wouldn't Admit who Pilot Was)

Youngest Pilot...Mark Cassman (18)
Oldest Pilot ... Hank Taxis
Longest Distance Flown.. Roy Wright
Longest Distance Driven.. Joe B. McCawley
Longest Distance Commercial..Ralph Johnson
Best Dressed Pilot.. Jim Jackson
Nicest Interior...94616 (Jim Brittian)
Best Engine..94711 (Alan Ralston)
Nicest Panel ..2279H (John Wright)
Most Modified..2279H (John Wright)
Most Original..3695H (Joy Eulberg)
Best Mooney..9522V (John Clark)
Best Alon..5635F (Roy Wright)
Best Forney..3004G (MM Radebaugh)
Best Ercoupe..94711 (Alan Ralston)

New East Texas Wing Leader

Don Stewart of Houston has volunteering to represent the Club in east Texas. Don lives at 2518 Owens Cross, Houston Tx. 77067 or phone 713-229-8733 or 713-999-3479. Don also said that he was interested in a trip to Alaska by Coupe, anyone interested should contact Don. Thanks to Don for volunteering.

ERCOUPE OWNER CLUB BUDGET 1984-85

Proposed Budget 83-84

Postage Expense
Pinting Expense
Office Rent
Telephone Expense
Insurance
Computer Expense
Fly-In Expense
Travel Expense Offic & Dir.
Bookkeeping Services
Salary Ex. Director
Income (Estimated)
Contingency

Proposed 84-85

\$2000.00 (no Change)
\$6000.00 (no Change)
\$850.00 (up \$130.00)
\$750.00 (no Change)
\$500.00 (up \$100.00)
\$400.00 (down \$228.00)
\$1500.00 (no Change)
\$3000.00 (up \$1000.00)
\$0000.000 (down \$350.00)
\$12.00 (no Change)
\$18,500.00 (up \$975.00)
\$1000.00 (NEW)

NON BUDGET ITEMS

Scholarship Fund \$55.00
Regional Expense 411.66
Photo Expense 173.12
Miscell. Exp. 279.91
Dues & Membership \$72.00

Bank Balance as of June 1984 \$4290.56

Sale of Club Items \$415.00 (approx.)

Sale of Club Coupe (\$550.00) + \$50.00 added to Fred E. Weick Scholarship Fund

Hints 'N Tips

WING BOLTS TORQUE

Skip:

FAA 1972 Advisory Circular 43.13-1A has on p 118 a table of recommended torque values for nut bolt combinations (without lubrication).

Values for the Ercoupe Wing Attach hdwr are as follows:
AN5-5 5/16 — 24 w/ AN310-5 Nut: 100 in.-lb min, 140 max
AN10-24 5/18 w/ AN-310-10 Nut: 1,100 in.-lb min, 1,300 max.
Sincerely,

Bob

HINTS 'N' TIPS

Dear Skip:

Some Answers To Questions In The Most Recent Coupe Capers:

Ernie Williams' non-parallel vertical stabilizers can be easily corrected unless there is severe distortion in the horizontal stabilizer itself. The attach bolts that fasten the vertical stabilizer to the horizontal stabilizer must be slightly loosened. The bolts that are above and below the horizontal may require removal of cotter keys to do this. A third bolt is inside the horizontal stabilizer, which requires removal of the little inspection plate outboard underneath. With these three bolts slightly loosened, the vertical stabilizer can be rotated very slightly within the tolerance of the bolt holes. Parallelism may be accomplished by doing this to only one vertical stabilizer, but bay require doing it to both sides rotating them in opposite directions. To finish, re-torque the bolts and replace cotter keys where required.

Herb Keibel cites the overflow of fuel from his header tank. With serial number 1045 he has a 5 gallon header tank with a single 1/4 inch O.D. overflow tube to the right wing tank. His fuel pump may have too large a restrictor orifice or none at all. An orifice diameter of 1/16 inch is appropriate. If the pump is correct, the overflow tube may be partially obstructed. This tube has had air in it most of its 37 years. Any accumulation of corrosion or 'crud' can limit the gas flow down this tube and cause the header tank to build up and overflow. Blowing out the tube with compressed air may clear it. (Don't blow up the tank.) The five gallon header tank has very little volume above the overflow standpipe, thus making it prone to overflow with gas flow fluctuations. In the past I have reached in through the filler neck and bent the standpipe elbow down about a quarter inch.

Yours truly,
Burt Ellegaard
Valley Haven Park #20
Shakopee, MN 55379

BEND DOWN ABOUT ¼ INCH PROBABLY CHANGES FUEL ABOUT 1 PT.

Dear Skip,

I have found that the nose landing gear disassembly and reassembly procedures in the Univair Ercoupe Service Manual are inadequate. I have written a detailed, step-by-step procedure. Although written for the original half-fork nose gear, most of the instructions are applicable to any Ercoupe nose gear.

When replacing the nose gear wheel with a used wheel, pay attention to AD 46-49-01 (Ercoupe Bulletin No. 16) which removes all magnesium die cast wheels from service. Some old magnesium wheels may still be floating around and they should not be used due to a high failure rate. Magnesium wheels can be identified by the number "34026" in raised figures cast in the wheel.

Dick Richardson
3500 Paint Trail
Fort Worth, TX 76116

DISASSEMBLY OF NOSE GEAR STRUT

Steps 1 through 10 disassemble the strut into the six

major assemblies of the strut: wheel/tire, fork, inner tube, piston, outer tube, and nutcracker. Steps 11 through 23 disassemble each major assembly into the respective components.

1. Drain oil from strut by removing gage (15) and holding strut inverted with strut extended.
2. Flatten turned-up tangs of lock washer (64).
3. Remove axle nut (65). Remove lock washer (64).
4. Remove wheel and tire assembly from axle.
5. Remove bolts (42 & 44) and remove nutcracker assembly from strut.
6. Remove nut (29) attaching fork assembly (31) to strut and remove fork assembly (31) from strut.
7. Remove 4 flat-head screws (3) from top of strut.
8. Push inner tube and piston assembly up through and out of top of outer tube assembly.
9. Remove 4 flat-head screws (12) from top of inner tube.
10. Pull apart inner tube and piston assembly.

Fork

11. Press sleeve (50) from bushing (34) in fork (31).
12. Remove snap-ring (33) and press axle (32) from fork (31). (Axle should only be removed if it is damaged and will be replaced.)

Inner Tube

13. Invert inner tube and slide out spring (24).

Piston

14. Remove 2 bolts (21) and slide orifice fitting (23), support flange (19), oil seal support (17), and shock absorber (16) from rod and head assembly (14).

Outer Tube

15. Remove 4 fillister head screws from bottom of outer tube and drive out brass bushing.
16. Remove 2 bolts (6) and remove steering collar (4), steering sleeve (5), and laminated washer (10) from outer tube.
17. Remove grease fitting (25) from outer tube.
18. Press sleeve (50) from bushing (34) in steering sleeve (5).

Nutcracker

19. Remove bolt (45) and separate links (38 and 49) of nutcracker. (NOTE: Fairing (37) is riveted to link (49) and should not be removed unless damaged and in need of repair or replacement.

Wheel/Tire

20. Remove Schrader valve from tire stem and allow tire to deflate. (CAUTION: Tire must be deflated prior to disassembly of wheel.)
21. Remove 3 bolts (66) and remove wheel halves (62 and 67) from tire.
22. Remove bearing (63) from wheel half.
23. Remove tube (54) from tire (55).

CLEANING & INSPECTION OF NOSE GEAR STRUT

Clean all parts with clean solvent. Rinse all parts in a second bath of clean solvent to ensure no grit or contaminant remains. Dry with compressed air and clean cloths. Inspect the following:

1. Sleeve (50) in bushing (34) in fork (31) for binding or excessive play.
2. Fork (31) for cracks and corrosion.
3. Axle (32) for cracks, excessive rust pitting, threads

- in good condition.
4. Stud on bottom of inner tube (11) for cracks and threads in good condition.
 5. Inner tube (11) for scratches, galling, pitting, and cracks.
 6. Weld at bottom of inner tube (11) for cracks.
 7. Spring (24) for cracks or breaks.
 8. Rod and head assembly (14) for straightness of rod, roundness of hole in head, threads in head in good condition.
 9. Shock absorber (16) for good condition.
 10. Oil seal (17 and 18) for good condition. (Oil seal normally should be replaced at each disassembly.)
 11. Support flange (19) for scratches and cracks.
 12. Orifice fitting (23) for scratches and cracks.
 13. Outer tube for cracks, rust pitting, roundness, internal scratches.
 14. Strut attach fitting on outer tube for cracks, elongation, and alignment.
 15. Bearing races on outer tube for smoothness.
 16. Steering sleeve (5) for cracks, corrosion, bearing surfaces for smoothness.
 17. Steering collar (4) for cracks, corrosion, bearing surfaces for smoothness.
 18. Sleeve (50) in bushing (34) in steering collar (4) for binding or excessive play.
 19. Laminated washer (10) for good condition.
 20. Nutcracker bumper (51) for good condition.
 21. Nutcracker link (38) for cracks, rust pitting, elongated holes.
 22. Nutcracker link (49) and fairing (37) for cracks, rust pitting, corrosion, elongated holes, and loose rivets.
 23. Wheel bearing for lubrication, wear, and dust seal intact.
 24. Wheel halves for cracks, corrosion, dents, and deep scratches.
 25. Tire for tread, cracks, or worn spots.
 26. Tube for cracks and general condition.
 27. Snubber cable for good condition.

ASSEMBLY OF NOSE GEAR STRUT

Assembly of the nose gear strut is the reverse of the disassembly procedure with attention given to lubrication, alignment and shimming. Some points to pay attention to in reassembly are:

1. Do not pinch tube (54) between wheel halves (62 and 67) when reassembling wheel/tire assembly.
2. Wheel bolts (66) should be evenly torqued before tire is inflated.
3. Fill assembled strut with 1½ pints of clean MIL-H-5606 or MIL-H-6083 hydraulic fluid.

**copied from: Ercoupe Service Manual,
Univair Aircraft Corp.*

Skip,

Was looking thru my book of Ercoupe Service Bulletins and came across the enclosed copy relative to mice. Perhaps if it were copied and inserted in the monthly flyer it could replace the one I sent in last week. Use your own judgment. Also is a copy of further protection concerning the trap around the main gears.

Curt Hewitt

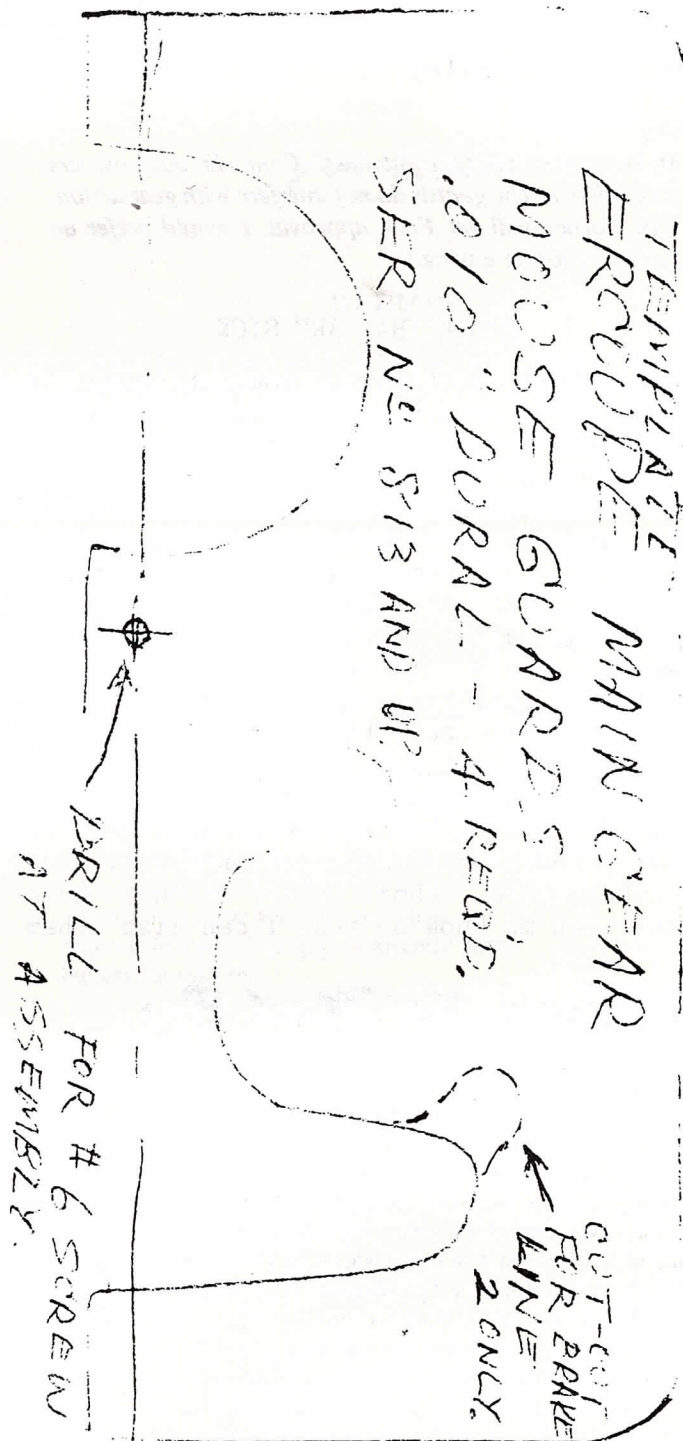
HINTS N TIPS

825 Grassy Hill Road
Orange, Conn.
Dec. 5, 1960

Forney Aircraft Corp.
Fort Collins, Colorado

Gentlemen:

Regarding mice in Ercoupes, The Conn. State Dept. of Aeronautics Newsletter warns of the corrosion possible, and reminds me of steps I took after your dissertation of several years ago, in Coupe Scoop.



I am enclosing templates of simple guards which can be placed between the main gear fairing and the C/S wing, a logical place of entrance. SER. #813 and UP.

I also placed small triangular guards in the rear wing spars at station 131" and taped all spar holes outboard of this station.

Mice can climb the nose strut, but if the cabin heater control is kept closed, cannot get beyond the engine.

I believe that if these steps are taken, and no cables such as charger lines are brought to the ship, or other articles leaned against it, no mice will reach the interior.

Very Truly yours,

C. A. Moeller
(original owner — now deceased)

P.S. Ever try cats?

cc. Conn. Aeronautics Dept.

Andy,

Make these templates available to Conn. Ercoupe owners thru newsletter. The guards do not interfere with gear action. Maybe Forney will get FAA approval. I would prefer an argument to losing a wing.

THOSE THAT ARE SICK

Let us take the time to remember those in our Club that are sick or have been. As you know Fred Weick has been ill since before the National Fly-In, but had an operation and is doing fine at last report. Uncle John Toms is also ill after having surgery upon returning from Minden, I haven't heard from him recently and hope that he is recovering also. Our new president Ron Jewett is also in poor health and is awaiting a call for a heart transplant. All of these people need to be remembered by us in our prayers and thoughts in the coming days and months, as someone at church says they don't know how it works only that it does so remember them in your prayers, also if there are others that I do not know about let me know so that I can list them aso.

From the Mail Box

Dear Coupers,

I'm sorry we missed the National Fly-in. We didn't even make it to Oshkosh except for about five hours on the last Friday when we popped in just for old times sake.

I was pleased to hear that there was, as in other years at the National, even a bit of controversy among some of the Coupers at Minden. Looking back at other Nationals I remember the hours of fine times interspersed by moments of acrimony. Such is the case, I guess, whenever people of strong feelings get together, and who can deny that those mavericks called "coupers" don't have "strong feelings." So we missed all of you and that Couper Spirit. I certainl hope we can be with you next year.

I understand that we were reported to be now living in

California. As much as I like California, and often wish we were living there, the fact is that we are still alive and well and living at the same old address in Lake Villa, Illinois.

we wish you all the best of everything, and look forward to seeing you again soon.

Bob and Ann Venn

1984 Southern California Coupe Group Calendar

SEPTEMBER 15-16 — Columbia

Bill Jacobi coordinating host (209) 984-4251

OCTOBER 7 — Hesperia

Bob Elliott coordinating host

NOVEMBER 3 — Death Valley

Wayne Olson coordinating host

DECEMBER 1 — Corona!

Annual Calendar Banquet (evening event)

Skip:

My comments on Accident Editorial:

Lets stop the editorializing, breast-beating, and, most of all, lets stop the *guessing* and *generalizing* about Ercoupe accidents. We read about them but see almost no followup as to what happened and what we can do to prevent. Its plain to me that we have to *get to work!* The accident reports are available (although delayed) from the NTSB. Lets get *all* the reports in the name of the Club, analyze them (surely we have the talent in the Club) and publish *exactly* what happened and hopefully what the membership can do to prevent the same things happening to them. For example "engine failure" is meaningless, *why* did it fail is the important thing. Skip, its a problem that can be solved but only if we *get to work* and start! You put this club together the majority are behind you 1007.— lead us out of the "mystery" through a methodical investigation and analysis of the problem.

Sincerely

Wayne Lawler

2900 Tumbleweed Lane
Fort Collins, CO 80526

Dear Skip,

Received your letter for membership renewal. Yourself addressed envelope was appreciated.

(If you can't read this letter my *left-handed* step-daughter is writing it!!)

It was good to see you at the Arkansas picnic.

It seems that mother nature didn't like Ercoupes, here in North La. A storm came through and destroyed John Gaithers' and Steve Prices' Ercoupes. Out of 3 Ercoupes in Shreveport the storm got 2 of them.

I had a talk with John Gaither, yesterday, I don't think he'll get another airplane, as for now.

I got a phone call from Steve Price, last week, he's a proud new owner of a Navion Airplane.

As for my plane, N3595H, I should have it flying by spring.

Not much to say in North La. Wishing everyone a *good year!!*

Your friend
Jerry Franklin
K.C.F.!!

P.S. From: Cheryl Davis

CORRECTION!!! CORRECTION!!

Jerry *did not dig out all* the forks at the Arkansas picnic.
Jane Franklin, Cheryl Davis, and Jeff Davis did!! All Jerry
did was *point his finger*.

SUN "N" FUN REPORT

Dear Skip

I have just returned from the "Sun and Fun" Fly-in in Lakeland Florida with my coupe N94070 "The Jamie Lynn." It was a great trip. The weather was excellent and the "Jamie Lynn" gave me 24.3 hours of good flying without skipping a beat.

We had to delay our departure from Allentown PA one day because of a 10 inch snow fall, however, after that we had eight days of airport hopping without a hitch.

Despite headwinds, both coming and going, we averaged 93.7 mph over 2276 miles and averaged 4.9 gph on fuel.

My co-pilot and navigator, Ted Steckel of Allentown PA, camped out for the week, and except for a shower on Monday afternoon all was perfect. In all our expenses (including fuel) came to about \$450 for 8 day for the two of us.

You don't have to be rich to vacation in Florida. All you need is a few bucks, some "guts" and an Ercoupe.

While at Lakeland, I was fortunate enough to meet about 25 "coupers" and spent hours in coupe talk with them. Many of them were EOC members and asked about you and the club.

I also talked with many other pilots (usually at the evening corn roast and sing-a-long parties afterward) and was amazed to learn that almost every long time pilot has, at one time or another, either owned or flown a coupe. No one had a bad word about the coupes and many wish they still had one.

The highlight of the week was my good fortune to meet Mr. Fred Weick, father of the Ercoupe. He was kind enough to spend quite a bit of time (on two separate occasions) to talk "coupe talk" and aviation with me.

Well enough talk on Lakeland, it's time to start packing my bags for the next trip. See you all at Oskosh.

Sincerely
Steve Kish
N94070

RD' 460 Taylor Drive
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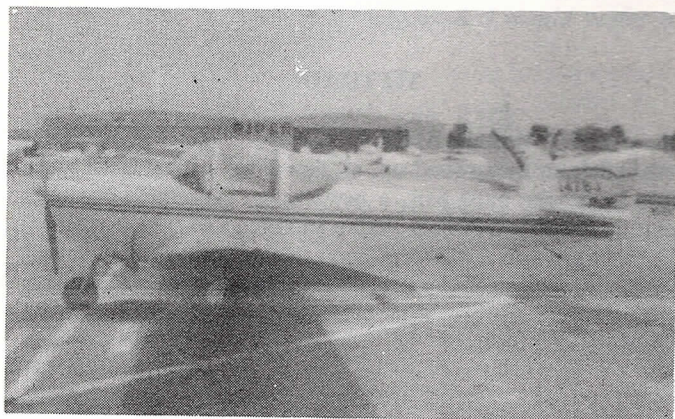
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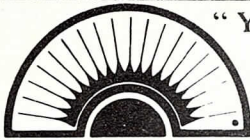
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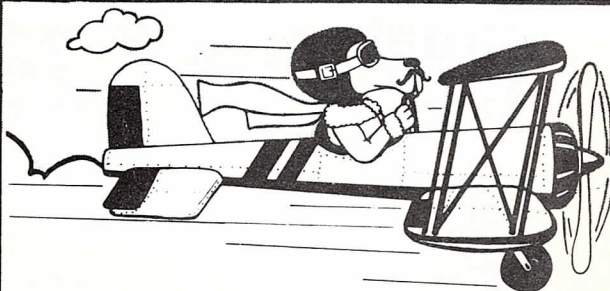
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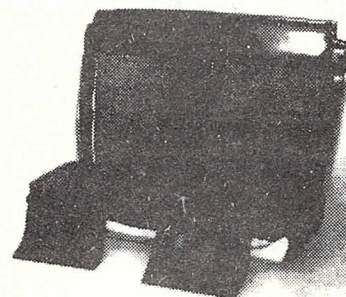
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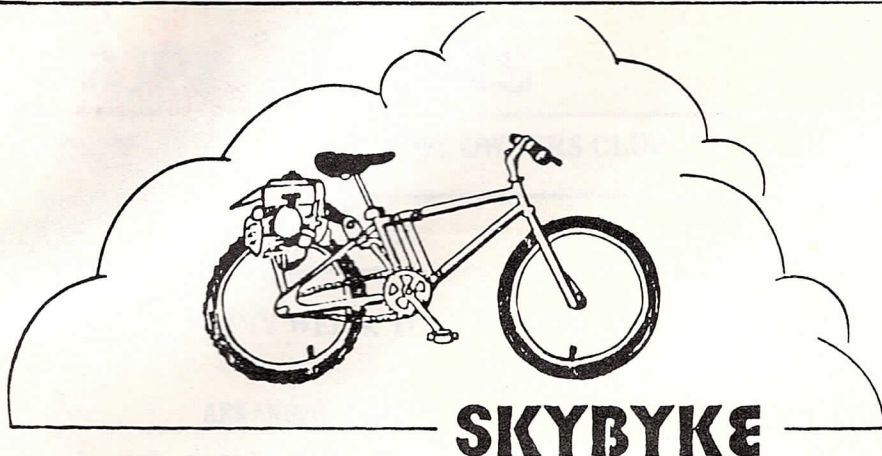
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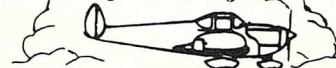
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