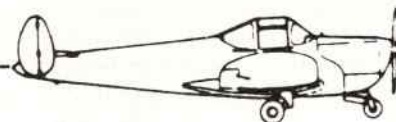


COUPE CAPERS

NEWSLETTER OF THE ERCOUCPE OWNERS CLUB



Volume 12, Number 10, March 1984

24 Hour Phone (919) 471-9492

Editor : Skip Carden

ANOTHER ERCOUCPE CRASHES



Staff photo by Jerrey Roberts

LFD STATION 2 CAPT. CHARLES BOZARTH LOOKS OVER PLANE WRECKAGE
Two Longview men died when their light plane crashed at an east Longview airfield.

Two killed in plane crash

By BOB SMITH
Staff Writer

Two Longview men died near noon Saturday when their light two-seater airplane developed engine trouble and crashed in flames just short of an eastside runway.

Traffic Sgt. John Thompson of the Longview Police Department identified the pilot as William John Tusek, 29, of 600 Baylor, a construction company employee, and the passenger as William Dan Furge, 25, of 1602 Gilmer Road, a Brookshire's employee.

Thompson said the plane had been seen over Le-Tourneau College in south Longview and over the downtown area where the Shriners were staging a

parade.

Only minutes before the tragedy, the first signs of trouble were noticed by the Rev. Ian Hoover, pastor of the Alliance Bible Church on Hollybrook. Hoover, who has long been associated with flying, told Thompson he noticed the plane had difficulty with airspeed and that the plane seemed to be wobbling, as it headed for the airport and safety.

"It came in on a low pass, clipped the top of a tree, spun downward, struck on its belly and burst into flames on impact," Thompson said.

Thompson was spokesman for the police department and was at the crash scene. Police investiga-

See Plane, (Next Page)

(Plane from front page)

tors were Tom Carver and J.B. McCaleb.

Investigators from the Federal Aviation Administration in Fort Worth arrived at the scene just after sundown, Thompson said. He said the federal men would continue the investigation today.

"The cause is being attributed to mechanical failure," Thompson said. Earlier reports had indicated a possibility the plane had run out of fuel.

Thompson said a hole was found in the engine block.

"Something popped inside the block, and popped through the crankcase and out the side of the engine," he said.

Thompson said the propellor was not under power when the plane hit the ground, indicating the engine had quit somewhere during the approach to the runway.

He identified the plane as an older model 415 D Ercoupe, which is no longer manufactured.

The burned plane rested in a grassy field just past a cattle guard at the end of Omega Street — 200 yards short of the runway. This is in the area of Leona and Omega in a thinly-populated region of east Longview just across the Gregg-Harrison line in Harrison County.

Thompson said the victims were burned beyond recognition. At that time, their identities were not known. Gregg County Justice of the Peace Robert Malcomb pronounced the victims dead at the scene.

The plane showed evidence of the crash and fire. The tail of the craft showed no apparent damage, but the rest of the plane was twisted and blackened. There were no skid marks on the nearby ground to indicate the plane had skidded or that the wheels had touched down.

Tom J. Long owns the airfield.

Long believes he was not at his airport at the time of the crash. Earlier Saturday, he had seen Tusek and Furge beginning their flight.

"I knew Mr. Tusek pretty well, he was a very fine person," Long said, "but I didn't know his friend. It wasn't at all unusual to see him, like a lot of other folks, flying on a sunny day."

Long lives on his East Side Airport, about half a mile from the crash site.

He said he had been away from the airport and after he came home, law enforcement officers came to notify him of the tragedy.

Regional News

NEVADA WING

Dear Skip,

Yes the Nevada Wing of the Ercoupe owners are alive and flying. We have eight members and six flyable coupes. We have made numerous short breakfast flyins and are planning longer ones to link up with the Arizona and Calif. owners. Some of us are planning to make the national fly in this year. Had a nice chat with Roger Koach and his wonderful wife Jamie who were in Las Vegas last week. I had the good fortune to meet Roger & Jamie a few months ago when I had

to land at Hesperia Calif. with a small problem of power loss. They were a real help to me at the time. I finally found my problem which was a bad "O" ring on my primer causing an extremely rich mixture which in turn fouled any plugs causing a power loss of 4 to 5 hundred RPMs.

Don Perry lost a Jug on a recent fly in to Death Valley with the local EAA chapter. We take a lot of good natured ribbing from the local EAA chapter but what a great group of people. They do not go anywhere unless the local coupe group goes with them. By the way our group is all Colonels but they do love their coupes. We would like to have an Ercoupe fly in at Las Vegas in the future but it is still in the planning stages and will let everybody know when we have it.

Will close for now but will keep you informed of our activities. If any coupe owners fly to Las Vegas let us know on your arrival and will be glad to give any assistance we can.

Sincerely,

Jim Marshall
Nevada Wing Leader

Dear Northwest Coupers,

Time to fire up the Coupes and dent the air again. This 60 degree weather we're having may be our Spring — don't waste it!

We hope you all had a good holiday and are ready for 1984. This year we will experiment with a new schedule for our monthly meetings. We will meet at Noon at the Takeena Lodge (formerly Sweptwing) in Albany on the third Saturday of odd numbered months, and the third Sunday of even numbered months. We'll mention any exceptions or special programs in the newsletter. This month (January) we'll be in another room due to remodeling — ask at the cashier desk. See you there!

February 19	Sun.
March 17	Sat.
April 17	Sun.
May 19	Sat.
June 17	Sun.
July 21	Sat.
August 19	Sun.
September 15	Sat.
October 21	Sun.
November 17	Sat.

Roy/Eileen Wright

THE WISCONSIN ERCOUPER

Fellow Flyer:

Last months mailing was only a mailing list of all the Coupers now active with the Newsletter. I didn't include much of anything else for one very basic reason. First off, I hadn't become privy to much to pass on and I couldn't justify the added mailing expense for anything that didn't apply.

For many of us, it won't be too long before we decide to take our planes up to wring out the rust in both man and machine. Before you try getting your Coupe air-borne, be darn sure that you have taken time to evict any new residents, namely birds and mice. Be really careful during the pre-flight. Nests make a very nasty bonfire on a hot engine and the loss

of insulation on your wiring system can be very hazardous in the event that two wires decide to test your nerves by starting up a nice hot short.

Another thing — on the first flight of the season, I'd suggest you take an active flight instructor along. That doesn't mean that the instructor will know your machine (most have never been in a Coupe) but they can help clean up your handling and general all around cockpit efficiency. Don't hesitate to tell him before-hand what your rotation, final and landing speed should be. This is an area that gets real rusty first. Those couple of bucks spent on an instructor may be some of the best you have spent all winter. A bent up pilot or plane just doesn't perform too well. I personally want to see your shining faces whenever we chance to meet.

Now for a short re-cap of what we did in 1983:

March 13, Palmyra, 2 Couples 1 drive in for a total of 7 people. Lunch had at the Edge of Town. Low ceilings that day.

April 10, Oskkosh, 7 Couples 1 drive in for a total of 9 people. Lunch at the airport restaurant.

May 22, Janesville, rained out.

June 12, Sturgeon Bay, 7 Coupes, 1 drive in, a total of 9 people. Lunch on the field. Weather in the SE section of the state was really lousy.

June 19, Sylvania, 8 Coupes, 2 drive ins, a total of 15 people. Pancake breakfast on the field.

July 10, Sylvania, 2 Coupes, 4 drive ins, a total of 17 people. Lunch at the T-Bird. Very low ceilings.

August 14, Prairie du Chien, 9 Coupes, 2 drive ins, a total of 12 people. Lunch at the Black Angus across from the airport.

September 11, Manitowoc, 8 Coupes, 2 drive ins, a total of 14 people. Lunch on the field.

October 9, Capital Drive, 3 Coupes, 2 drive ins, 11 people.

November 13, Reedsburg, 0 planes 1 drive in, 2 people. Lunch at the Viking, across the street from the airport.

While on the subject of fly-outs, if you desire to get an early start in exercising both yourself and your Coupe, the Arizona Group is having a bash at the Phoenix Deer Valley airport on April 13, 14, and 15. Anyone interested can get more details from Ron Jewett, 3935 W. Country Gables Dr., Phoenix, Arizona 85023. Sure does sound like a very nice time to get away from the cold around here.

In an effort to help you keep your list of active Coupers up-to-date, here is a new member to our group. I along with all the other Coupers around here extend our best wishes to Brian.

Oertell, Brian
2819 16th St.
Racine, Wisconsin 53405
1-414-634-0905
N 3349 H

For those who may have decided to cut the list into separate pieces, this should fit into your file. It does make it a bit easier if things are in alphabetical order.

Anyone desiring back copies of the Newsletter, there are limited supplies all the way back to the first one. (August 1981).

I still have plenty of patches left for anyone wanting more. I am planning on depositing any funds received over and above my initial investment, in a fund that you can use anyway that

you so desire. As soon as I hit the magic number of \$220.63, all patch sales become your property. To date, I have taken in \$163.50. With your help, we can develop a slush fund for whatever you want it used for.

While on the subject, if anyone knows where I can locate a used copy machine that doesn't require an arm and leg, I am on the market to continue the making up of this Newsletter. The machine that has been used to date is getting a bit fragile. One of these days real soon, it will throw in the sponge. I can also use a newer typewriter. This one is also very old (about 50 years). A reasonable price will not be frowned on.

Here's hoping that two of our Coupers are on the road to mend. Oscar Deutsch and Larry Bonnette have been laid up for some time now. My best wishes to each of you for a quick and complete recovery.

Just in case you happen to be in the area at these times, here are some places and dates you may be interested in:

May 19 — Flight breakfast, Orange City, Iowa. Sponsored by the Flying Dutchmans Flying Club.

May 20 — Flight breakfast, Hawarden, Iowa. Free to pilots and Co-pilots. Sponsored by the Rotary Club.

June 3 — Spring Fly-in. Food all day. Zilmer, Ill.

June 10 — Sylvania Flying Club fly-in. Sylvania, Wis.

Here's wishing you clear skies and a good tail wind.

Bob Dermody

WHEEL PANT REPORT

Dear Skip,

In the Sept. issue of Coupe Capers someone wrote that Rattray Aircraft Co. made wheel pants for Ercoupes. I ordered a set. When they arrived there was no hardware and no instructions. I have not been able to make the main gear fit in any way. The fellow George at Rattray swears he sent me the right ones.

No STC came with the pants so I don't know if they are STC'd.

I would appreciate any information anyone could give regarding this installation. Rattray was not able to help in any way apparently they do a good fiberglass job but know nothing about the airplane.

Thank you very much. Have a Merry Christmas and a Happy New Year.

Dino W. Degasperri

Mail Box

Dear Skip,

I am a fellow couper and have owned a coupe for about three years. A friend of mine and I bought the coupe and have had a lot of enjoyment out of it. We have completely rebuilt it, but have always had a problem with it. It has had a vibration in it since the day we bought it. I hope someone can help us out. We have done everything different people have suggested; we had the prop rebuilt and checked by two different prop shops; we have rebuilt the front strut, also replaced the motor mounts.

The plane does it at R.P.M. between 15 and 25; you can cut the motor and put it in a dive and increase the airspeed and it does not do it.

Could it still be the prop? Do you know anyone who has had this problem?

Yours truly,
Claude Bennington
N99056 1946 415

2938 Pleasant Valley Road
Winchester, Virginia 22601

*** ANSWER**

Does anyone have any ideas? Could be if you rotate the prop one or two bolts.

If Mr "Name and Address withheld" of a few issues back needs general information on the Ercoupe send him a copy of "Hint & Tips" that you printed up a couple years ago if they are still available. Another source of information is Univair publication bulletins and memoranda. If the guy remains "INCOGNITO" how can his regional director or state wing leader possibly direct him to a source of information? I can't imagine anyone expecting to solve this month's Ercoupe problem by waiting for this month's Coupe Capers.

Burt Ellegard

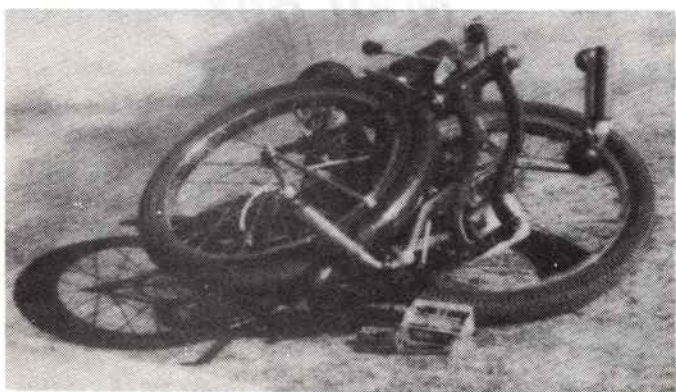
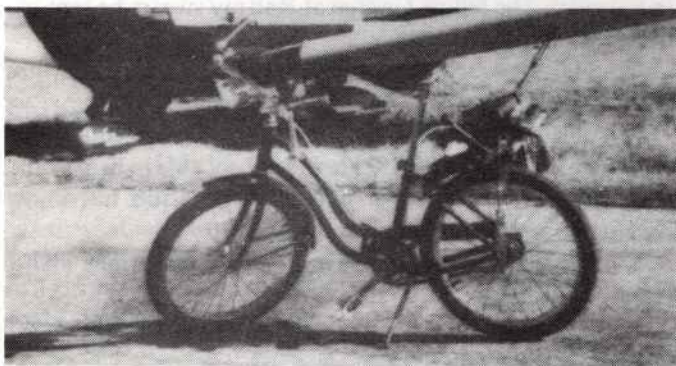
Thanks for your comments Burt.

Skip

COUPE SCOOTER

Dear Skip,

Enclosed are some pictures of a motorized bicycle that I assembled that I can carry in the baggage compartment of my Ercoupe. I can break it down in 4 minutes and reassemble it in 4 minutes. It requires the 9 cubic ft. Skyport baggage compartment which I recently installed in my airplane. The bicycle is a



20" Schwinn. The motor is a K&S Bike Machine which was designed to sell for \$269.95, but is being liquidated by

C.O.M.B. Co. 14605 28th Ave. N., Minneapolis, Mn. 55441 for \$88.00 each plus \$12.00 shipping. (See page 165, Popular Science, December 1983). The bike makes a top speed of about 25 mph. The engine is made by Mitsubishi. It is 31 c.c.—2 cycle and develops 1.5 H.P. It has an excellent muffler and operates very quietly. It also features a centrifugal clutch that allows the engine to run and the bike to stand still at idle. I am going to buy a few more of these engines and build up a few bicycles. If any of the club members are interested, but don't want to go to the trouble of building their own, I will make them available for \$325.00 plus packing and shipping on a first come first serve basis.

George Gallaspy
3104 Kerry Lane

Oklahoma City, Okla. 73120
Phone 405/751-8778

P.S. The unit weighs approximately 45 lbs.

Dear Skip:

I was pleased to see Dave Kenney's reaction to my letter about the Aircoupe accident statistics as reported in *Consumer Aviation*. I really love my Coupe and have more fun flying it than I did my Bonanza, which I owned for ten years. A little knowledge, however, never hurt anybody, and Dave's remarks about some possible structural problems are helpful. I also agree with him that we should get as much information as possible about whatever accidents happen.

After his letter, I picked up six back issues of *Coupe Capers* at random and went through them, noting the accident reports. Understandably, these contain very little information because they are preliminary (of course, they are of great interest to members because many of us know one another).

There were eighteen accident reports in all—five of them were clearly because of pilot error (low fuel, bad weather, and so forth), but five of them simply noted in-flight loss of power, and *eight* of them lost engine power on takeoff.

There's probably no common denominator to these accidents, but the unusual number of engine failures on takeoff reminded me of something I discovered a few months after I first bought my Coupe. I always checked the quick drains but found very little water, even compared to the Bonanza. Then one day my attention was diverted, and I held the hollow screwdriver handle on the quick drain connected to the fuselage tank. The screwdriver handle was almost full, when suddenly one or two ounces of water plummeted into it. I was surprised—and a bit shocked.

Usually quick drains show water almost immediately because they are very close to the tank they drain. There's a fairly long line, however, leading down from the fuselage tank, and that must be cleared out entirely before any water will show up.

Now, almost every week I find some water in the fuselage tank, and certainly if pilots do not use the quick drain, or do not use it long enough, they could end up with some water's reaching the carburetor.

As for the accident reports themselves, I wish there were some way that we could get a summary from the FAA of the cause of some of these occurrences. I know we could benefit from them. Thanks for listening to this, Skip.

Robert D. Loomis

Dear Coupe Capers,

We had a great turn-out for "Wayne Olson Night" at the Corona, Calif. airport, thanks to the fine efforts of our new West Coast Director, Bill Baynes.

Too bad George and Mabel couldn't have made it during their Grand Trip, currently being chronicled by Chuck Ferris. Perhaps it was just as well. If I know George, he would have complained bitterly about the exorbitant cost (\$7.50) for the fine prime rib dinner we all enjoyed and would have picked a fight with Wayne Olson over who had rebuilt the most Ercoupes (Wayne has rebuilt 9 but George has rebuilt one Ercoupe 10 times).

Just to set the record straight on the George and Mabel series, Dave Edens was the originator with his classic "Dirty Old Ercoupe Fly-In." When a sequel did not appear to be forthcoming from Dave's fertile mind, Chuck and I and Randy Jones took the liberty of perpetuating the further adventures of this loveable (?) couple.

Chuck was wondering about their last name. I don't think anybody knows or much cares — they are so well known that if you drop into any airport and mention George and Mabel, everyone will know who you're talking about. I see George as a driven man, obsessed with the pursuit of some farfetched modification or exploit that will enshrine him forever in the annals of Ercoupe history. Mabel, his long suffering wife, is a frowzie blond, desperately fighting an uphill battle against a weight problem. With George's modifications, his allowable weight for a passenger is 37 pounds, and Mabel is a good hundred pounds over that. He holds her personally responsible for their continually coming in last at all fly-ins.

Anyway, I was glad they got their Ercoupe off that towering mesa in Arizona (eat your heart out, Jimmy Angel) and are presumably on their way to California. I plan to be out of town when they arrive.

KEF,
Dave Kenney



Dear Folks,

It's always a pleasure to renew my membership in the Club — thoroughly enjoy the newsletters.

I'm enclosing a picture of my pride and joy N3665H, and my new co-pilot, Iwa Keiki Malu who started to fly with me

this year, and has over 45 hours to date. Iwa was born during the hurricane that hit Hawaii 11/82 (and she is one sometimes) and Keiki Malu is "flying little one" in Hawaiian. She loves to fly — and knows "her" airplane and hanger.

Happy, safe flying to everyone in 1984!

Best Aloha,

Eleanor N. Sharpe

Hi Skip,

Dec. is here and time to pay dues! Enclosed \$15.00.

It was raining at Santa Monica, Ca., Christmas Day 1946.

Claudette Colbert, movie actress had talked the C.A.A. into making room in their hanger for Ercoupe Ser. No. 3492, she had just purchased. After drying the shiny new coupe and having it wrapped in clear cellophane, a big red ribbon was tied around it! Her husband, Dr. Hoel Pressman was brought to the hanger on the pretext that a friend of his was getting a plane as a gift.

The good doctor flew the plane a short time, decided to get a navion, and sold the coupe to his brother Harold for \$10.00. (I saw the receipt).

It has been in the family since new. I acquired it at Palm Springs on October 26th. I thought Harold would cry.

Sincerely,

Bob Duprey

IMPORTANT ANNOUNCEMENT

Dear Club President:

We think the enclosed catalog will be of interest to all Ercoupe Owners Club members.

It's the most complete aircraft tool catalog ever printed, containing thousands of items designed primarily for the aircraft mechanic and home builder.

AND IT'S FREE OF CHARGE!

Look at the free bonus gift section and consider using us as a source for door prizes for your Association Events . . . we'll gladly cooperate in any way we can.

We also publish a quarterly Newsletter featuring tool specials and Aircraft Events . . . if you want an Event featured, let us know, we'll do our best to include it.

Any members who want a catalog should send in their name and address. This will put them on our Newsletter mailing list. They'll be glad they did!

Very truly yours,

U.S. Industrial Tool & Supply Company
13541 Auburn, Detroit, MI 48223

William Marinovich
President

Dear Skip:

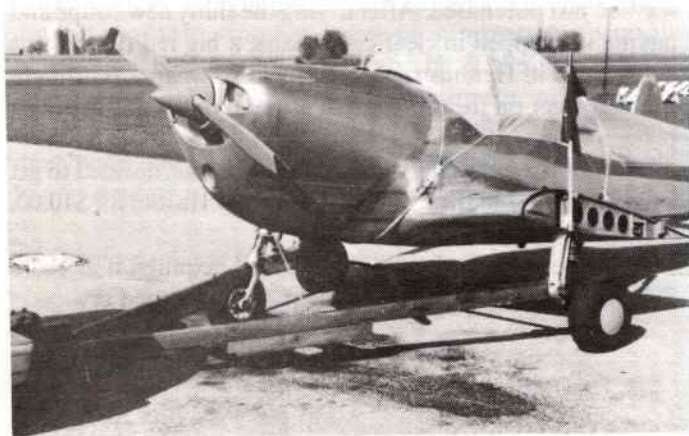
Just recently I started working for Northwood Realty/Better Homes and Gardens. In being affiliated with Better Homes and Gardens, I have become aware of a service I

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.

would like to extend to all fellow coupers. It is a relocation service that I feel make moving into unknown areas much less fearful. In buying or selling a home, if I am contacted and given some brief information, I can get them very useful information about the localities to which they are moving and get them in touch with a Better Homes and Gardens selected company for their housing needs. In Better Homes and Gardens, we specialize in *trust* and our philosophy is "like moving with someone you know."

Dear Skip,

Enclosed is a picture of a trailer I made for my coupe—it seemed to work well. I have about 2 miles to trail it home.



Also, do you have any more information on Bud Wilkinson's accident? Where did the wing separate? Was weather involved? What failed?

Also, can I buy some more coupe note pads—this is my last sheet. Hope to see you at Minden next year.

My best,

Oscar W. Deutsch
645 1st St.
Hartford, WI 53027

I do not have any details on the accident. I understand that the wing separated at the outboard spar splice. The weather was not good—how bad I don't know. Pads are on the way. I have lots.

Skip

Dear Skip,

Well, we've had the baby....a girl....and the Nationals are only about seven months away.

So much for the news!

Now, for the bad news. For some reason or tuther (you may not use that word down there, I don't know) I haven't received a 'Coupe Capers since the June 1983 issue and I do do miss them.

Looking back at my check book I should be paid up until May of 1984 as I sent my 15.00 check on May 26th of this year.

Anyway if you will please check on it for me and let me know if I have slipped up any where along the line.

In the meantime, will you please send me the back copies of

'Coupe Capers July, Aug., Sept., Oct., and Nov.?

My finger, the one I cut off, has healed but it has kind of fixed the pick'in of my GET-tar and other things that need to be picked on occasion! It hasn't seemed to bother my flying so I can thank the Good Lord for that. He always there when I sometimes fly beyond my abilities.

Well, I had better get busy and do something....even if it's wrong....at least I'll feel like I've done something.

Bye now!

KCF
Bob Seng

Dear Skip,

Please find enclosed a picture of N99029, a 1946 415D. It has been in storage in a disassembled state for over 16 years and has recently taken to the air again. I have owned it since June of 1981, and have just finished a re-assembly, re-wire, new panel and re-certification. It flew again for the first time last week. As you might think, it flew beautifully. A truly docile and stable airplane.

Since I am one of those people who has started and stopped taking lessons a time or two due to money problems, it sure is nice to fly somethig as economical as an Ercoupe. I realize that I will have to qualify in a slightly more complex airplane to get my Private License, but I can do an awful lot of practicing very economically in my own Ercoupe.

I enjoy "Coupe Capers" and am looking forward to meeting with some of the local members here in the San Francisco Bay Area.

Looking forward to many happy hours flying N99029.

Sincerely,

A. Paul Warner
P.O. Box 67
Mt. Hamilton, Ca. 95140
(408) 238-8909



Dear Skip,

I have enclosed \$15.00 to continue my membership, which I believe is due about now.

I have greatly enjoyed my first year with the club and now look forward eagerly to the monthly "Coupe Capers."

I put on about 60 hours on my Coupe this year and now that it is bedded down for the winter I would like to pass on a few thoughts about my experience in it.

My Coupe configuration is quite standard (Serial 1045), 85 Continental, Aeromatic prop, large baggage compt, fabric

wings. I found I am using 4½ imperial gal per hour with the prop set for 2575 RPM on take off run, cruise at 2450 giving about 95 MPH indicated. Noise levels make ear phones a must—even with extra insulation and good sealing. At 4½ per hour my safe range is about 300 miles. I have the usual fuel line and vent problems but live with it. Both wing caps are vented to the front (causing a bit of + pressure in tanks) and thus the header tank overflow line does not drain down fast enough. I shut off the wing tank valve when the header overflows and turn it on again after about ½ hour.

A technical tip about front crankshaft seal leakage on flanged shifts. When replacing the split seal, install a spacer about 3/32" thick behind the seal to give the lip a new rubbing surface to run on. Use a good gasket sealer on the seal outer surfaces when installing and you will have a dry front end.

The enclosed picture was taken over the "Cariboo" country in central British Columbia. While the picture looks good, the Coupe has its share of scratches and dents, but I am working on those. If any Coupers are Alaska bound, their route may be through Prince George (if west of the Rockies). I would be happy to give assistance if needed to any that come through here. My phone number is 604-562-2852.

Best regards,

Herb Keibel

ERCOUPES OVER EAA

(From EAA Newsletter—Aug. 3, 1983).

About 2,000 Ercoupes, classic two-seaters that started coming off a production line in about 1940, are still flying. And one of them will be donated today to the EAA Air Museum. The aircraft, in its shiny original aluminum skin, is the oldest factory-original Ercoupe still flying. NC28961 was built in 1941, and was the 56th off the production line. It has been owned and restored over the past seven years by Father Tom Rowland of El Paso, Texas. It is one of about 30 Ercoupes on display at this year's convention.

The donation ceremony, as well as an interview honoring Fred Weick, who designed the Ercoupe, will take place at 11:00 a.m. at the interview circle. A part of the ceremony will be an Ercoupe fly-by, with 15 to 20 aircraft expected to participate.

While the airplane is known for being without rudder pedals (the rudders are interconnected to the ailerons), Weick is also proud of the fact that the airplane was among the most efficient of its era; it was about 25 mph faster than its competitors. Rowland says the Ercoupe being donated, powered by a 65-hp Continental, will cruise at 102 mph.

Dear Skip:

I've thought of writing to you for awhile, but the November issue of Coupe Capers finally made me sit down and do it. My wife Pearl, and I owned an Alon A2A for awhile, but had to recently sell it. We moved from Illinois to California at about three times what we thought it would cost to move, and I changed careers to something I enjoy, which caused a drop in income. I just couldn't justify the expense of the plane right now, but we hope to get back in this coming year.

There's an aspect of the accident picture that disturbs me and I feel I should share it. I'm not picking on any group or

individual in particular, but speaking generally. When my wife and I flew anywhere, she'd fly one way and I'd fly the other. Whichever one of us was piloting, we would always do a thorough pre-flight before taking off. I can hardly remember a pre-flight that we didn't get at least some water out of the tanks. And naturally, we always checked the oil.

Before moving to California, we flew mostly with the Wisconsin Wing, as the Illinois Wing was further downstate. A great bunch of people and we had a lot of fun. However, we were shocked when leaving a fly-in. Besides my wife or myself, almost nobody any kind of a pre-flight before jumping in, cranking 'em up and taking off. The coupes would be parked for a good hour or two before they flew again. A lot of our Northern Illinois friends would do the same. We only attended one downstate Coupe fly-in, and again we noted the same thing. People were jumping in and taking off without so much as checking the oil and draining the tanks.

Upon our arrival in California, we attended a fly-in at Wayne Olson's house, and again noted a lax attitude concerning pre-flights. I just can't help thinking that this is the cause of a lot of power failure accidents immediately after take-off. Maybe not, but why take the chance? My life and my wife's life are worth a lot more than a buck or two worth of gas dumped on the ground to make sure there's no water in the tanks.

Coupe flyers are probably no better or worse than any other group of flyers, but if you've fallen into this habit, think about it and hopefully change your ways. It tears me apart to look at a picture like the one on the front of the November Coupe Capers. I wouldn't even want to speculate as to the cause of this tragic accident, but I just feel that a lot of lives would have been saved in the past by taking a couple of minutes to do what we know should be done before heading skywards.

Again, I hope no particular group takes this personally, because I saw these bad habits everywhere. Not by everyone, but by enough people to have it bother me. I really don't care to hear about another Coupe accident or see another tragic photo of a mangled plane and loss of life.

Thanks for letting me get this off my chest.

Sincerely,

Ken Janulewicz

1029 Dafne

San Diego, CA 92124

HELP NEEDED

Hi Skip,

Ercouper Ernie Williams saying Hello to area N.C. Coupers. This is my first letter in. I joined the club in Sept. 83. My 415-C is presently at my house, am doing some maintenance, painting. I usually attend all local fly ins. Also I would like any comments on the alignment of the twin rudders. I have recently noticed on looking at view from the side it looks as one of the stabilizers is not setting at the same angle. Although I have been flying it for 4 years now. I wonder is this uncommon on coupes.

Ernes

108 Aspen Lane

Jacksonville, North Carolina 28540

COILS —

Dear Skip,

Dues time again. Fund check enclosed.

Unlike "name withheld", I find the Coupe Capers very informative. I used to fly coupes alot some 30-40 years ago, but now that I have my own 'coupe I need help in many areas.

I've improved "double-aught-eight" alot and hope to make a fly-in here and there now and then.

I've put some 30 hours on it since I bought it a year ago. Hope to double that in the coming year. Just have to get my wife in it oftener. Don't know if she's afraid I'm too old or the airplane is! I call it my "classic;" she calls it "junk." But it is in far better shape than when I got it, and this annual will see a new Alon panel and IFR equipment. I'm looking forward to meeting some of you in person that I've met in the "Capers."

Dave Mowrer
Mt. Vernon, Il.

P.S.: Did you see the article in "Plane & Pilot" for Sep. on Slick 50. Pg. 11?

Now there is a difference in gasoline. (For my entire 65 years, I have been associated with gas one way or another. The last in the retail gassoline business.) The next time you go after gas for the car when you take the gas cap off, smell it! Does it smell fresh? — Rancid? — or Rotten?

With the gasoline glut a lot of it has been instorage for a long time. And a lot of the good properties have evaporated.

In order to bring it back up to where it will pass the test it is blended with propane and the result is the rotten smell.

So be sure to use the kind with the fresh smell.

I look forward to each issue of the Coupe Capers and have found it to be most interesting and helpful.

Sincerely,

Jeff Jennings 2080
Box 474
Sulphur, OK 73086
405-622-3345

Hints 'N Tips

REPLACEMENT PARTS

Skip,

For what may prove useful, A.C. Diaphragm kits D137 and D15 can be used on Coupe pumps, also Repair Kit R21.

As for voltage regulators, if one has a 25-30 or 35 Amp generator, the regulator for a 55-62 Chevrolet can be used if reset from appropriate amperage.

This infor came from a west coast group.

Regards,

Larry

P.S. No Jan. paper as yet!

MOLDIE MAGS

Dear Skip,

I am a new member, having joined the club about 1 year ago and this is the first time I have written you, but I feel I

must tell you my own experiences.

I have never had an engine failure in the air, but I began to experience hard starting especially in damp weather, then it became almost impossible to start hot after it set more than 20 minutes until it cooled, maybe a coupla of hours. I changed ignition leads, it helped some in damp weather, but not when hot. I suspected the coils, so I took the mags to a highly respected old time A&P. He declared them perfect, but I wasn't satisfied. I didn't know how much of a gap that spark was supposed to jump, so I made a device out of a coupla of strips of brass shim, so I could measure the gap. After widening the setting to 5/16 inch, the spark would no longer jump. I then took a hair dryer and heated the mag till it was too hot to touch. It made very little difference, but after a few more minutes of heating, the heat soaked into the coils and the spark gradually diminished till it would hardly jump any gap. I purchased two new coils. Bingo!, the spark jumped 7/16 inch, hot or cold, no more starting problems. My old coils were the proper ones, but old. I suggest anyone who is having any problems to build a device to check spark jump distance, if it won't do better than 3/8 inch, better check it. I believe a lot of problems believed to be carb ice or vapor lock may not be. I bought coils from Lou Leibee, Selma, Calif. 93662 for \$37.50 each.

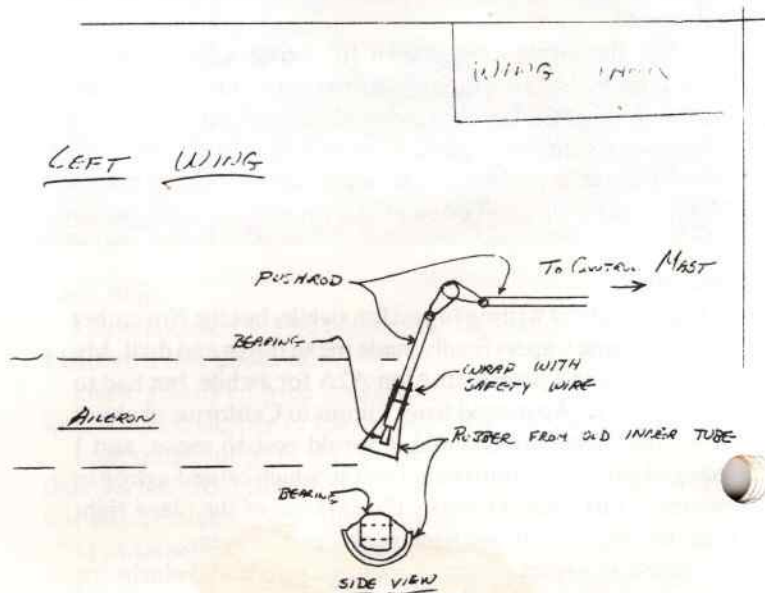
Sincerely,

Kem Ambrose

Dear Skip,

In response to the calls for tips and hints in the recent Coupe Capers I have a few thoughts you might be interested in.

Enclosed is a sketch of the push rod that connects the bellcrank in the wingbox to the Aileron. Using a small square (1" or 2") of old rubber inner tube wrap one end over the end of the push rod and hold in place with two pieces of safety wire. The other end of the rubber lies under the rod end bearing providing some protection of the bearing from dirt kicked up by the main wheels on the underside inboard end of the aileron.



HELP NEEDED

Dear Skip,

Enclosed are our dues for next year. Unfortunately, N94060 has not flown for 2 years but is currently receiving a major, paint job and extensive refurbishing. If possible, I would like to get a hold of additional coupe drawings for designing paint schemes. Also I am in need of sketches, drawings, or pictures of Ercoupe baffling on a C-85 installed in a 415-C. Presently I have a mint condition seat back and bottom cushion for a 415-C. These are red and black fabric and original. Never installed. They would be perfect for an original restoration. We hope to have our coupe ready for the next Arkansas Picnic.

Thanks,

Paul & Susan Bello
12708 E. 111 St. N.
Owasoo, OK 74055

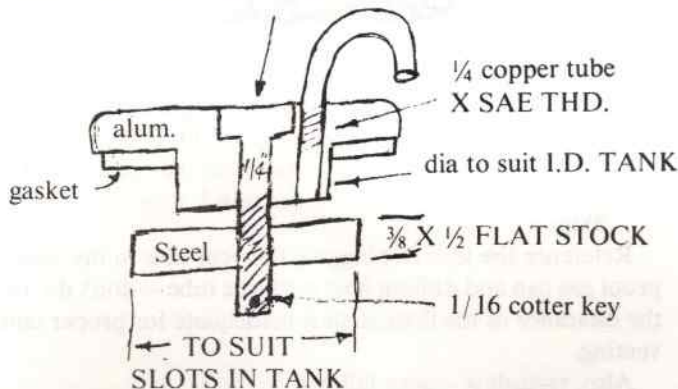
Skip,

I still see members writing about the factory gas caps leaking etc.

I made two as shown above and no more problems what so ever. You can get these caps as tight as you like. I have a 1966 Blon and I still want each tank rented, if it need be or not.

Sam Steele
1321 Aztec Ave. Met. La. 70005

1/4 S.A.E. ALLEN SOCKET HEAD CAP SCREW



Dear Skip:

This bit of info might save some couper a forced landing.

A friend who owns a coupe was doing an annual insp. and noticed fuel seepage on the base if his quick drain located on the base of the fuel filter which is just ahead of the carburetor in the engine compartment. He disassembled the filter, the one which was the heavy cylindrical glass sandwiched between the body top and the formed steel bottom which incorporates the quick drain valve. The inside of the formed base had corroded almost thru and in a very short time would have opened up a generous hole allowing fuel to spray back and thru the engine compartment. This section might not get disassembled often due to the drain valve making draining easy but it is suggested a thorough inspection be made in search of this potential problem. This one mentioned was repaired by sandblasting and then silver soldering which should give a safe extended life.

Curtis Hewitt



PLEASE NOTE: The opinions written and expressed below are those of the EDITOR and do not necessarily represent the views or opinions of the Ercoupe Owners Club Inc. Those who disagree with these views and opinions are invited to respond in writing listing their full name and address which will be printed in an upcoming issue.

SKIP CARDEN, Editor

P.S. Last months center spread was a PAID AD.

I have printed a lot of photos of crashed planes and written a lot about SAFETY and ERCOUPES and I hope that these words have not fallen on deaf ears. I have heard so many tales of bad Ercoupes that I am even becoming concerned about the accident rate and the number of un-airworthy Coupes still flying. The main problem is that the Coupe is still one of the least expensive airplanes that one can buy so there is a good market for used planes. The problem is that most of those looking have no knowledge of Coupes or for that matter any airplane so they are unaware of the pitfalls of buying and owning a Coupe. We have seen a number of articles written in major airplane publications recently lauding the merits of Ercoupes and their safety. This has caused a recent surge of potential buyers to enter into the used Coupe market.

As we all know there are a lot of Coupes out there that are far from perfect. In fact there are a lot of them that should be GROUNDED, yes I said that, because they are not SAFE, yes I said that also! What we are talking about here is peoples lives not the reputation of our airplanes and I am sure that you agree that lives are most important. We have recently received letters from members complaining about the bad safety record that was shown in comparing the Coupe with other planes, I am sorry but these figures are true!

What we must realize is that some of these airplanes are now over 37 years old! They were built to have a life of probably 20 or 25 years at most so as you can see they are already over age. The point is that these are not NEW airplanes and so we should treat them and care for them in accordance with their age. In fact they

are Antiques and should be treated and flown as such. We have a great many dedicated members who share my concerns in this matter and I would ask that they consider several things that will help us improve our image and that of our wonderful Ercoupes. (1) I do not recommend a used Coupe to any new owner that I do not know to be in first class condition throughout. (2) I recommend the ALON as it is a newer plane made with newer metal and is in most cases in better condition just because of its age. (3) I advise the would be owner to find out as much as he can about the plane and its owner and his habits as is possible, quite often this will reveal some interesting facts about the plane. (4) If I can determine that the would be owner is working on a strict budget I do not encourage him to buy one that needs a little fixing up, quite often these turn out to be the most expensive Coupes flying. (5) I try to get them to make a careful inspection of the log books and to determine if the last annual inspection was a valid one or just a sign off. (6) I encourage the buyer to be sure that it is really an ERCOUE that he wants and that he is not being influenced by the reasonable price or the magazine article that says that the Coupe is the greatest plane to fly.

In closing I would like to encourage everyone to help me improve the safety record of the ERCOUE by not selling Coupes as hard as we once did, Coupe owners are a different breed of cat and so is our airplane, one that is not meant to be all things to all people, one that stands out in a crowd because of its unique design and its enduring beauty, lets make Mr. Fred Weick proud of us and help preserve the the legend of the ERCOUE the worlds safest airplane. Remember the ERCOUE is an ANTIQUE - maintain and fly it like one!

Skip

ODE TO THE ERCOUE

How strange they view my silent joy,
they see it in my eyes.
Returning from an Ercoupe flight,
I bring with me the skies.

How strange most never seek to guide
these flashing wings on high
To chase a cloud, soar with the hawk
is life — a gift we buy.

How strange to learn some people think
I need another seat.
I find tranquility alone,
or with a friend, complete.

How strange obsession touches, life's
best moments, rushing through
and missing much while doing
things we love to do.

How strange to want a faster plane,
one with a thirst to match.
Although I might afford it now,
for me, there's still a "catch".

I view my time aloft as "prime",
how strange there is no doubt;
while cutting time down "getting there"
is all some thing about.

I do not want to cut it down,
to cut that time in two.
For me my Ercoupe time is best;
how strange you also knew!

By William R. Bayne



Skip:

Reference the idea of plugging the vent hole in my water-proof gas cap and drilling hole in plastic tube—don't do it as the clearance of the float stem is inadequate for proper tank venting.

Also, regarding engine failures.

The vent hole in the tank cap assembly could be plugged by mud dauber wasp deposits. This is common in summer months and could be the cause of engine failure on take off.

Also, a number of years back when we had a series of engine failures I wrote you, and you published the warning about warped carb manifold spiders and intake elbows on the cylinders. I strongly suggest that particular attention be paid to these units as they contribute to serious take off conditions as the leakage at these points of contact due to warped members and dried out gaskets tend to lean out the mixture to cause engine failure under maximum power requirement.

I personally feel that the causes of engine failures could be overcome by taking a serious look at the condition of the entire intake manifold system including hoses and clamps.

If these comments save one engine failure I feel that I have at least tried to help.

Larry Blauvelt

Coming Events

DON'T FORGET

★ **NATIONAL ERCOUE FLY-IN JULY 1984 MINDEN, NE**

SUN-N-FUN FLY-IN MARCH 11-17, 1984 LAKELAND FLA.

★ **ARIZONA "FUN IN THE SUN" FLY-IN APRIL 13-14-15, 1984 PHOENIX AZ.**
Call Ron Jewett for details: (602) 938-5254

FOR SALE

Subscriptions are available to the new newsletter of Region 3, E.O.C. A sample copy (10 pages, same size as Coupe Capers) is available for just 2 unused 20 cent stamps which contains new coupe technical information and pictures as well as event and calendar information. Subscriptions to it (a quarterly) are \$5/yr. Contact: Bill Bayne c/o 1733 W. Katella Ave., Orange, CA 92667.

FOR SALE: Last factory mfg. single tail Mooney M-10 Ser. #700050 with original logs and factory information sheet. T T A & E 1168. Complete aircraft and engine overhaul including all accessories less than 40 hours —refinished in original factory green and whites. Following installed new by present owner — Escort 110: Kitt-Polaris: A D. E. Electric Turn & Bank. New Battery: G Meter: Artificial Horizon: E L T. also has D.G.: R O C: O A T: Hobbs Meter: Dual Brakes: Clock: cyl head temp; taxi lite; landing lite: price firm at \$14,500.00. 918-652-7248 after 7 p.m. cst



59 Forney FI 1600TT 800 SMOH, new pannel gyro, compass A.H. T&B ELT Genav 200 Rudder pedals, new battery and mags. Lts-1st annual. All certified and alt. Asking \$7,500 or offer trade real estate. 20 AC Wester State's. C. Elliott P.O. Box 869, Marysville WA 98720.

For Sale: Narco MKIII. Make offer. Telex MRB 600 Headphones \$30. C. Schmidt, 137 20th Ave., Ver Beach, FL 32962.

For Sale: C-85-12 with Accessories — 498 Hrs. on Major overhaul. Bendix S4 Mags. Comp. Check #1, 76/80, #2, 75/80, #77/80, #4 75/80 — Have all yellow tags — a very good engine for \$2650.00 Crated. Also a McCauley Prop in excellent condition 73-51 for \$375.00. All prices are plus shipping. Call or write, Gary D. Whitlow, 6425 Franciscan N.E., Albuquerque, N. MEX. 87107. 1-505-344-9460. No Collect Please.

For Sale: 1946 Ercoupe 415C — 85 HP, 1,065 TT 541 SMOH. All metal Bubble windshield, landing lights, strobe. R. B. King 150 ELT. ET& B Elec. D.G. Imron paint. Always hangered. Real nice. \$6,500.00. Phone 502-736-2613.

For Sale: 1968 Alon A2A — Wheel pants — Strobes — Cyl & Exhaust heat gauges — 500 Hr. SMOH — Full Panel — Tow Bar — Canopy Cover — \$12,500.00 w/ new annual — Firm. Gene Dykes, 9190 De Song Rd., Sheridan, OR 97378 Phone 503-843-3186.

For Sale: MIDWEST SPECIAL: '46 415-E 85 HP 2,200 TT, 1,200 T.T.E. 750 STOH, Dual Nose Fork, New Imron paint, well kept, in excellent flying condition, dual Nav Com MK III. Sacrifice for \$4,995 firm. Mrs. Lecy Olivellira — St. Paul, Minn. 612-731-9177.

For Sale: Good engine mount, 415C \$165.00. 3 fuel tanks under 813 each, \$45.00. Serial #474 Papers, bill of sale, airworthiness paper etc. \$128.00. Also rest of plane parting out not wrecked but restored. Harry Flint, RR1 Box 93, Adams, NE 68301. AC 402-788-2748 evenings after 6.

For Sale: EDO — AIRERT — 563 radio 260 com. — 200 nav. full 1½ system. \$800.00. NARCO ESCORT 110 radio 90 com. — 110 nav. \$450.00. Gary Dallugge (N3040 G) 213 343-4321 days 805-497-2136 nights.

For Sale: 1 McCauley Kliptip Prop. 71-48. 1 Stromberg Carburetor NAS3A1. Fred Wuest, 3802 Covington Rd., South Euclid, Ohio 44121. 216-382-8283.

For Sale: Alon brake master cylinder and foot pedal assembly. \$40.00. Rebuilt 60 amp alternator and working used regulator. \$150.00. Pair of Ceconite 101 envelopes for Ercoupe wings. One is partially soiled with dust from package being left open. \$60.00. Shipping extra. Have other miscellaneous parts for sale. Send stamped self-addressed to Burt Ellegaard, Valley Haven Park #20, Shakopee, MN 55379. 612-941-3700 days only.

For Sale: I own the only Ercoupe (N-87292) in the world modified (STC) with a door approved by FAA. I am a wheel chair pilot, but due to other expense must sale the Ercoupe. Howard Treadwall the former owner advised me to write you for assistance in selling the coupe. The following description is being provided: 1946 Ercoupe model 415-C 85 HP. FAA approved door for Handicap Pilot Handbrake, 500 Hrs.

SMOH, 1260 Hrs. T.T. New Emerod Paint. 3 colors. Sale price \$5500.00. David G. Perkins, Route 2, Box 128, Winder, Ga. 30680. Phone 404-725-7358.



FOR SALE: '46 415D Ercoupe. All Metal, rudder pedal MOD, Narco Escort 110, Electric Starter, Navigation lights, 2 Yr poly paint, 170 SMOH on 85 HP cont., 1650 TTSN, New annual inspection, new Elt battery, new brade pads, new trim cable, good battery, good tires, new windshield-bubble, new rear glass, like new prop, double fork nose gear, restitched seats, cyl head temp gauge, original logs, no damage history, bank and turn, directional gyro, sun shade, steerable nose gear. \$5,500.00. John M. McCullough, 705 Sweeten Creek Road, Montgomery, Ala. 36109

WANTED

WANTED: STC large baggage KIT for 1966 Alon Aircoupe also wheel and nose wheel pant's or name of manufacturer for 1966 Alon Aircoupe.

WANTED: Ercoupe in good condition. Avionics not important. Wanted for VFR. Will pay cash for the right deal. Must be delivered or be near Washington, D.C. area. R.N. Evensen 301-593-9648.

WANTED: Does anyone have or know of a STC winglet or droop tip kit for Ercoupe or Alon? Please contact Frank Weatherwax, RR Worthing, S.D. 57077

Wanted: Looking for Ercoupe in fair to good condition in Texas or bordering states. Contact Cpt. William Hawkins, 2102 Newton Dr., Killeen Tx. 7651, Phone 807-526-7762. Leave message.

NEEDED

Right and center section glare shields for Alon A2 or A2A. Will accept good rebuilt shields. New London, N.C. R. S. Hartsock, Weekdays (704) 422-5634, after 4:30 p.m. (704) 982-1541.

COMING EVENTS

Conroe Texas: EAA Chapter 302 Fly-In, April 7&8, 1984 All club members have a special invitation to attend the fly-in. Motels available. Contact Byrdell Mathews if you have any questions. (713) 367-5071 or (713) 523-1751.

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PLANE THINGS



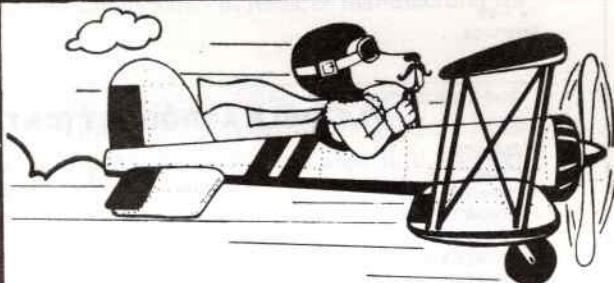
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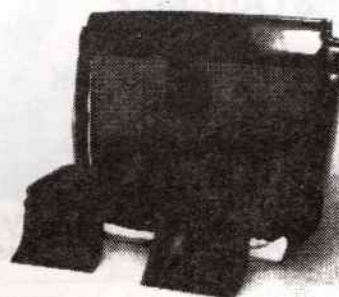
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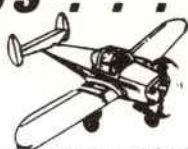
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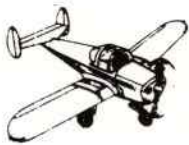
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