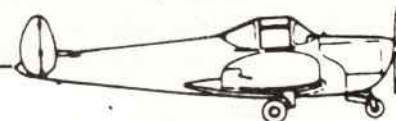


COUPE CAPERS

NEWSLETTER OF THE ERCOUCPE OWNERS CLUB



Volume 12, Number 11, April 1984

24 Hour Phone (919) 471-9492

Editor : Skip Carden

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

PRESIDENT'S CORNER

Planning is progressing for your National Fly-In at Minden, Nebraska this July. After a second look at available dates and a mini-poll of key members, I would like to announce a slight, but important change in our schedule.

To make better use of weekend days and the July 4th holiday, our primary two days of activities will be Sunday, July 1 and Monday, July 2. It is felt this change will permit more appropriate travel days relative to the weekend and the Wednesday holiday. As with all of our Fly-Ins, you are welcome to come early and stay later; some of us will be arriving Friday and not leaving until Wednesday.

For those of you who have not yet made reservations, you may want to contact the Pioneer Motel, Route 1, Box 1, Minden, Nebraska 68959, or telephone 308-832-2750.

The Minnesota Wing is doing an excellent job of organizing the flying events and much credit is due that enthusiastic group. Various other events and seminars will round out the rest of the program, and a tentative schedule is as follows:

Saturday, June 30

7 to 9 PM Dinner on Airport

Sunday, July 1

8 to 10 AM Breakfast at Motel
10 AM Flight Safety Meeting
12 to 2 PM Lunch on Airport
2 PM Flying Poker Run
4 to 5 PM Seminar: Allison 4-wing tank modification
6:30 PM Dinner at Motel
7:30 PM Board of Directors Meeting
8:30 PM Live Music and Dancing at (Motel)

Monday, July 2

8 to 10 AM Breakfast at Motel
9 AM Flying Navigation Contest
10 AM Seminar: Carl Hall's 4-place Alon Restoration
12 Noon Lunch on Airport
1:30 PM Seminar: ERCO Engine, Carden
2 PM Maintenance Roundtable: Jon Hiles
3 PM Bomb Drop & Spot Landing Competition
6:30 PM Attitude Adjustment & Cocktails
7:30 PM Awards Banquet & Annual Meeting

Tuesday, July 3

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

This schedule is tentative at this time, and if any member has any suggestions for improvements, please feel free to contact either Carl Hall, our Fly-In Coordina-

tor, or myself. Your opinions are valued and will be considered.

I was my distinct pleasure to meet with many of our California members at Corona Airport on Saturday, March 9, 1984. Under the very capable organizing of Bill and Nancy Bayne, our discussions ranged widely from Minden to Ercoupe maintenance to FAA to auto fuel. I appreciated the opportunity of meeting with our California friends and sharing thoughts on these topics with them. I don't know whether it is the weather or whatever, but there is a certain zest for life exhibited by Californians that is always inspiring to me whenever I visit the West Coast. I feel the California Coupers will be well represented at Minden this year, and I will be looking forward to renewing acquaintances.

Jon Hiles
President, E.O.C.

1985 Ercoupe, \$12,495 F.A.F. A Fantasy?

A bunch of the boys and gals of the Minnesota Wing of the E.O.C. were whooping it up at Roger Baglein's '83 Christmas party, watching Roger's brother Todd's video tape of some of our Ercoupe flying activities, admiring how beautiful our Ercoupes were and bemoaning how expensive airplanes and flying had become. Michelle Steen was there with her friends Shiela and Rick, Russ Jensen and Julie, Vern and Claudia Brown and Louise and Ole Dad. Wilbur Eck came a little later when he was through work. We had a wonderful time.

When I got home, I had a hard time getting to sleep. I was thinking how much pleasure Fred Weick's Ercoupe has brought so many for well over 40 years and how even now nobody can really top it. The latest 2-seaters, the Piper Tomahawk and Beech Skipper, are only copies of the Ercoupe with a T-tail. I started dreaming.

What if an Ercoupe could be made today for \$10,000-\$15,000. Young people could afford them, to say nothing of us old retired guys. Give them a private license at \$5.00 an hour for instruction in their own plane. Can you imagine the fun and happiness it would bring all over the country? Can you imagine the number of those Twin Tailed Tigers that would be flying around? Can you imagine the new life it'd bring to F.B.O.s? We may even get 80 octane back.

No it couldn't be done. The Ercoupe is too well built. It takes a lot of labor — and does that run the selling price up! Also there's sales organization, promoting, shipping, etc. — or could it be done?

Where are all the guys, who in their 20s fell in love with the Ercoupe when it first came out? (like me) Where are all the Air Force kids from W.W.II who flew, flew in, worked on and dreamed airplanes? (like me) Why now they're "old farts." (like me) Most are retired, tired, but not too tired, capable, but laying back feeling kinda useless with not too much to dream about. Most have living money and some are well fixed.

I know I'd jump at the chance to make an Ercoupe. Any extra money i'd make would be mostly "flying money" for my wonderful wife and me. I wonder if there are any other guys like that out there? It wouldn't take a tremendous amount. If we worked for minimum wage or thereabouts, maybe we could build an Ercoupe for everyone. Maybe Fred and Dorothy could work as consultants.

We could sell it F.A.F. (fly away factory), no dealers, no sales promotion, no paint, all shiney and beautiful with a simple Nar-Com. For non-pilots we'd have our own flight school at the factory for a Private License at \$5.00 an hour in their own plane from instructors like Bob Hoover, Chuck Yeager and the like.

That's crazy. But I still couldn't sleep. The next morning I called an old retired friend, Bill Johnson and went over to see him. I started to tell him of "my dream" over a couple of beers. Well, the more beers we consumed, the more we thought it was one hell of an idea and kept embellishing on it almost to the point of ridiculousness. We discussed everything and decided to explore the idea further.

We agreed it should be done somewhere near the middle of the nation and then we thought of how we'd have to negotiate with Univair. Maybe Denver would be a good spot. We'd make parts for Univair probably cheaper than they could.

How could we get it started? First off, we called Allen and Higdon, the two Beechcraft engineers that built the Alon. They thought that it was the nuttiest idea they ever heard, but they liked it. When asked if they'd join us, they said they would, but they were retired and like to play their golf. I had to think fast, so added to our dream of an apartment complex of Condos or low-rental apartments with a health and exercise room, tennis courts, swimming pool and golf course. We'd work 4 days a week, 10 months a year, leaving plenty of time for golf. They said they'd join us if we could set it up.

Now what do we do? We thought we'd call Johnny Carson as he is a fellow pilot. We didn't get Johnny, but we did talk to Ed McMahon who was a former Marine pilot. Ed's quite a salesman and really got caught up in the idea and said he and Johnny'd get together and work up something.

Well, using Ed and Johnny's name, we talked to other famous people who fly and could spread the word. David Hartman, Merv Griffin and Roy Clark also said they'd promote the idea — and boy, did they. We sure got the letters from those who wanted to be workers, engineers, investors, builders, etc.

After a meeting in Denver of the leaders, movers and particularly the Dyers of Univair, we acquired this big plot of land right near Univair with a building suitable for a factory, room for runways and the Condo Complex.

We wrote to the people who sent us letters, either telling them of our finalized plans and inviting them to join or to hang in there as we had ideas for expansion.

They really flocked in. Fred and Dorothy joined us, and is our consultant. Allen and Higdon are ramrodding the operation and thanks to them, we are getting Continental to make a run of 0-200 engines which we are using. We are making the 2-control and 3-control versions. We've been swamped with orders for the 3-control mode from flight schools wanting to use them as trainers. Everyone likes their quarters, pool, tennis courts, golf course, exercise room and recreation room for our parties.

As ours is a non-profit company, we're getting good prices on engines, avionics, aluminum, etc. Cessna and Piper are happy as we are starting lots of pilots who trade up to their larger planes.

Next year the E.O.C. is holding their national convention and we expect over a thousand couples to attend with their wonderful owners and friends.

That is how our \$12,495 F.A.F. Ercoupe dream became a reality?

*Dreamed by
Hank Taxis
N94740*

P.S. We're now planning on doubling the size of the Condo/Apartment complex and build an automobile the same way. We decided on '66 Thunderbird 2-door and convertible. We'll use the dependable, economical Ford Fairmont engine, use a steel frame and body of aluminum.

Regional News

FROM THE WISCONSIN ERCOUPER MARCH 1984

Fellow Flyer,

You may have noticed the pleasant change in the clarity of the print of this Newsletter. This is all due to the very kind generosity of Bud and Kathy Felten. They have allowed me the use of their typewriter until such a time as I can find one for myself. I sure do thank you, Bud and Kathy, for the privilege. The one thing that didn't come with the machine was a cure for my built-in capability to hit the wrong keys. Kathy and Ruth Crunk tried giving me a crash course (over coffee) on the proper use of the keyboard, but my two index fingers are putting up one heck of a scrap at being evicted as the mainstay of my doubtful ability as a typewriter jockey. Please hang in there, maybe it will come to me yet.

I just recently received a phone call from our President, Jon Hiles, in regard to the Nationals at Minden, Neb. There is a lot of concern due to the fact that the 4th falls on a Wednesday this year. It appears to be very doubtful if the shops in this area are going to have any days off other than the one day "Holiday." If any of you have any information other than what I have, please pass it on to me so that I can contact Jon and let him know what is staring him in the eye. Without this information, Jon is going to be at a bad disadvantage on setting up arrangements with the Pioneer Village for accommodations.

Again this month Jim Kohr has donated the name stickers for the mailing envelopes. Thanks, Jim, you have no idea how much that helps at getting things ready for the postal service.

Talk about the original hard luck event of the season, the other day I happened to mention that I was looking for

a ditto machine so that I could continue putting this letter out without any problems. Would you believe that I was two days late? I was told that, had this fellow known about it, he could have gotten it for nothing for us. Soooo that leaves me still looking and hoping for the best.

As of this writing, I haven't located any new members for our Wing, but I have two prospects in mind. Soon as they make up their minds, you will have some more to add to you list of members.

At the last briefing that I got on the health and welfare of our Wing, I have had to add one more to the list. Gene Santi is on the "hurt" list. He joins Oscar Deutsch and Larry Bonnette. I hope that each and every one of these men heal very rapidly.

As of this writing, I haven't heard a word from anyone as to what they would like to see added to our fly-outs to spice them up a bit. I am sure that you must have an idea that you would like to see pursued. There isn't much that I can do about it unless I know what you have in mind. Don't be bashful about shooting your ideas this direction.

To date there has been no change in the financial status in regard to the sales of patches. I have taken in \$163.50 with a goal of \$220.63. After reaching the goal, all sales will revert to the Wing for you to do with as your feel should be done.

Anyone planning on making the trip to Phoenix in April, be sure to contact Ron Jewett. He will arrange for your stay while you are there.

My humble thanks to Sheila Gamble, one of our Coupers who has taken much of her busy time to see that the **Wisconsin Ercouper** gets printed (and edited for curable mistakes). With the exception of the ordinary cost for paper and masters, we have enjoyed free printing from the day that this Newsletter was born. It is getting to the point to where I am embarrassed to continue asking for this service. Now you are aware of why I am looking for a machine to do this job on. She has never said a word about it, but I don't want to be guilty of going to the well too often.

Now for a repeat of the fly-outs that appeared in last month's Newsletter:

MAY 13 — Fly-in breakfast, Ogle County Airport, (Barnett Field), Mt. Morris, Ill. Sponsored by Ogle County Pilots Association.

MAY 19 — Flight Breakfast, Orange City, Iowa. Sponsored by Flying Dutchman Pilots Club.

MAY 20 — Flight Breakfast, Hawarden, Iowa. Free to pilots and co-pilots. Sponsored by the Rotary Club.

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

JUNE 10 — Sylvania Flying Club Fly-in. sylvania Airport, Sturtevant, Wisconsin.

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

Bob Dermody

REGION 10 REPORT

Sun 'N Fun was excellent this year. The weather ranged from mid-50s at night to low 80s during the day.

Attendance looked good, and many outstanding aircraft were present.

The daily air show was excellent and seemed to be enjoyed by all.

Our Florida wing leader, Joe Linzalone, was present on Monday and Tuesday, and I attended on Sunday, Wednesday, Friday and Saturday.

Our former prez, Don Stretch, was much in evidence as were Fred and Dorothy Weick.

Although I did not see them, I understand that Ruth and Milt Jobes were also there.

The following Coupes were present:

9510V (M-10); 2844H (415D), Pilot Frank Glynn of Riverdale, MD; 94070 (415D), Pilot Steve Kish of Center Valley, PA; 2106H (415D); 5609F (Alon), Pilot Kal Schmidt of Vero Beach; 9485K (415G), Pilot Bill Dittman of Bradenton, Florida; 2814H (415), Pilot Rick Kearbay of Apollo Beach, Florida; 973735 (415C), Pilot Billy Musgrave of Jefferson City, Missouri; 94600 (415D) Pilot Hubert Talton of Deland, Florida.

I am sure other coupes were present, but these were the only ones I personally saw.

When I returned to my motohome on Saturdya, Jim Leidel of Toledo, OH (Alon 888JL) was parked next to me and we had a good visit.

When I first arrived on Sunday and was buying my ticket, another Ercouper was in line ahead of me, but I don't recall his name.

George Gallaspy was exhibiting his new folding motor bike, which he is offering at a special price to all members of E.O.C. It has a really neat motor which includes a covered tool box.

Hi Skip,

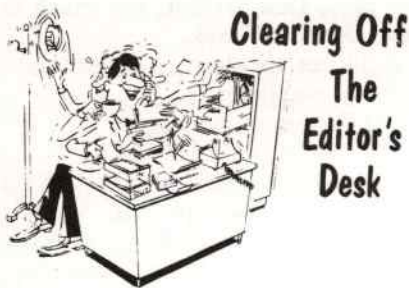
Well, the Minn Wing is alive and well. I had a problem in December with my plane, but it has all worked out for the best. I was going to fly the Rev. Mr. Bill Kaiser to Decator, Del., to pick up his Fowmy that he bought from John Morris. Well, my plane was cold and I had to hand-prop it. Well the thing started and poor Bill didn't understand the operations of a Venier throttle. The plane went down to the end of the taxiway, hit a snow bank up and over on its back.

I could have cried. No one was hurt, only our pride and the plane. This happened on the 20th of December. With the help of John Beade and the rest of this fine wing, we put 90 hours of labor and \$1428 worth of parts. It flew on the 6th of January, 1984. Every person in this area helped out either with money donations or help.

We are making plans for Minden. We have it pretty well set up with John Hiles on the agenda. Before we go to Minden, we are going to Palwaukee on the 7th of April and then try to meet with Bob Dermody's bunch at Janeville on Sunday morning, the 8th of April. Next on our agenda is the annual get-together at Detroit Lakes that will be held on the 2nd and 3rd of June. Don't miss this one. Don and Marion sure put out the welcome mats for us. Come on out and have a good time with us. Then Minden and Oshkosh.

Claudia and I are going on vacation to Brownville, Texas, on the 1st of April. We will be there until the 7th of April when we will meet up with the Minn Wing at Palwaukee. I hope to see some of you Coupers along the way. If at all possible, send us some information on the better motels and airports with 80 octane fuel. Well, closing for now.

*Vern Brown
Minn Wing Leader
101 W. Sycamore
St. Paul, Minn. 55117
(612) 489-5450*



BAD ERCOUPES ???

Last Month I printed another photo of a crashed Erco Coupe in which two persons lost their lives. I am not trying to scare everyone to death with these photos, I am only trying to make you aware that these things do and can happen. I don't think that just because something is unpleasant or not what we want to hear or see that we can ignore it. Crashed Coupes are a fact of life and we can not ignore this.

What we must do is to become more safety conscious and more maintenance oriented. As I said last month these are old airplanes, the metal is old some fittings are possibly corroded and some even rusted. When is the last time that you looked at your wing attach bolts or fittings?, steel when attached to aluminum or a dissimilar metal tends to set up a galvanic action which promotes corrosion and over a period of 30 years this can be a serious problem depending on the climatic conditions that the airplane has been subjected to. Also when is the last time that you looked at or had a mechanic look at the fittings in the tail cone that hold on the horizontal stabilizer and the bell crank that is back there, I have seen several lately that were rusted and pitted and had to be removed glass beaded re-chromated and re-rivited.

If one does all the necessary inspection and maintains their Coupe like an Antique that it is then the chances that you will ever have any problem is remote, but if you don't maintain your airplane in a safe and reasonable manner then you can expect trouble and it could be serious enough to cost you your life! I guess that I share the view of my instructor, "That I don't like to go to the cemetery to visit my students", and I don't like to see pictures of my friends who have crashed!

while I am on this subject we must also operate our Coupe in accordance with safe and sane operating methods. We have all heard of or seen some owners that over stress their Coupes with aerobatic

maneuvers that the airplane was never intended or designed to do. There are some Coupes that can do this safely, Leonard Page's Wasp is specially built and modified to withstand the extra loads put on it when doing aerobatics also Joe Molinary's Alon is set up and maintained by Joe who is an AI and keeps the plane in top condition and also flies it in such a way as to keep the "G" loads to a minimum. So just because you see someone doing loops and rolls doesn't mean that YOU or YOUR COUPE is in shape to do the same thing. Fly the airplane as it was designed and built and it will give you years of satisfaction and pleasure, fly and maintain it badly and it may give you the last flight that you will ever have! If you don't believe me then listen to what Mr. Weick told me over 14 years ago. I called Mr. Weick and asked him about the possibility of doing loops and rolls in the Coupe and this was his reply, "The airplane is strong but we never designed it to do aerobatic maneuvers as it was to be a personal sport aircraft. The main problem is that it is now an old airplane and you usually don't know what it has been through like hard landings or repairs that didn't get in the log books, or hard landings that could have weakened the spars, as well as other problems of maintenance. In late '46 or '47 it was no secret that it was a matter of time before the Riverdale factory would close and everyone would be laid off. One of our test pilots upon returning after a check flight on a new aircraft got into a discussion with another employee over his making him sick doing aerobatics in a Coupe. Well it didn't take much before the two were in a BRAND NEW COUPE and soon began to do all type of maneuvers. All that is known is what was relayed by a local farmer who saw the test pilot putting the tiny plane through all types on stunts, until finally the tail assembly parted from the airplane and it crashed killing both men." Now do you think that your ERCOUE is in shape to do AEROBATICS, if so before you take off walk back and look at the four bolts that hold on the tail, have they ever been removed? are they rusted? corroded? cracked?, can you do a maneuver that will not pull too many "G's"? if the answer is yes to all the above then you have a better than even chance of not being killed, is it worth it????.

Also while I am on this subject how many

of you are using non approved parts on your Coupe? I, mean auto type parts to do small repairs. If so I would advise you to do some serious thinking before using non aircraft parts to do those repairs. I recently saw a Coupe with an auto type back-up light bolted to the lower cowel as a landing light, a really not so safe mofe as it could break away under the vibration load and cause all kinds of problems. I have also seen several cases of auto type fuel and oil hoses and clamps being used in place of the heavy aircraft hose, you can't pull off the side of the road and wait for some help when that hose splits or breaks. The few dollars saved are not worth my life and I hope not worth yours.

I get a lot of mail that is most interesting that I would like to share with you and space being a problem I will try to condense these into a shorter version. I received a very interesting note from Dr. Kenneth F. McKinley last week that contained a xerox of a photo showing 4 ERCOUPES in a line being towed down the street in Chicago in December of 1946, and guess who is in the last Coupe?,



yes you guessed it is none other than SANTA. The photo is from a new book ,THE WINGED GOSPEL, America's Romance with Aviation, 1900-1950, by Joseph J. Corn, published by Oxford University Press, NY, 1983. Ken recommends this book to us saying that he really enjoyed it.

Andy Anderson sent me an article from the kansas City Star, dated January 22, 1984 about one of our California members, Mr. R.T. Jones, Mr JONES is a close friend of Fred Weick and they worked together during the ERCO project. Jones now is an

employee of NASA an is doing research on the swing wing or oblique wing airplane. I have a copy and will loan it to anyone who sends in a \$1.00 for postage and handling and promise to return it, or you may contact the Kansas City Star for a copy of your own. I had the occasion last year to show a NASA film and who but R.T. introduced it, coupers are to be found everywhere!

Barney Vincelette sends in a note saying that anyone interested in an all over sun tan can contact the Naturalist at Box 132 Oshkosh Wi. 54902 costs \$15.00 A YEAR. he also says that he understands that there will be a nude fly-in sometime in June and will be held at Palmerton, Pa. they have a private strip 1800 feet long grass but may have been improved. Flying in that area in June then better be careful could be a pile up of planes sightseeing!

Andy Anderson again writes to say that all the Coupes in his area have more water than gas and as a solution he has added an electric car pump. Andy didn't give any details as to where the pump was located he only says as of now that there was no water. He suggest that someone in the Club could get an STC for the car pump, Andy I am afraid that we will have to have more information before we could proceed with your suggestion.

I know that I can't spel and I don't reid to gud but you shud cee sum of the letters that we get. I got a recent telephone call that was very critical of the apparent lack of proofreading that was evident in a recent issue. First of all I will take all blame for all of the mistakes as I should take more time to be sure that all articles are set correctly. If all letters were typewritten, double spaced, and sent in 30 days before your requested publication date then I could assure you that we could make CAPERS almost error free, but is this really important to most of you or a few mistakes ok as long as we get out a timely and informative paper? You be the judge-please take a moment and drop me a line and I will try to comply with the will of the members.

Skip

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.

Hints 'N' Tips

NON-STOP ERCOUPING

Picture shows normal Ercoupe wheel and tire assembly.

Picture 2 shows wheel and tire assembly removed from Chuck Ferris' coupe after touch down and no-brake coast to stop. Question: what kept tire from popping off wheel?

Picture 3. (Left) — stainless steel replacement disc. (Right) warped conventional disc that ripped wheel apart.

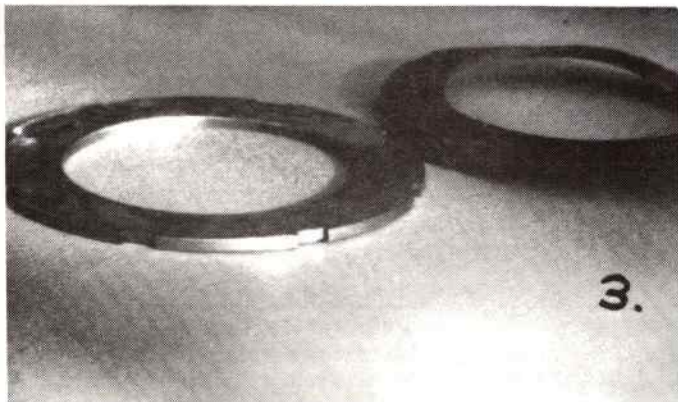
Hint: check those disc retaining clips — make sure they're seated properly, unbroken, and all there

Chuck Ferris

1.



2.



3.

Gas Dangers

Hi Skip,

I've got some time to sit down and write since an unfortunate bout with some gasoline and a kerosene heater on January 30, 1984. Let the membership know just how dangerous gasoline really is, especially when transferring auto gas to the aircraft tanks. I can assure you that gas burns fast and hot. The pain caused by burns from gas is very near unbearable! My leg is still bandaged after 7 weeks. Please be careful and don't take any shortcuts. I was working on a snowmobile when the gas turned me into a blazing torch; Coupes can burn too. Aside from the pain of the burn, there was also \$10,000.00 of pain for just the hospital alone. Believe me, it ain't worth it. Take a few extra minutes to be careful and to prepare properly.

I am looking for a C85-12 or C90-12 engine for my newest home-built project. I would prefer a run out engine in good condition. If any members can help me out, please call toll-free during business hours:

800-558-9405

Don't forget to let me know if you'll need a door prize for the Coupe convention. I'm always happy to help out a fine bunch of people like Coupers.

Gene Santi

Dear Skip,

I am an E.O.C. member of about 6 months. I read every issue of the **Coupe Caper** from cover to cover, and my hair raises every time somebody tells us of their problems with the couple.

I have to make comments on your Editor's views from the March issue. I bought my Coupe in 1981 415D all metal 85HP Serial #2316 and this was my *first airplane*. I thought it was in good shape, BUT after 100 hours flying it (with a whole bunch of problems), I took the BIG decision.

AND THAT'S WHAT EVERY FIRST OWNER OF AN ERCOUPÉ SHOULD DO!

1. Take the time and learn every technical aspect of your Coupe serial number and model. Scrounge for every bit of information concerning service — bulletins, memorandums, STCs, etc.
2. Dismantle the Coupe *completely* in tiny bits and pieces and inspect every part: wing attach fittings, airframe for loose rivets, bellcranks, cables, rods, bearings, wheels, skins, wiring, etc.
3. Strip away all paint till you come to bare metal (I am sure you will have some surprises) wash away all traces of corrosion with acid inside the tail, walkway boxes, wings, fuselage, etc. Then treat all aluminum parts with alodine acid which leaves a protective coating on the metal. Then zinc chromate everything inside and out.
4. Replace ALL (I say *all*) bolts, piano hinges, pins, nuts, control rods, rod end bearings, nose gear bolts, engine mount bolts, MLG bolts, washers — from the tail cone to the spinner. From my experience, most of the structural bolts like the non-structural ones were corroded; I could see through the control rods!!
5. Take your 38-year-old engine off the engine mount and send it to an approved overhaul shop for a

major. Change every oil and gas line, have your engine mount magnafluxed. Take your 3 gas tanks and send them to a shop where they will unrivet them, clean them, change the quick drain fittings, and the gas cap fitting. And they will reseal everything.

6. Put on Cleveland wheels and brakes, and you will see what the word *brake* means. Change the 38-year-old steel nose gear (which is about a bit too old to old to overhaul) and change it for a new alon-type gear.

After you have done all this, paint your plane with immron paint. Install a large baggage compartment, large rear windows, new side windows, sunshade, alon-type instrument panel, new bubble windshield, wall paneling, seat, carpet.

THEN . . . Treat your coupe with tender loving care. You will know that the little jewel is as safe as a new one.

Remember: This is a 38-year-old airplane — YOU HAVE TO DO "THAT" TO FLY WITH PEACE OF MIND.

P.S. Before takeoff, *DO* a thorough pre-flight check and a good run up! If you owned a Mooney 231, I am sure you would do that.

I hope I did not hurt anybody's feelings!

Nice flying!

*Pierre Nadeau
585 Noel app 15
Sept-Iles
Que
Canada G4R IM3*

VIBRATION CURE

Dear Skip,

I see by the last issue that Claude Bennington is having a vibration problem.

I had a similar problem with my Coupe. Found the left exhaust pipe was hitting the nose bowl attach ring. After correcting this, about 50% of the vibration was gone. Further squinting discovered that the carb air scoop was bumping on the opening in the nose bowl. After correcting this misalignment all the vibration was gone.

Also Herb Keibel is having trouble with the fuselage tank overflowing. I think he needs a restrictor valve in the fuel supply line, at the pump. Skyport can supply this. The pump is putting out more fuel than the overflow line can handle.

Hope this will be of some help. Keep up the good work.

*John H. Lewis
#0651
4608 Granger Rd.
Akron, Ohio 44313*

BEWARE HAND-PROPPING!

Dear Skip,

How many coupers have planned a flight on a beautiful day only to find the battery dead and impatiently hand-propped their plane? (Please raise your hand if you have one left.)

How many have heard of the plane that was hand-propped empty that circled the field twice before crashing — or the crop duster (hand-propped) that was finally subdued by shooting the mags with a rifle — or the not-so-funny incident in which a pilot hand-propped

his plane with his wife on board (at full throttle), resulting in her death. Or the time Ercoupe 99337 was hand-propped empty at half throttle enough to swing around and chew up the wing of the Piper next to it.

The moral of this story — if you must prop a plane by yourself, be aware of the dangers. Check your procedures, but take the advice of one who has been there — **Don't do it.**

*Ben Estes
Rt. 3, Box 416
Yazoo City, MS 39194*

HELP NEEDED

Dear Skip:

Here is my check for another years dues. I may have an ercoupe for sale shortly. For the last 3 years (on and off) I have been rebuilding a 415C, Serial Number 344, N87171.

It has been a real thorough job too. Inside and out. All that is left is to install a new Cleveland Wheel and Brake outfit and to rebuild or replace the Master Cylinder. (Anybody know where I can get a Master Cylinder). I also need to replace the Voltage Regulator and install a new battery and a few little details like touch-up paint and a little sheet metal work on the window slides and she will be airworthy again.

Anybody out there that may be interested can drop me a line.

The reason that she will be for sale is Medical problems. I just barely passed the last one and I think I may flunk out on the next one. Maybe FAA will get their head out and approve the Recreational Pilots License by then. If not I will have to go for one of the Later Generation Ultra-Lights. Maybe a Fischer FP202 or something similar.

Bye for now and keep up the good work.

By the way, when you guys plan the new national fly-in think of Texas once in awhile. We have a lot of good places down here too you know. Not only that but the weather is usually good down here.

Sincerely,

*Ray Shannon
Rt. 2, Box 2107
Bulverde, Texas 78163*

STRUT

Dear Skip,

It has been a while since I talked to you about in-flight failures on the Coupe. You indicated you might come up with an article on causes and type of failures in the future.

I have been rebuilding my Coupe and have run across several things worthy of mention you may want to pass along.

1. The cups on the main gear failed after less than 50 landings. They appear to be broken up due to too high a pressure during landing. They were installed correctly and had the correct fluid in them. I am sending you one of them for inspection and the other to Skyport.
2. The top bolts holding the top piston to the gear leg were frozen and required several days of penetrating oil treatment to get them loose. One should grease them on installation.

3. The rear spare attachment was rusty — corroded deeply and will need replacement.
4. The bolts holding the gar to the spar was also frozen and required penetrating oil to free them up.
5. The push rods out into the wings were also rusty.

I am in a complete rebuilding program, and there are a few items I would replace if I can find them —

1. Left gas tank (aluminum)
2. Header tank
3. Left and right exhaust headers
4. Front fork (double)
5. Leading edge skin for left wing (probably have to buy new)
6. All control rod ends
8. Fuel pump

Skip, do you know how to get in touch with the designer of the Coupe? I want to pick his brain on some modifications. You do not need to respond to this letter — if anything is worthwhile, just include it in the next **Caper** publication.

Ray Simpkins
320 State Rt. 551
Waverly, Ohio 45690

EDITOR'S NOTE: Mr. Weick's address is in club roster.

Dear Skip,

After reading Jan. 84 Coupe Capers and the Challenge to the Reluctant Member by Chuck Ferris.

I hope my contribution can be of help.

Have had 3966H for nearly five years and have enjoyed each minute of the 225 hours I have flown it.

All of the time, the steering has been getting harder to turn and tendency to go left. And after chewing up a new 500x4 tire in 25 hrs. time. I began to look for the cause.

Looking back through old issues of Coupe Caper, I came across June 1977 issue and an article by John E. Cadman of Vernon, Conn. Describing a similar situation, and telling how to check the alignment of the single fork, I found it to be 1/4" off.

So up on disassembly of the nose gear, discovered the nose casting to be loose on the inter cylinder, with only the nut and zigger arrangement holding it on. The taxi spring broken into four pieces and in need of cylinder overhaul.

The strange part of the situation is there was no shimmy.

So after replacing with Sky Part's double fork kit and parts, it now steers like a dream.

Also have used auto unleaded gas all of the time with excellence performance.

— COUPE TIPS —

Many coupes suffer from a constant, slow drip from the carburetor which can drain several gallons from the fuselage tank over a week's time. Overhaul information available from Aircraft Spruce (they have a great catalog) for the Stromberg carb. Model NA-S3A1 refers to the above drawing as follows: "In certain installations a

condition exists where the fuel level in the carburetor is above the present idle air bleed location. While the airplane is parked, it is possible for the fuel to drain from the fuel tank, through the carburetor, and out of the idle air bleed onto the ground. If the above condition is found, it is recommended that the location of the idle air bleed be changed as shown in figure 2-7. The idle bleed drill size may be determined from the applicable specification sheet. To identify carburetors which have been modified as described before, a one inch diameter yellow dot should be painted on the carburetor main body directly below the throttle lever and just touching the top of the plug boss."

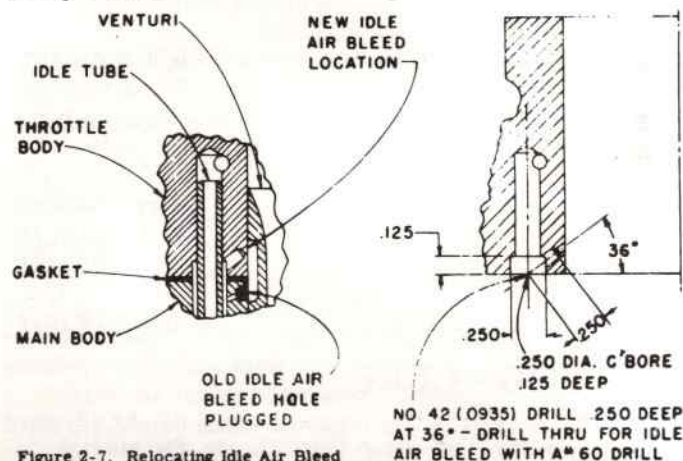


Figure 2-7. Relocating Idle Air Bleed

In the "supplements" of the same information, it states that, "The idle air bleed is in the throttle body," referring to this drawing and further stating that, "This carburetor is for use with a gravity feed system." These statements are made as specifically pertaining to the carbs, Parts List Numbers 380174-2 (C-75-12), 380167-4 (C-85-12), 380231-3 (C-90-12F) and 391229-2 (C-90-14F).

Now that wasn't too critical in the "good ol' days" when you always had your own carb overhauled, but common practice today is to use an exchange unit, frequently selected by an overhaul shop employee many miles away who never sees your plane. If the mechanic overseeing the work isn't really on top of the situation, you wind up with an unwarranted problem while everyone else shrugs their shoulders and you get to maybe pay for lots of OJT!

Rick Moore passed on the following tips: To duplicate the original hole in the

fuel pump restriction fitting, use a #53 drill bit or .0595 size.

A rebuild kit for the AC fuel pump is D-137, D-15, R-21 for Willys Jeep.

Cessna part number C-0450404 is an oil filter kit that will fit Ercoupe C-85's. The 1973 Cessna 150 nose spinner and backplate also fit!

That strange tube on your generator probably isn't hooked up to anything. That's wrong, according to an article appearing in the December, 1946, issue of Aviation Service Magazine by William H. Crouse.

Everybody got that issue? Therein it states: "The blast tube in the coverband is for connection to a source of air pressure so that ventilation of the generator will be obtained. This is an added protection against overheating, and it will result in considerably longer life of the brushes and commutator."

Looking further, in the service manual for our Continental engines there's more (page 44, par. 10-38): "For proper performance, the air blast directed through the vent tube must provide minimum air pressure differential across the generator of 1½ inches of water column by manometer test." 'Nuff said?

Mail Box

Dear Skip,

I voice my disapproval of the use of **Coupe Capers** to plug a political issue such as the two-page article about Income Tax. I do not find National Commodity and Barter Association in my directory as a member of the Ercoupe Owners Club.

Coupe Capers is for Ercoupe and Aviation-oriented material and activities related thereto.

Burt Ellegaard

ERCOUPE ACCIDENT

An Ercoupe, N3112H, owned and flown by Jack Klecker, no address, was involved in an accident on February 25, 1984 at Stillwell, Kansas. On takeoff, the engine quit and the aircraft was landed with substantial damage but no injuries to the pilot. The time of the accident was 2030Z. The Wichita GADO office is investigating. This is the first Ercoupe accident the FAA has reported since October 23, 1983.

*David H. Scott
Suite 915 / 1346 Connecticut Avenue
Washington, D.C. 20036
(202) 223-5220*

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SPECIAL DEAL

Dear Ercoupe club,

We saw your club listed in the "Flying Buyers Guide" 1984 Edition. We would like to take this opportunity to propose an offer to you and your club members.

Met-Co-Aire has available fiberglass nose cowls to fit the Ercoupe models 415-C, CD, D, E, & G; and the Forney F-1 & F-1A. These are new parts that were parts of complete kits of modifications we used to manufacture for the Ercoupe.

Our normal retail price for the cowl was \$89.00 each. We would like to offer these to your club at the price of \$22.50 each. (Plus Freight.)

As mentioned, we no longer make parts for the Ercoupe, as such, we wish to sell out all of our remaining parts. The nose cowls are all that we have left. Hopefully, they can be of good use to you.

The cowl is identical in shape to the original metal nose cowl and has a much smoother surface than the original. It is highly impact resistant, eliminating dents and wrinkles from accidental bumping. If broken, it is easily repaired by standard fiberglass working methods. This cowl was used on the last production Aircoupes and is a standard replacement for all Ercoupes. It is fully FAA approved. STC SA3WE. We have 13 cowls left, at a price of \$22.50 this is a steal!

Should you be interested, please call Ron or Jean at (714) 870-4610.

Ron Van Vliet

FOR SALE:

2 gascolators with quick drains @ \$ 20
clamp-on zoom light (red and white) \$21
Goodyear break cylinders and main gear hubs \$100

Whelan Strobe light Model #SA,DF-14 and
 adaptor ring\$120
 1 T & B 2" Venturi sprayed white.....\$ 12
 2 Super Venturis sprayed true blue Imron@ \$ 25
 L & R Main gear Fairings with 100-watt
 landing lights installed.....\$155
 L & R Wing tanks with vent caps and gauge
 wire and drains\$200
 Elevator for 415D painted white alumagrip\$120
 2 Rectangular steering wheels neoprene covered,
 not painted, from Ercoupe\$ 30
 Muffler wrapper for carb heat, never used\$ 25
 SMK-9A C Fuel pump (AD complied with) used\$ 25
 SMK-23 Window welt, new\$ 8
 SMK-27 Side window (heavy glass slider)\$ 30
 Steel ring on front of engine to secure
 cowl and nose bowl\$ 50
 2 Ram's Horn steering wheel and shaft included,
 painted blue\$ 45
 (tru blue emron for Piper)
 Set of Cessna 0200 baffles, good shape\$150
 1 Pesco wet vacuum pump, good shape.....\$100
 Wet compass.....\$ 20
 Vacuum regulator valve for fire wall mount,
 Model 2H3-16 Air Borne.....\$ 15
 Part #415-52023 Push rod assembly
 elevator to bell crank\$ 10
 2 Part #12A-63A Wheel covers (plates, unpainted) ...\$ 6
 L & R Front Baffles for Air Coupe engine, new\$ 35
 Teenee II Project, plans, log books. Wings completed
 and sanctioned. Center section completed, needs to
 be covered. Fuselage needs side panels to complete
 aft of cockpit. All center section alum. skin and
 sheets of 6 y 3 alum. and panels for fuselage skin.
 All metal angles cut and templates of wood go with
 it. Wings wired for lights.....ASKING \$600
Ken Walz Box 846 East Quogue, NY 11942



FOR SALE: Show piece award winner 1946. **415-C** all
 all metal with 200 hours on Extensive chrome major,
 25 amps generator-E.g.t. Has King X 145-720, AT 150 -
 ELT 10 — bubble windshield, Double nose fork — dual
 whelen strobes — dual landing lights, Belleville springs
 with large baggage compartment, quick oil drain, ram-
 horn wheels with teflon bushings, Alon tail stinger,
 cabin heat mod. Vernie throttle, manifold pressure gauge,
 Stromberg carb. Cleveland brakes, Selenoid master
 switch, mixture control, new battery box, new rod end,
 new battery, bearings on all control rods. **\$7,000.00.**
 Firm with fresh annual.

Art Leblanc 517 - 645 - 2278 NO COLLECT!!

The Club Coupe project is for sale. Due
 to the lack of time and space I have
 decided to sell the Club Coupe. This is
 about 80% of a 415 Coupe that has been
 donated to the Club by members from all
 around the country. I will sell it all or
 part it out if you want it all I will make
 you a real deal on it. There are a lot of
 extra parts that could be sold or traded
 to help complete the airplane. This is a
 good project for someone who has the time
 and abilitih to complete. Call Skip at
 919-471-9492 days or 477-1831 nites.

FOR SALE: 1946 Ercoupe. Completely restored in
 1974. Very good condition. Will deliver. Approx. 1100
 hours before major overhaul will be needed. N93449. Call
 or write Joe Dunn, Rt. 1 Box 18C, Sulphur, Ky 40070.
 Work: 502-241-0146 (outside KY: 1-800-626-6409).
 Home: 502-743-5058



FOR SALE: N-214 1946 Ercoupe C. It is corrosion
 proofed. All AD notes complied with Majored chrome
 engine not yet run for break in. Has 60 amp Alt. The
 following instruments remanufactured by Century at
 Wichita — Airspeed, Altimeter, Tachometer, Oil Pressure,
 Oil Temperature, Clock, 3 1/8 Gyro Horizon, 3 1/8 Direc-
 tional Gyro, Panel Mounted ARP Carburetor Ice
 Detector. Replaced the steering ball with 3/8" rod end
 bearing. Three new Goodyear tires — zero miles. Three
 wheel fairings by Kinney. Complete new control bearings
 throughout including control mast. Alon tail stinger.

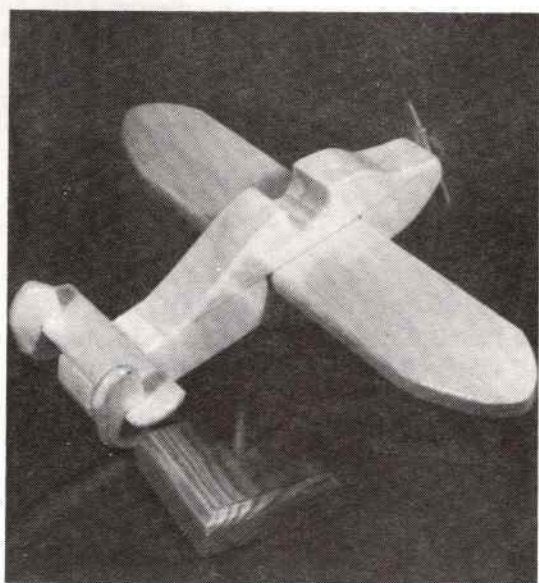


Imron paint white, yellow trim. Bubble windshield. Kinney nose cowl. Large spinner. Hobbs-Meter. Very plush tan light and tan dark mohair and vinyl interior with comfortable armrests. Vernier throttle modified heating and fresh air system. Matching floor and side carpeting. Overhead console incorporates instrument lights and 12-volt carbon monoxide detector. ARC 360 channel Nav-Comm. New Beta 5000 Transponder. 12-volt digital clock. New Narco 10 ELT plus remote antenna and instrument panel switch. narco epoxy broadband antenna. Very deluxe control wheels with built-in mike button. Large baggage compartment. Custom glare shield. Wing tip strobes by Grimes. Belly-red Halogen flash beacon. New zero time ceconite wings with built-in "E" type Grimes Nav. lites. New muffler, new exhaust pipes and blo-proof gaskets. Custom instrument overlay. Left wing dual landing lights.

This Ercoupe is a prize-getter and just like new . . . license and fly home. Michigan 517-349-2288.

Buck Buchanan

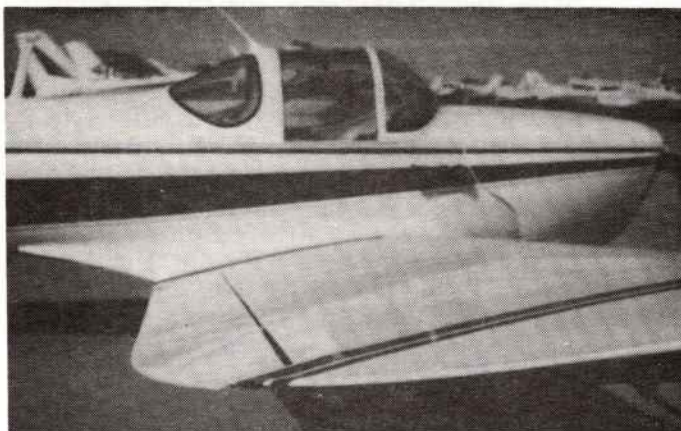
\$6,700.00



ANYONE INTERESTED in a hand-crafted **Wooden Ercoupe?** Great gift idea! **\$14.95** plus \$3.00 shipping. Call or write to Joseph Dunn, Rt. 1 Box 18C, Sulphur, KY 40070. Work : (502) 241-0146 (outside KY: 1-800-626-6409) Home: (502) 743-5058.

PARTS FOR SALE: From Airworthy Ercoupe, NOT WRECKED. Cont. 84-12 498 Hrs. SMOH, Has Bendix Mags. & STD. Crank-I have Logs & Yellow Tags, a very good Engine with Accessories, asking **\$2650.00** Crated. Also one pair Rag Wings (White) with Ailerons - Excellent Condition. Recovered with Stits 2.6 oz. Dec. 1982, have form 337, asking **\$1400.00** Plus Crating. Also a very good Ercoupe Carb. Box for **\$65.00** - and a very good Set of Ercoupe Exhausts with Muffler & Muffler Wrapper for **\$175.00** - Also a Nose bowl Mount part #415-40255 in Ex. Cond. for **\$65.00** - And a very good Set of Seats (Brown & White with 1-piece bottom) for **\$75.00** - Also a complete set of Tail Feathers, Very Good Cond. for **\$650.00** - Also have Fuselage & Other parts. All prices are plus shipping. Call or Write, Gary D. Whitlow, 6425 Franciscan N.E., Albuquerque, N.M. 87107. 1-505-344-9460 (No College Please)

WANTED: Left aileron, elevator with trim tab for 415-C. Joe LaLonde, Rt. #1, Williamsburg, Mich. 49690.



FOR SALE: Forney F-1, 1956, N1GU (Formerly N1LL) Serial No. 5610 C-90 TTAE 902, Escort 110, bucket seats, 9 cu. ft. baggage compartment, rudder pedals, full gyro panel, new annual, hangered. I. W. Heckes 733 Woodlawn Dr., Yukon, OK 73099. Telephone (405) 787-4702 (405) 354-8437.

FOR SALE: 1946 415C 75 HP Erceoupe Serial No. 502 709TT 319 SMOH King 155 NAV-COM, transponder, slung under panel so as not to alter "original" panel. Ceconite wings year and a half old. This plane has covers for wings and canopy and has been hangered since restored in September '82. This plane is completely restored. Radios and safety features are the only add-ons. Took "most original" Deer Valley Fly-In 1983. This is the most beautiful "Coupe" in the United States. **\$12,000.** No collect calls. Don't chisel. You've got to see this to believe it. NC87329. 702-456-4104.

FOR SALE: 16 AC SR88 spark plus 8 for \$55.00
8 AC SR87 spark plugs 8 for \$55.00
8 AC SR83P spark plugs (platinum) 8 for \$95.00
 Send self-addressed, stamped envelope for other Erceoupe parts. Burt Ellegaard, Valley Haven Pk. #20, Shakopee, MN 55379 612-941-3700 (Days). Shipping Extra.

FOR SALE: Right wing and Aileron for Erceoupe. Excellent condition. Ceconite, finished thru silver. **\$150 FIRM.** H.H. Heighton (813) 299-9554.

FOR SALE: Goodyear Brake Set \$150.00 or best offer. Eugene Olson, 20-I Kelldeer Ct., Janesville, Wis. 53546. 608-756-5231.

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 used 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: Ercoupe, 415-C with 1750 TT and 650 SMOH. New Ceconite on wings; Cessna 150 seats, adjustable fore and aft and back tilt; nine cubic foot baggage compartment; Alon style instrument panel (all FAA approved); also has Cleveland wheels and brakes; large rear windows; rams horn control wheels; large spinner; Lexan windshield; Camlock cowl fasteners; rotating beacon; Mark III NAV-COM; control sytems and wiring checked and brought up to standard airworthiness condition three years ago; PLUS, it flies like a dream. **\$5950.00.** Phoenix, Az. 602-973-6118.

FOR SALE: 1946 415-C Serial No. 1653, C75-12 Engine. Rag wings, some fuselage damage complete aircraft **\$800.** Engine **\$779.55** TT **\$800.** Call Anthony Gaeta 607-775-2240 Located NY.

FOR SALE: 1947 415CD N3927H, 1860 TT, 230 SMOH, Rudder pedals, large baggage, landing lights, beacons, dual nose fork, Alpha 200. Asking **\$5500.** Bob 414-654-6368 after 5:00.

FOR SALE: 1946 Ercoupe 415C TT1574, 836 SMOH, 20 O.H. prop, new tires, new double fork and wheel, 360 Nav-Com., 79 Airtex int. forney baggage, tinted glass, polished with red trim, Ceconite, black crackle panel, new EIT, Airtex cabin cover, beautiful bird, **\$6000** firm. Hangared. Call mornings (work 3-11) or after 11:30 at night: 217-429-3169. Mark Harden, 1705 S. 34th Pl., Decatur, Ill. 62521.

FOR SALE: 1946 415-D Ercoupe Serial No. 3242. Complete restoration May '83 by A&P with I.A. Many mod's, double fork nose gear, Belleville main gear springs, all mod. glass, Cessna 150 electrical system, mod. instrument panel, rudder kit, new fuel system, electrical system, new everything. Ceconite, Imron, C-85-12. All accessories rebuilt, new prop, king KX150-B, Weigh elt. over \$14,000 invested. Show plane will sell for **\$8,900.** (805) 822-3962. P.O. Box 375, Tehachapi, Calif. 93561.

FOR SALE: Right Wing with Aileron for Ercoupe. Excellent condition. Ceconite finished thru silver coat. **\$150** FIRM. H.H. Heighton (813) 299-9554.

FOR SALE: Ercoupe 415C, 85 HP, Escort 110 Nav-Com. Good overall condition. Needs paint, trim renewal and fresh annual. Near Raleigh, N.C. Write Box 1800, Darien, Ct. 06820. Tel. (203) 852-8922.

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\$6.50

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Genave 200A	\$375.	KX 160 -	\$500.
Com 100/360 -	\$250.	UGR 2 -	\$200.
KX 160/GS -	\$650	RT328T6720 -	\$750.
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KN 60 DME - Works! \$250. Marker Beacons - CHEEP

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CHAMPION SPARK PLUGS

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REM40E	\$ 8.95
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Please add \$2 for U.P.S. and handling.

BRACKET AIR FILTERS FOR COUPES

COMPLETE ASSEMBLY #	ELEMENT ONLY #	CLUB PRICE
BA-4106	BA-4108	\$29.95— 5.50

AIRCRAFT BATTERIES

C.A.P. 25 Amp. 12 Volt 54 PLATES	\$38.50
C.A.P. 35 Amp. 12 Volt 64 PLATES	\$43.50
ALL BATTERIES SHIPPED DRY CHARGED—U.P.S. collect	

ELT REPLACEMENT BATTERIES

Dorne & Margolin (24 mo.)	\$31.00
Martech EB BCD EAGLE	\$43.75
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RESCU-88 NEG. GRD. (24 mo.)	\$31.50
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CB fits RLB-101 (18 mo.)	\$66.50
ARCO ELT-10 (24 mo.)	\$31.50
EBC fits 102-A & 302 (24 mo.)	\$26.50
LEIGH FITS CESSNA SHARC 7	\$27.50
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CCC CIR-10 (24 mo.)	\$39.50
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ALERT MODEL 50,60 (36 mo.)	\$69.95
Please add \$2 for U.P.S. and handling.	

DORNE & MARGOLIN ELT-8

AND NEW — COMPLETE WITH TRANSMITTER, EXTERNAL ANT., STRAIN RELIEF BOOT
CABLE, AND BATTERY TSO-C91 **SPECIAL \$215.00**

A-56 COWL CHAFE SEAL

USED WHERE COWL SECTIONS OVERLAP & AROUND INSPECTION DOORS. 1" WIDE ASBESTOS
NIGEN CORD, COATED WITH PHENOL TO RESIST HEAT AND CHEMICALS. 15 FOOT
ROLL **\$26.50**

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1 QT. BLACK WING WALK COMPOUND (not aerosol)	\$7.55
PLEASE ADD \$1 for U.P.S. PER CAN	

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NEW TELEPHONE HOURS

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AND

4:30 PM to 9:00 PM

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TSO'D RUGGED — RELIABLE — METAL TO METAL FASTENERS. ALL
CLIPS & BRACKETS FURNISHED — NO SEWING — NOTHING TO USE
FROM YOUR OLD BELTS! BLACK NYLON WEBBING — BRUSHED
CHROME SATIN FINISH.

SPECIAL CLUB PRICE \$17.50 pr.

WESTACH EGT KITS

FAA APPROVED———TSO-C43
SAVE FUEL SAVE YOUR ENGINE

K-28 EGT KIT——GAUGE (2 1/4"), PROBE, WIRING	\$48.65
WITH INDIRECT LIGHTING & ADJUSTABLE POINTER	\$54.65
ONE YEAR WARRANTY	
PLEASE ADD \$2 FOR INSURED SHIPPING & HANDLING.	

WESTACH CHT KITS

FAA APPROVED—TSO-C43

SAVE FUEL PROTECT YOUR ENGINE

K-29 CHT KIT——GAUGE (2 1/4"), 18mm. GASKET TYPE THERMOCOUPLE, & ALL WIRING.	\$46.65
CALIBRATED 100°-700°F. and 50°-350°C.	
ONE YEAR WARRANTY	
PLEASE ADD \$2 FOR INSURED SHIPPING & HANDLING.	

ERCOUPE STAINLESS STEEL SCREW & WASHER KIT

A COMPLETE REPLACEMENT KIT OF 18-8 STAINLESS SCREWS AND 100° WASHERS FOR ALL
COWLINGS, TRIM COVERS, AND INSPECTION COVERS!!! **SPECIAL CLUB PRICE \$22.50**
Please add \$2 for shipping & handling.

RE-MANUFACTURED MUFFLERS FOR ERCOUPES

A-704-000 ERCOUPES (all) 48 HOUR TURN AROUND **SPECIAL \$89.50**
WE PAY RETURN SHIPPING!! FAA APPROVED & CERTIFIED!!!

BLOW PROOF EXHAUST GASKETS

LYC. or CONT — Please specify engine & number of holes	EA \$3.50
HIGH TEMPERATURE EXHAUST NUTS—NAVAL BRASS	
1/4"—28	\$.60
5/16"—24	\$.90

FLEXIBLE AERODUCT (CAT)

1" DIAMETER	PER FT. \$2.25
1 1/2" DIAMETER	PER FT. \$2.50
2" DIAMETER	PER FT. \$3.00
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2 1/2" DIAMETER	PER FT. \$3.50
3" DIAMETER	PER FT. \$3.75
4" DIAMETER	PER FT. \$4.50

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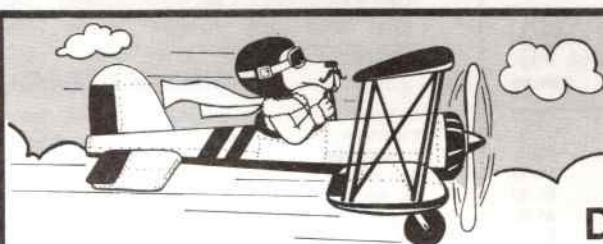
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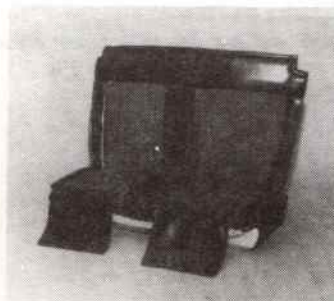
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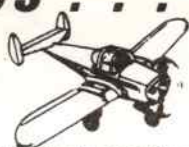
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