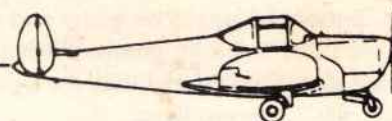


COUPE CAPERS

NEWSLETTER OF THE ERCOUPE OWNERS CLUB



Volume 12, Number 8, January 1984

24 Hour Phone (919) 471-9492

Editor : Skip Carden

Once again I am happy to be able to print another George and Mabel story from the originator of this couple, Chuck Ferris, who also is responsible for the Cartoons that you will find in this issue. This is our way of starting the New Year off with a BANG! Chuck and Skip

Dear Skip,

Here is another George and Mabel adventure, this one illustrated. George and Mabel still have no last name. Dave Edens, Randy Jones, nor Dave Kenney, G&M authors, ever gave them one, nor have I. Although I have felt on a first name basis with them. I think perhaps they deserve a last name. I pondered *Cooper* ((pun on Couper, you see) but we have two E.O.C. members named Cooper. (Both named Frederick. Are they related, or are they the same person with two subscriptions?) Anyway the Fredrick Coopers, I and II, might resent the George Coopers.

Perhaps Dave E. or Randy or Dave K. or some other member will write me with suggestions. We ought to name them for it looks like they'll keep appearing in *Capers* if George doesn't get them lost in the Pacific or Alaska. He might, they've headed west. George denies this of course. He says, "How can you get lost in California? You keep the Pacific Ocean on one side of the plane and North America on the other side. If you can't see a Nav-aid as big as a whole continent, a VOR won't help."

George and Mabel are due to stop in Hesperia and in San Fernando, CA, to visit other Ercoupes. Of course they'll have a race with Joe Figueras and Joe Brooks, two Ercoupe speed champs (not counting Ralph Johnson's 150 hp coupe.) They'll give Bob Whipperman, pilot and owner of Coupe #1, a ride in their coupe. So I do hope they have a last name by then.

As I was proofreading *George and Mabel's Grand Trip*, I saw an Ercoupe on T.V.'s *Real People*. It was Barney Vincelette. I recognized him by the fuschia Gorilla suit and the experimental house that I had seen in *Capers*. Barney, all Coupers are real people, too.

Also enclosed are more Coupe Cartoons. Everything seems to strike me as cartoon material lately.

Keep Coupers Flying,

Chuck Ferris
3265 Santa Maria Road
Topanga, CA 90290

GEORGE & MABEL'S GRAND TRIP

"What are we going to do now," sobbed Mabel.

"What indeed," thought George, seated beside her in their Ercoupe, which itself sat in the dead center of a tiny mesa, a

table-flat, sheer sided mountain, no more than two acres in area, fifteen hundred feet tall, which sat in the dead center of Arizona's Grand Canyon.

For thousands, perhaps millions of years the sluggish Colorado River had washed away the surrounding land, pebble by pebble, until the mesa upon which they sat, engine idling, stood above the surrounding terrain by a quarter of a mile, straight down. All this geologic effort just to trap two unwary Ercoupe loners by tempting them into one rash, daring, thrilling moment.

"We're gonna DIE," Mabel moaned.

"We're NOT gonna die," said George with more temerity than reassurance.

"How do you get us into these messes?" George felt like Stan Laurel in old comedy movies, while Oliver Hardy, in this case Mabel, says in exasperation. "Here is another fine mess you've gotten us into." George shut off the Ercoupe's slowly turning prop and began to think about Mabel's question. How *did* he get them into this fine mess? It had all started back home in Zanesville, Ohio, when he wanted to try something new. He was not old after all, and he should try something new, something young men are doing.

"A hang-glider!" Mabel had screamed. George had tried to sneak it into the garage, but sneaking such a huge bundle of aluminum poles, wires, and nylon was impossible. Mabel had sensed something fishy; she could do that, having lived with George for more than a dozen years. She immediately acted upon her sixth sense and investigated. She caught George trying to cover the bright nylon said with a tarpaulan that was ordinarily used on the ground when he cleaned oil off the belly of the Coupe. Since he was caught anyway, he confessed, and she laughed wryly.

"Male menopause. Happens all the time to men your age," diagnosed doctor Mabel. Then she prescribed, "All right. Go ahead, make a fool of yourself. You'll quit in a month, or when you break your neck, which ever comes first."

She was wrong, George mused now in the warm Arizona sun. He had kept at it for more than two months and he hadn't broken his neck, just wrenched his knee and sprained his ankle.

He had spent the first month learning to assemble and disassemble the glider. You couldn't get hurt that way. Not badly, anyway. Then he sought a gentle hill to practice upon. Hills are scarce in Zanesville, but an Indiana burial mound served nicely. Not too high, gentle slope.

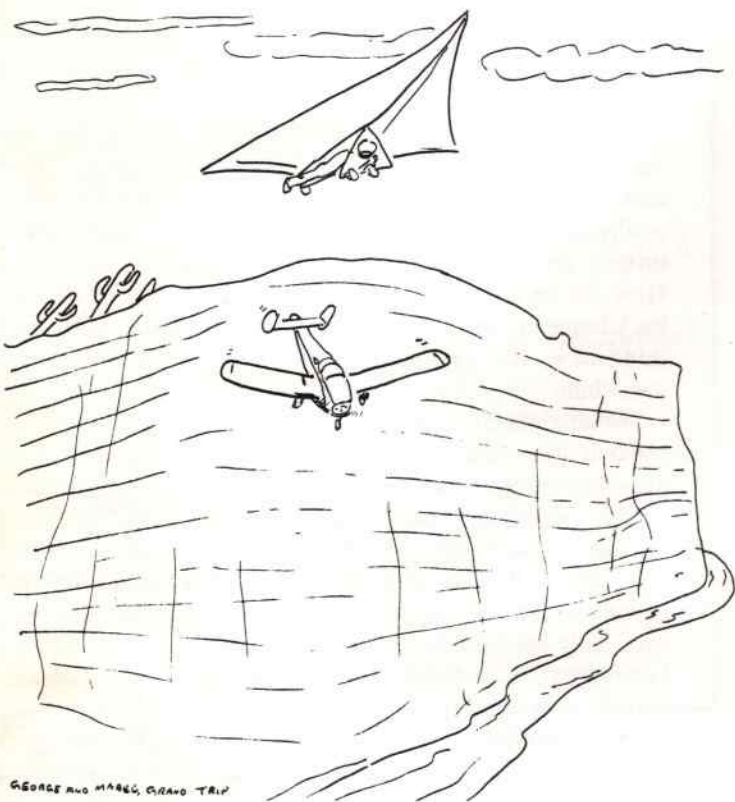
His first untutored efforts always ended with his cartwheeling down the slope. But he and the glider survived, dirty but determined. Oh so slowly, painfully, he gained enough skill to pilot from the top of the mound to the plowed field below. A long trip lasted only twenty seconds: but what a twenty seconds!

On the top of the forty-foot high mound, George felt

kingly. He could see for miles. A gentle breeze wafted up the slope. Bravely he hefted his glider and snapped his harness into the sling. Looking grimly down slope, he took three running steps forward and then the ground fell away before his feet, and.....he was flying.

Before his Ercoupe days George had some hours in a Champ, with a real stick (and real rudder pedals.) Left stick, turn and bank left. Right stick, turn and bank right. Forward stick, down and fast. Back stick, up and slow and *stall*. Now George was the stick. Body left, turn and bank left. He turned left along the slope of the hill. He felt the breeze holding him up. Body right, turn and bank right, away from protective earth, a breath-taking twenty five feet high.

What freedom. This was flying. "Oh, I have slipped the surly bounds of earth." George's spirit soared more freely than his body (control stick).



GEORGE AND MABEL, GRAND TRIP

On the third such adventure, nineteen of the twenty seconds were as exhilarating as ever. On the twentieth, however, George pushed his body back while he was still five feet high. Following the rules of aerodynamics, the glider slowed, then stood still. The surly bounds of earth pulled the glider down to the ground, *backwards*.

There was a decidedly crunching sound. Since the glider was intact the crunch must have come from George's left knee, which was not.

George was off crutches before the next victim came to buy the nearly-new hang-glider. He told the purchaser that his limp came from old "war wounds." He did not specify any particular war, and the prospect was so in awe of the bright sail on his new toy that he forgot to ask.

George now spent hours with his knee elevated and his spirits depressed.

"What we need is a long trip in the Ercoupe." Mabel was prescribing again. "Let's fly the coupe to California."

George's spirits soared. Depression gone, he had a fateful inspiration. "We can stop off and see the Grand Canyon."

George was not afraid of heights, but standing on the edge of the mesa and looking past his toes, straight down for a quarter of a mile, made him dizzy. He stepped back.

Mabel sat in the shade of right wing. "I'm hungry already. We'll starve."

George reassured her "Nobody starves in the desert." He didn't tell her why. They'd die of dehydration long before they starved.

"If you think I'm going to eat rattle snakes, or those horrid little horned toads, you're mistaken."

"And you won't eat Horned toads. Tonight we're having supper in Las Vegas." He paced the mesa from one dizzying edge to the other. One casual step equals thirty inches. Two casual steps equals sixty inches, five feet. He made certain that he didn't stretch his steps too far. Every time his right foot touched the ground he counted five feet. "Five-ten-fifteen-twenty...." he paced. At the other end he reached five hundred and five feet. He groaned inwardly. It had seemed much larger from the air. Pure foolishness, he had to admit. Bad judgement. Before you land, think. You've got to take off again. But the lure of this airport that God had built in the sky had been too great. He had to land on it. And he had, beautifully.

"Please stop strolling around and tell me how we're going to get to Las Vegas for dinner tonight."

"We're Ercoupe pilots," said the voice of confidence. We're going to fly out."

"Not me," said the counter-voice of reason.

"All right," said George. "I'll fly out alone and get help. I'll be back tomorrow morning with a helicopter.

Mabel thought about a night alone on the desert, with the snakes, horned toads, and who knows what else. She shivered. "I'll come with you," she declared in a voice that showed that she was resigned to her fate.

"All abroad," said George. He was proud of Mabel, but he would have never admitted it.

There was no wind. He taxed to one end of the mesa. He gave Mabel a peck on the cheek. There were tears in her eyes.

He clamped on the brakes and pushed the full forward. The sturdy little 75 horsepower continental roared. The whole plane trembled excitedly.

George shouted over the roar, "when we go over the edge we may lose a little altitude." Mabel stifled a sob. George took a breath and released the brakes.

Slowly, oh-how-slowly, the coupe moved forward. It gained a little speed, but the thin warm desert air offered the wings no lift at all.

Suddenly George was back in Ohio, on an Indian mound. He felt the weight of a hang glider again. He felt his three running steps and he felt the ground fall away beneath his feet. At that moment the coupe plunged off the edge of the mesa. Astronauts learn to live with zero gravity. Zero gravity to Mabel meant one thing: "We're falling" she gasped.

Out of a corner of his eye, surely it was only a corner for he couldn't take his eyes off the Colorado River, rapidly growing in the windshield, he noted the airspeed indicator saying—

zero. He flashed back to his final hang glider landing. He should never have pushed his body back. He should have held his body forward. Body forward....

George lunged forward, body and Ercoupe wheel forward. The coupe nosed down. Now the Colorado river was in the middle of the windshield growing larger faster than ever, but the airspeed indicator jumped from the red arc to the green. George relaxed. The sensible little airplane knew what to do. It leveled off and headed down the river.

With the crisis past George and Mabel began to become aware of the beauty of the flight. The walls of the canyon towered over them. Occasional hikers on mountain trails waved down at them. Below, startled adventurers waved up at them from their large inflated river rafts that shone bright yellow on the brick red river. Here and there a wild burro ducked for cover as the coupe flew past. Soon the walls fell away and the coupe emerged from the canyon and the river turned into an inland sea, Lake Mead.

That night George and Mabel stood before an enormous refrigerated table in a glorious dining room at the biggest hotel on Las Vegas' strip. The buffet was loaded with salads, soups, pastries, fruits, and a dozen entrees to choose from. George nudged Mabel. "Try the horned toad, Mabel. They say it is delicious."

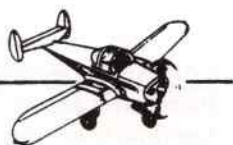
They crossed the plush carpet to an upholstered booth. Don't tease me, please. You know how scared I was."

As they left the dining room they entered the Casino. Bright lights, laughter, clicks, jackpot bells all invited them in. Here was excitement, nice safe excitement.

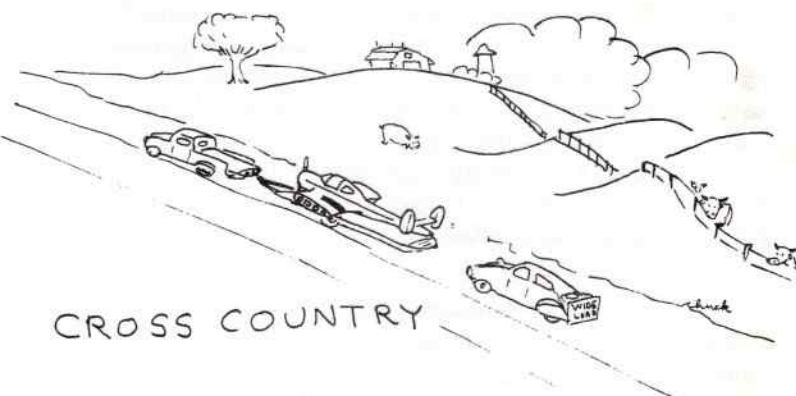
"If you hadn't crashed your hang-glider we wouldn't be here now," said Mabel. George knew what she meant, but it reminded him of that brief terrorised oment when he flashed back to his hang gliding accident and to the lesson he'd learned."

"You're right," he said aloud. "In fact we're very lucky. So...."

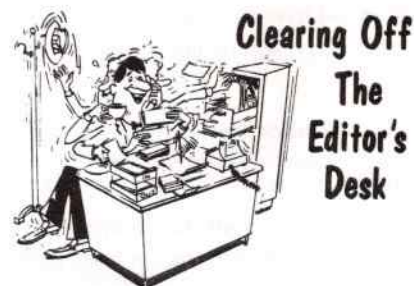
He put a dollar in one of the nearby slot machines and pulled the handle. It came up three lemons. Their luck had just run out.



I'VE NEVER BEEN SO BORED IN MY LIFE.
IT WAS "CESSNA, CESSNA" ALL NIGHT LONG.



CROSS COUNTRY



Air-to-Air Frequency Is 122.75, Not 122.9

The following article is reprinted from *On Approach*, Jan-Feb 1983:

If, in your aircraft, you wish to communicate with another aircraft, the appropriate frequency to use, according to the FAA, is 122.75 MHz, not 122.9 MHz.

Pilots may still use 122.9 for broadcasting traffic pattern positions at airports without a control tower, FSS or unicom. The frequency also may be used for other special position reports in uncontrolled airspace.

FAA Cautions Pilots About Water in Fuel

The following article is reprinted from *On Approach*, Jan-Feb 1983:

Fuel contaminated by water can cause engine power-loss and lead to accidents, the FAA has reminded pilots in a new



IT SURE IS A SMALL WORLD. I
OWN AN ERCOUE, TOO.

CHUCK FERRIS

advisory circular.

Noting that some engine failures may have resulted from contaminated fuels, the agency cautioned users that freezing temperatures (on the ground or in the air) may turn suspended water or accumulated water in aviation fuels to ice, restricting or stopping fuel flow. Another source of free water is condensation from the air, which occurs when the air contacts the cold walls of fuel cells. This can be minimized by keeping tanks filled and reducing the area exposed for condensation.

Although additives may help correct the problem, they often do not entirely protect the engine from possible failure or damage and, in some cases, may not be compatible with the fuel or materials in the fuel or materials in the fuel system, the FAA said. Some additives may even be harmful to other parts of the engine or fuel system, so the agency recommends that only additives approved by the engine manufacturer or the FAA be used, and that they be blended into the fuel at the time of delivery to the aircraft.

The FAA cautions that only the fuel recommended by the engine and aircraft manufacturer be used. Additionally, aircraft fuel sumps should be drained regularly with periodic inspection and cleaning of fuel strainers and carburetor bowls as recommended by the aircraft and/or engine manufacturer.

Pilots may consult the FAA's Advisory Circular (AC) 20-43, "Aircraft Fuel Control," for further information and recommended procedures. Copies are available from local general aviation district offices (GADOs).

Interesting Notes

I got an order for some Club Patches from F. D. Grey in Blum Texas and the check was most interesting as it reads: First State Bank of Rio Vista Texas, The Cow Pasture Bank—Walk in—Drive In—Mail In—Fly In!! This is the first Fly-In bank I have heard of.

Foundation Readies Owner Maintenance Course

The following article is reprinted from *AOPA Newsletter*, September 1983:

A new program to help aircraft owners save money on maintenance is being put through its final user tests by the AOPA Air Safety Foundation.

The "Pilot/Owner Maintenance Seminar" will teach owners what maintenance they may perform and how to go about it most efficiently—and legally. Topics include what paperwork is required, how to identify approved parts, which tools to use, how to obtain and use the proper manuals, plus numerous other tips and techniques.

The eight-hour course, planned for one day, is a combination of classroom lecture and hands-on practice. Attendees will participate in changing oil, inspecting filters and screens, repacking wheel bearings, cleaning spark plugs and other maintenance chores.

The Foundation plans to offer the seminar sometime after the AOPA Convention in October.

Hard Times for Small Planes

Light plane manufacturers, facing their worst financial downturn in many years, are trying to think of new methods

of survival, including employee layoffs, production cutbacks and exploring new markets such as the military and commuter airlines.

1982's recession and foreign competition are cited as factors in the 39% decline in sales and 44% drop in general aviation aircraft orders and deliveries for the first half of 1983 compared to the first half of 1982.

"It had been a crisis. The bottom dropped out of the market," Drew Steketee, a spokesman for the General Aviation Manufacturing Association, was quoted as saying in an article in the *Washington Post*.

Gates Learjet lost \$1.7 million in the spring quarter alone, and Cessna lost \$6.4 million since last fall. Cessna officials have said that 1983 will show the first yearly loss in the company's 55-year history.

As a solution, the small plane manufacturers have begun competing for military contracts—the Air Force wants to use small planes in training pilots. "The idea is to sell fewer planes that are worth more," says Steketee. "The weekend fliers don't exist any more," said John Gedrat, editor of Beechcraft Marketing Reports.

Prop Spinner Failures Occur with Regularity

The following article is reprinted from *On Approach*, Sept-Oct 1983:

Numerous reports of propeller spinner assembly failures are received by the FAA on a variety of general aviation type aircraft, especially smaller, single-engine airplanes used for training or personal transportation. It has been noted that many of these failures occur at relatively low time-in-service, i.e., less than 500 hours.

It is recommended that airplanes experiencing cracking problems on propeller spinner assemblies with low operational times be thoroughly checked for excessive vibration. Propeller/engine vibration can be caused by any of the following conditions or a combination of several:

- Propeller, including spinner, out of balance
- Worn engine mount bushing (vibration isolators)
- Insufficient clearance with non-moving parts
- Improper engine ignition timing
- Low cylinder compression (one or more cylinders)
- Improperly adjusted engine fuel flow
- Improperly adjusted propeller governor

Note: Some conventional mechanical tachometers installed in airplanes are not accurate enough to be used for critical adjustments.

Do Your Own Preventive Maintenance?

Aircraft owners have been allowed to perform certain preventive maintenance operations on their aircraft for some time, but until recently they were not officially required to record their work in the aircraft logs. Recent changes to the Federal Aviation Regulations (Parts 43 and 91) make it official that, if you maintain, or perform preventive maintenance, on your airplane, **you must make a logbook entry** that includes a description of the work, date it was completed, your name and signature.

CHECK THE TITLE

Several members have gotten into legal problems in

getting legal title to airplanes they have purchased. All of this could have been prevented if a title search had been conducted prior to purchase. There are several firms in Oklahoma City that can provide a title report in twenty-four hours or less.

To avoid problems follow these steps:

1. Always get a title report. It makes no difference if you know the seller or not, there might be a lien against the aircraft that he isn't aware of.

2. Witness the owner's signature on the bill of sale and request identification if he is not known to you. Make sure the seller is the same person who is listed as the owner on the title report.

3. If dealing with a broker make sure he has proper authorization from the owner and if the owner cannot be available to sign the bill of sale in your presence, insist on a notarized signature on the bill of sale.

On a related subject, if you are selling your airplane and plan to place it in the hands of a broker, be sure to check with your insurance agent to make sure you are covered while the broker has access to your aircraft.

Without the proper precautions it is possible to pay for an airplane and not get title to it, or sell an airplane and not get paid for it.

PLACE TO STOP

Hi Skip:

Just a note to let any couplers coming through Indianapolis, Ind. know the F.B.O. Sky Harbor at Eagle Creek Airport has 80 oct. It is the east side of the runway F.B.O. and will take Phillips 66 cards, was going for \$1.91 per gallon. K.C.F.

Yours,

Everett L. Stedman
No. ECOG12

FLYING IN SOUTHERN CALIFORNIA?

The FAA now has a preferred VFR flight route chart available for Southern California.

Titled "Southern California VFR Flyway Planning Chart". It can be requested from:

FAA Western-Pacific Region
AWP-530
P. O. Box 92007
World Way Postal Center
Los Angeles, CA 90009

From the Mail Box

OPEN LETTER TO RELUCTANT MEMBER

Dear Reluctant Member,

I couldn't agree more with (10% of) what you say. *Coupe Capers* needs more design/maintenance/operation material. We are in a race against time. Just when will the last 1946

Ercoupe leave the sky? 1966, age 50? 2006 A.D., age 60? There must be some finite limit.

What will get the last Coupe to its last safe, level winged, sturdy-gear landing? *Coupe Capers*, without a doubt. When? 2016 A.D., 2020 A.D.? 2046!? Who can tell? But wherever, *Capers* will help (is helping) get it there.

What other publication told of the steering ball problem, the T-column weakness, the control rod corrosion, the tendency for water to collect in fuel system, the weak brakes, the wandering compass. What other publication gave first aid and then fixes for these problems? *None* other. *Capers* alone.

The average *Coupe Capers* reader knows more about his coupe than the average licensed mechanic who hasn't himself flown one.

But I agree, we need more, more, more such information. Who will write it? Not I. I am a contributor of the "cute social commentary," by which I suppose you mean George and Mabel, Coupe Cartoons, and "cutesy" news items, because that is what I know. Regional Directors write about the gatherings and fly ins, because that is what they know. But we need more, more, more technical articles by people who know the technical stuff.

No sense blaming *Capers* for not printing more: *Capers* prints every Coupe related contribution that comes. Just get the technically oriented people who have written in the past to write more, more, more. And technical people who have not yet written—start, start, start.

Coupe Capers is a three-fold journal: Technical, Social, Entertainment. I've done my best on the entertainment. Regional directors do great on the social events. Now you technical people we like what you've done, but please give us more, more more.

Chuck Ferris

THE REAL STORY

Dear Skip/

Here's my belated dues renewal.

Also thought 'Couplers' would be interested in these news clips.

Bottom line:

1) No damage to aircraft or pilot.

2) Filled nose tank and flew out the next morning.

3) Problem — BROKEN RETURN SPRING ON FUEL PUMP.

(Total time 749 hrs).

Yours,

Durward S. Riggs

from NEWS-PILOT SAN PEDRO

November 27, 1982

PILOT LANDS SMALL PLANE SAFELY ON CARSON LANDFILL

A Torrance pilot escaped unharmed Friday when his small private airplane stalled (Riggs' note: Read "fuel

All material submitted for publication must be received thirty (30) days before you want it to appear. Editing and preparation will begin the first (1) day of the month and the Newsletter mailed around the fifteenth (15) day of the month. All material must be typed or legibly handwritten. Photos and material will not be returned unless accompanied by a large self addressed stamped envelope.

starvation") and he was forced to land on a Carson landfill.

Durwood (Riggs' note: "Bad spelling as usual") Riggs, 47, an administrative assistant at the county's law library, was returning to Compton Airport about 2:30 p.m. when the incident occurred. He was at the end of a lone 30-minute leisure flight above Los Angeles Harbor when his 90-horsepower Alon Aircoupe apparently developed a fuel blockage and began losing power.

The tight-lipped Riggs said it was the first time he has had to ditch (Riggs' note: "No water available.") an airplane.

"The engine just went dead and he put it down," Sgt. Brad Welker of the Carson sheriff's station said. "He had some kind of fuel stoppage problem and there still is fuel in it."

Riggs, who has been flying since 1965, was about 2,000 feet up when he decided to land the blue-and-white plane. He made a smooth landing on scruffy, brush-covered terrain between two hills.

He was not injured in the landing between the Dominguez Channel and the San Diego Freeway, about eight miles southwest of Compton Airport. The two-seat plane suffered little (Riggs' note: "No") damage in the landing.

Welker said Riggs' wife heard of the forced landing in a news broadcast. Riggs was hustled to a nearby telephone to call her.

Since the plane can't be flown out (Riggs note: "Not so!") of the rubbish-filled, dusty field, it is expected to be partially dismantled today and carried from the lot aboard a trailer-truck.

from BREEZE November 27, 1983

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TORRANCE PILOT SAFE AFTER STALL**

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(Riggs' note: "Took off w/full fuel").

Dear Skip,

Marge and I flew back from Menden, then later in the month flew 2072H to Mount Horeb, Wisconsin, for dinner with Bob and Cheryl Seng. We got a surprise R.O.N. when a rain squall moved in, but had a fine time! This is typical of the enjoyment we have had and good fellowship as 'Coupers'. (This probably sounds familiar to you.)

We are now flying a PA-28-181 Archer II—it fits business requirements better than an Ercoupe at this time.

Well, it's time to look for a new owner for 2072H. The repair can make a great Ercoupe to a new pilot's liking and desires, so I'm now looking for just that person.

Will you please print the enclosed ad in the Nest issue of "Coupe Capers". We have put ads in Trade-A-Plane under both "Ercoupes for Sale" and "Rebuildables.". If you speak with anyone by chance looking for a rebuild project, please pass on my name.

Thanks.

Marshall D. White (2072H) #1187

Phones: 312/823-2072, 312/698-5882

Hi Skip,

Enclosed is my dues for next year. Also you requested information about original members. I was one of the "charter members" back around 1970. I've owned two Coupes; 2607H from 1974 to 1977 and Alon 5638F from 1977 to the present.

Enclosed is a picture of me with 2607H. Thanks for the good work keeping EOC and Coupe Capers going all these years. I agree with those who want more hints and tips on maintenance in Coupe Capers.

Sincerely,

Wade L. Halsey



Dear Skip,

Enclosed please find my check for 1984 dues in EOC.

I enjoyed my first year in EOC and really enjoy reading Coupe Capers. However, I notice that most EOC activities are in the south, midwest and western part of the U.S. I would like to see more activity in the east-northeast area for 1984.

I would like to hear from some of the Ercoupe owners in the east and try to help organize some get-togethers.

Locally I belong to the Pottstown Aircraft Owners & Pilots Club. Every September this club holds a fly-in breakfast. It usually attracts over 200 planes and 1300 people from all over the country. I would like to see the EOC members there this year. I will follow up with more on this later in the year. Meanwhile, I say again, 'C'mon "Coupers" let me hear from you. Let's make '84 the "Year of the Coupe".

Sincerely,

Steve J. Kish
RD#2 460 Taylor Dr.
Center Valley, PA 18034

P.S. Skip: Keep up the good work.

Dear Skip,

Enclosed is my dues for next year. Out here in South Dakota it is might hard to get to talk with other "Coupers" much less go to "Coupe flyins." We are just too few in number and too spread out. I did enjoy meeting most of you at the national get-together at Menden, Nebraska.

Looking forward to see you at the next National Meeting.

Regards
John Meidinger
Avon, South Dakota

Dear Skip:

Thanks very much for the September copy of Coupe Capers. I wasn't expecting anything like the professional job, nice typesetting and photo reproduction.

I'd like to share one problem I've had with my '46 'Coupe, and see if any other members have ideas: For some reason, the word is out to the local mouse population that pretty decent housing exists in the wings of my plane. They run up the wheels, and in through the cutouts at the main gears. My only solution is to lay traps by the wheels and grab the little devils as they come and go. An A&P told me not to use any poison, as they'll go where you can't get to them to die, and stink up the plane. Sounds right, but how do I keep them from entering? The problem's got me plenty worried, because I've been told that mouse urine is one of the most destructive chemicals you can put inside an airplane wing, and I'm sure they aren't housebroken.

I would also share one other note: Anyone who has not partaken of a "50-50" or "Self-Help" annual inspection owes it to himself to put forth the effort. Getting into the innermost parts of your own airplane is the only way to really know what's right (or wrong) deep inside.

Like your other readers, I too am interested in tech talk and any answers to GADO's find to 'Coupe accidents, particularly engine failures. I look forward to hearing anything you get

along these lines.

Thanks again for the fine job; I look forward to being one of your number.

Regards,
Dave Boyers

Dear Skip,

Have been bothered with ice on my C85 for several years, almost always at times least expected. My N3041H flies out of Livermore, Ca. I am fully and completely convinced that technique has a lot to contribute to the engine failures in the Ercoupe. Another strong contribution to the icing is the poor design of the Stromberg Carburetor as compared to the Marvel-Schebler. The fuel jet sits below the venturi, more so than the Marvel Schebler and is in the worst possible spot for icing. Yes, they cost more and are more expensive to repair, but cheaper than a "bellied in" Ercoupe. I spoke of bad techniques on approaches and I am talking about a minimum of 1200 and preferably 1500 RPM on final with full carb heat. The throttle should *never* be chopped until touchdown. In Bob Jones's case, with the fuel feed from an upper tank less than 3 feet away under gravity and with an atmospheric type of feed, I simply can't believe the vapor lock theory. If you are speaking of pressure carbs or fuel injection with a fuel pump feed, that is another barrel of snakes. . . While I am shaking the bush, how many of you knew the crankshaft in your C75/85 is the same crankshaft as is in the old 65 Continental. That is a lot of years. Check your parts list if you don't believe me!

Bob is going to say, "o.k. smartie, how come I lose power on takeoff if it isn't vapor lock and I will ask if you are sure your magnetos (Eisemann) have had AD 69-09-01 compliance to install the new modified coil which has only one external lead. Platinum points are worthwhile here and a new condenser. Many years ago, an electrical expert told my Dad that over 80% of poor engine performance is a result of ignition problems. We don't run long enough on Take-Off to build up heat. As much as is possible, keep the engine at 10 to 1200 RPM if taxiing will allow it. Those bromide additives in aviation fuel need that RPM to properly disperse the TEL in your gas. The advice of Ignition causing roughness was learned as a lad of 12, and thru the years when I had an engine problem I could not seem to solve, in every case it was ignition. Other recommendations are a result of a lot of experience as an A&P, military maintenance officer and recently retired but acquired test cell experience plus a rather critical observation of my own bird. Several alterations to the 0-200 installation have been made but the crankshaft flange is thin and not as beefed up as it could be. With the extra power and resultant stress with crack failures, I am not too sold on that as the way to go. For her age, the lower power 85HP is still a good installation. If you just have to have speed, go to a P51. Yes, I use auto unlead with good results. Gas companies scream vapor lock and I don't believe them, but again I am talking a low 6.3:1 compression ratio engine such as the C75/85 with gravity feed. A 250HP with fuel pressure feed is another thing with its 8.5 or 9 to 1 CR. I see all kinds of modifications out here and it scares me. Who the AI who signs off their annuals may be I don't know, like cutting holes in the stressed skin, illegal radio racks etc. If you AI really

doesn't know, check with the Technical Inspector at your nearest GADO. Ercoupees are good flying machines but they are old and thus easily overstressed. Who cares if you can't do snap rolls? It was meant to be a fun airplane AND IT IS! Treat it with respect and recognize its limitations. *Recognize your own!* Happy coupling to you all—safely.

Larry Gallagher, A&P 1905701
1437C Morton
Alameda, Ca. 94501

P.S. Aviation Safety Bulletin shows that many of Ercoupee accidents are a result of engine failure. Rarely a part failure, just the kind of things we have discussed here.

Dear Skip,

In response to Bob Loomis article in Sept. '83 issue on the high rate coupe accidents. I feel that most of the accidents are the result of misunderstanding and therefore misuse of the unique characteristics of the plane, and for the same reason the coupe has not been maintained perhaps as well as some of other craft. Especially the center section considering corrosion, hard landings. The in flight airframe failure is of great concern to all of us, and we should not let this pass without finding the cause and a fix. My question is could we not find this answer from the source of the report.

Jerry Sexton

As an interest item might I offer—I have a 1946 Ercoupee 415C that I purchased new from ERCO—Riverdale, Md. and have maintained it since. It has original fabric NC wings still in hi-green, has original plexiglass, rod upholstery, tires, and in natural polished aluminum with original red stripes—it has but 370 hours total all since new which averages 10 hour per year (about) and currently is in fresh license—I'm soon to be 70 years old so line up with you offer—this Ercoupee has its own hanger and is only out when flying. I've seen A&E's that tried to take test swatches out of the wings when the plane was one or two years old—I wouldn't let them—I wonder what they think now—there are no changes to the instrument panel or entire plane nor has there been any accident damage—all bulletins are performed and logs current. [This plane TPPE, (thanks to Fred Weick) certainly is a pleasure to fly or show—the airplane public has been lucky to have the advantages of this lean design. When are you again going to have a fly in meet in this area? I'd like to be there. Best regards.

Eric Johnson
31660 Hilliard Blv.
West Lake, Ohio 44145
(216) 835-4868

Skip,

Do me a favor "Col"—please run the same "ad" you placed for me on my coupe (PAR-1) with one new exception—If anyone in N.C.—S.C. wants the little one I will let go for \$8000. I can see her—*maybe*—every now and then.

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Col Wally

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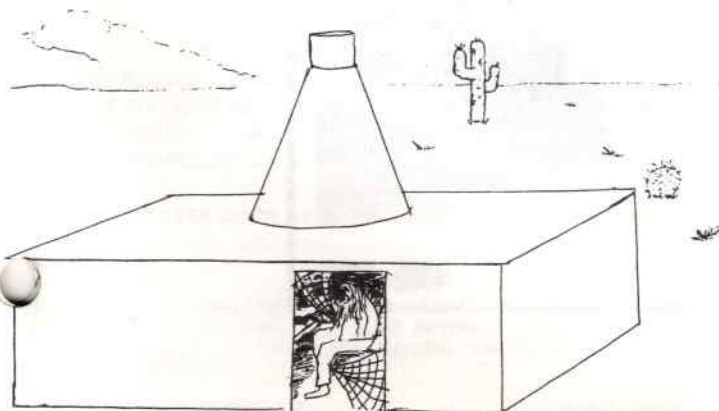
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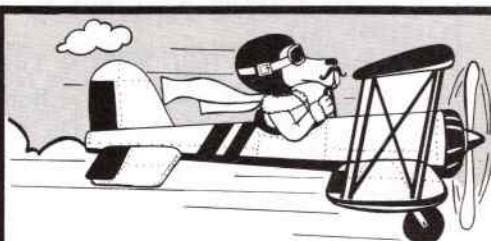
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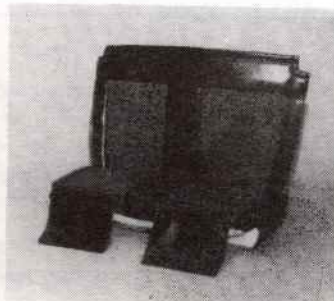
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