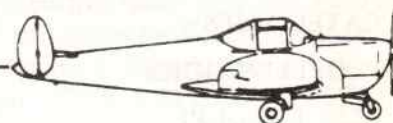


COUPE CAPERS

NEWSLETTER OF THE ERCOUPE OWNERS CLUB



Volume 12, Number 12, May 1984

24 Hour Phone (919) 471-9492

Editor : Skip Carden

PRESIDENT'S CORNER

It now develops that my original forecast on the timing of EAA auto gas flight testing in the Ercoupe was highly inaccurate. I am happy to be wrong in this instance, for by the time you read this, EAA may have completed their testing at Phoenix in the Ercoupe. I have sent a letter to EAA requesting inclusion of all of the Ercoupes, Aircoupes and Cadets in their approval through similarity of the fuel systems. While we will all still suffer from non-availability of auto fuel at airports for some time to come, each different model approved puts additional pressure on oil companies and FBO's alike to recognize our needs. Remember, I speak only of **UNLEADED auto fuel!**

This year at Minden I would like to try a different format for our maintenance seminar. Departing from the usual one speaker style, I propose to have around-table atmosphere so as to take more advantage of such well-versed maintenance and parts specialists as Burt Ellegaard, John Wright, Bob German, etc. The "admission" to this round-table will be for each attendee to bring to the table one maintenance happening of which he has intimate knowledge. We will not limit this experience to owner-performed maintenance, but also will include paid maintenance (i.e., annual inspections, enroute repairs, etc.). Please search your records for part numbers, dollar cost, total hours, etc. in order to provide your fellow Ercouper information on maintenance operation he may be concerned with.

It was inevitable that technical data which I present verbally at our National Fly-In would pass through several hands and finally get published. I have my own reasons for not publishing this data myself, and I would like to again warn against getting only half the story. The fuel pump diaphragm pump number provided by a "west coast group" to "Larry" in the March Coupe Capers gives only half-a-story. The caution that was omitted was that only the diaphragm and mounting gasket are usable; any arms or valves included in these kits have not been verified to be correct for our Ercoupe pumps. Bob Dermody also published fuel pump kit part numbers in his April Wisconsin Newsletter, but *did* caution against using all of the parts contained in the kits. His tip to purchase from your "auto parts store" will no work — they can be purchased only through your AC/Delco dealer, and probably not for long.

Jon Hiles
President

Regional News

REGION 2 REPORT

Region 2's "Kick-Off" for 1984 on February 4th was a huge success! No less than eighty-two coupers showed up for a banquet at the Corona restaurant honoring Wayne Olson's years of service to E.O.C. Plenty of good food and good company made it a real evening to remember. March 3rd was a pot luck picnic at High Desert attended by 29 healthy appetites and 11 coupes in spite of bad visibility over the Los Angeles basin and a missing wing leader dragging in from vacation. E.O.C. President, Jon Hiles was in the area on business and stayed over an extra day in order to bring us some of his fine seminar material Saturday, March 10th. A special flyer mailing hit everyone about mid-week, and forty-six showed up at the hangar! Roland Furman loaned a PA system, with blackboard and chairs, stools, etc. from several FBOs. Hamburgers and other goodies kept everyone from starving as we kept Jon hopping for four hours. With regard to the enthusiasm that keeps snowballing locally, our slogan of "More in '84" seems most appropriate!

REGION 2 CALENDAR

May 13 — **Rosamond.** Roger Koach coordinating host
June 9-10 — **Nut Tree.** Information (714) 529-8980, (714) 633-8134 or (714) 734-1995 (Bill/Nancy Bayne)
June 30-July 2 — **Minden, Neb.** E.O.C. National Fly-In
July 7th — **Catalina.** Roland Furman coordinating host
August 4th — **Compton.** Jim Pryor/Joe Brooks hosts — BBQ!
September 15/16 — **Columbia.** Bill Jacobi coordinating host (209) 984-4251
October 7th — **Hesperia.** Bob Elliott coordinating host
November 3rd — **Death Valley.** Wayne Olson coordinating host
December 1st — **Corona!.** Annual Calendar Banquet (evening event)

"FUN IN THE SUN" REPORT

Dear Skip:

God decided to let us have nice rather HOT weather this past weekend so our Arizona's "Fun in the Sun" Fly-in at Deer Valley Airport was another success and so was our Pool Party!

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

JUDGING WINNERS

CATEGORIES	NAME AND ADDRESS	COLORS	TYPE	N NUMBER
PEOPLE'S CHOICE	Walt Bacon, CA		Ercoupe	2585H
BEST ERCOUE	Jack Owens, CA		Ercoupe	3577H
BEST FORNEY	Gary Callugge, CA		Forney	3040G
BEST ALON	Ernie Cuff, CA		Alon	5473E
BEST MOONEY M10	Bob Elliott, CA		Mooney	9543V
BEST EXTERIOR	Walt Bacon, CA		Ercoupe	2585H
BEST INTERIOR	Walt Bacon, CA		Ercoupe	2585H
MOST MODIFIED	Gary Ballugge, CA		Forney	3040G
MOST ORIGINAL	Rod Bennett, TX		Ercoupe	28943
T.L.C.	Lanny Creason, CA		Ercoupe	99142
LOWEST SERIAL NO.	Rod Bennett, TX '38		Ercoupe	28943
LONGEST FLIGHT	Rod Bennett, TEXAS (Fort Worth)		Ercoupe	28943
POKER RUN	Gary Dallugge, CA—3 of kind			
SPOT LANDING	First Prize—Musketeer—Kent Foster, Phoenix, AZ. 42 feet (2 tries) Second Prize—Ercoupe—Rod Bennett, TX. 48 feet (1 try)			
SPECIAL AWARD—S.L.	Bouncing Ball on Spot Landing—Kent Foster AZ	Musketeer		7621R

We had 26 planes (23 Coupes) and two couples flew commercially—Leo and Alice Schaler of Des Moines, Iowa; Amon and Jerri Proctor of Lubbock, Texas. We rekindled old friendships and started new ones. I hope!

We had 15 categories for trophies, see attached list. Our newest award, Bouncing Ball™ was determined at the end of the Poker Run's spot landing. Thanks to Rick Moore and his VCR from California we all were able to verify the "winner." We all had a nice time.

I would like to say "Thank you" to all the Arizona Coupers for their help, assistance, unselfishness, and most of all their support in making this year's, just like the past fly-ins, a success! You can do alot with teamwork, just look at us. We may not make alot of money, but BOY do we have fun and don't forget the sun.

A very special "Thank you" to all our friends from California, Iowa, Nevada, and Texas who took the time to participate in our Fly-in.

Thank you all for caring like you do. KCF w/TLC.

Sincerely
Arizona Coupe Group
Jo An R. Cooper
President
2210 West Cactus Wren Drive
Phoenix, Arizona 85021

REGION 7 REPORT

Dear Skip,

Have a couple of items that might be of interest to Region 7 folks and hoped you could print this in the next issue of

CAPERS.

DENTON, TEXAS—FLY-IN (MUNICIPAL AIRPORT) JUNE 8, 9 AND 10

The Texas Chapter of the Antique Airplane Association will be having their annual Fly-In at Denton, Texas on the above dates and the manager of the airport, Clint Lynch, called to tell me that the Antique Group had extended a special invitation to our "Coupe Group" to join them.

It is strictly voluntary, but if you wish to participate, there will be a Bar-B-Q Saturday night, with free beer, breakfast Sunday morning and transportation to and from the motels. I understand the fee for this part will be approximately \$15.00 per person and you can sign up when you arrive. Clint indicated that he thought the majority of the folks would be staying at the Holiday Inn (817-387-3511) and the Ramada Inn (817-387-0591). If these units happen to be full, there is also a LaQuinta Motor Inn nearby (817-387-5840).

I have never attended this particular Fly-In before, but I know many of you have and I understand they always have a lot of beautiful (aren't they all) airplanes to look at and nice folks to visit with. I have visited with several of our group about this and looks like we can expect quite a few of four folks to show up. Denton is a super nice place to get together and seems to be pretty well centrally located for most of us so we will look forward to seeing everyone there.

Jerri and I had the pleasure of attending the Phoenix Fly-In, April 13, 14 and 15, and really had a great time. A super bunch of folks and a lot of beautiful coupes to look at. Jo An Cooper, Ron Jewett and all the rest of their group went all out to see that everything was first class. We would strongly encourage you to put this annual get-together on your list of "Fly-Ins to Attend."

Rod Bennett flew his "BLACK BEAUTY" in from Fort

Worth, Texas and before the Awards Ceremony was over, he was in the market for one of the expanded baggage compartment kits so he could carry all their trophies home with him. Congratulations Rod on winning the awards for: 1. Oldest Coupe (#38), 2. Most Original Coupe, 3. Longest Distance Flown.

Look forward to seeing all of you during this coming "Flying Season."

Amon Proctor

ARKANSAS NEWS

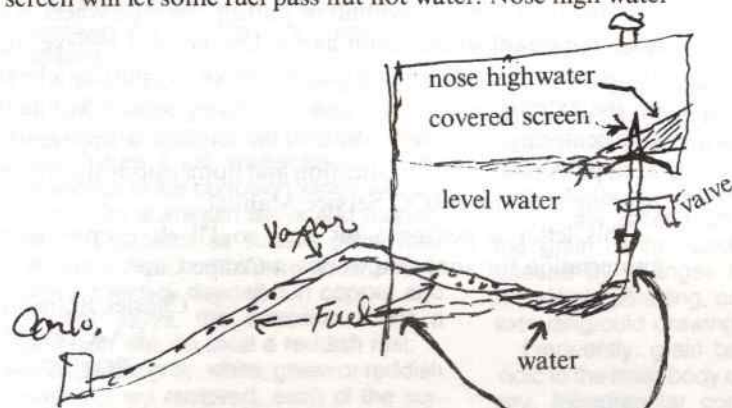
Hi you all

Guess I should report in and let you know I am getting my strength back and feeling gooder all the time.

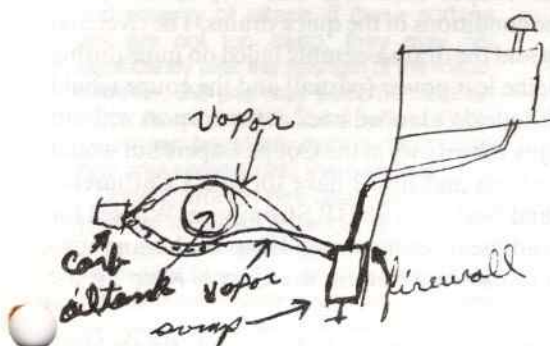
Hints and tips

Claude Bernington I have found when the case gets worn it lets the cam shift from side to side and hold valves open as much as 10 thousands .010. As the front left exh is closing, the front right intake is opening the com shifts to the left and the keel of the com holds the left front exh open a little. Don't take my word for it. As A.P. and A.I. told "Leonard Wilhelm 2819 So. Houston, Ft. Smith, and 72901" in couldn't happen. I showed him with dial indicator he had his case reworked, now smooth as electric motor. He had the engine apart 2 times and had tried 3 different props and nothing worked before.

Take of power loss can be caused by many things, mostly fuel related on 415 and Forney the top tank will hold more than a qt. of water before it will come out the line. Clogged screen will let some fuel pass hut not water. Nose high water



Cutt off the line to shorten it or make a new hole in fire wall.



On an Alon if you go over the tank you get vapor, if you go under the tank you get vapor.

You must go around the end of the tank on an Alon. I know the exh pipe and the cabin heat tube is in the way, but it can be done and it works. Just don't tie the fuel line to exh pipe, I've seen it done. Just remember to place the lines so water will go to the sump and vapor will go to the tank or carb. Don't get shook because some vapor goes to carb. Afterall the vapor is what burns, Liquid gasoline won't burn. A plugged vent in the top tank cap will put you in the trees. Another kind of water to beware of is suspended water in the fuel. *It all has it.* This water slowly freezes inside the inside the spray nozzle in the carb. and restricts the fuel flow like a smaller jet. This is not the type carb. Ice everyone talks about the cure, use full carb. heat in the first part of take off run. Remove carb heat before lift off. As the engine compartment and the fuel in lines and carb warm this ice is less likely. Don't run that engine on the ground. If you don't have time to check mags and carb heat while taxiing out, you are parked too close to the runway.

Have had several calls and letters about the picnic this fall, we need you to be here too. More than enough fun for many more.

Start polishing that coupe and saving your money the national is just around the corner.

See you there

Leonard and Laura Page
Rt. 1 Belleville, Ark. 72824
501-495-2647

Put your name and address on you letters if you want an answer.

ARIZONA COMMENTS

Dear Fellow Coupers,

Having just returned from the Arizona Coupe Group Fly-In, I thought I should give a Texas view of that operation, in a nutshell "it was great," by the way I was received and treated, I had to keep looking at my old plane to make sure it hadn't been transformed into a new Big jet. What a bunch of swell folks. All this came as no surprise, as far as I know anyone involved with Ercoupes are wonderful People. A special thanks to the Crafts for putting me up for the night in El Paso, the Jewetts for the caring & hospitality shown not only me but my mom and sister, the coupers for the hard work making it all a success, the proctor's for making sure I had region 7 support. they flew commercial from lubbock just in case I needed help hauling award's back to Texas.

I discovered some differences between Arizone and Texas. They start their tales with "there I was," we say "you ain't gonna believe this." They also have a Polish Princess, we could use one, she's neat.

All in all I had a good time visiting with my family and with old and new friends.

I would recommend the Phoenix fly-in to any who can make it, a good time is a sure thing.

Oh yes the old black plane performed well, as usual, with no major problems.

Thanks again to all

Rod Bennet

(You know! The guy with the black plane)

P.S. Looking forward to Minden

THE WISCONSIN ERCOUPER

April '84

Fellow Flyer:

I have a pile of stuff to report this month and, if I manage to forget anything, please blame my feeble mind, not the type-writer.

First off: Our first fly-out for 1984 at Janesville on April 8 was something of a first! Sorry you missed it.

Six (yes—6) Coupes from Minnesota right in line, landed with Illinois contributing 2 Coupes and a Cessna right on their tails and 1 Coupe from Wisconsin right on their tails. A sight to behold!

From Minn. was Vern and Claudia Brown in N 3675 H, Russ Jensen in N 99673. Hank and Louise Taxis in N 94740, Charlie and Betty Schultz in N 99831, Roger Baglien in N 2594 H, and Wilbur Eck in N 7563 C. From Ill. was Bud Felten in N 5473 F, Tom and Bob Crunk in N 3002 G, and Bud and Mrs. Meely and Ron Ringle in Cessna N 7167 M. From Wis. Sidney Cohen in N 94196. Ann and I drove in. I haven't had the time to get old N 99116 out for a test run yet so—ergo—the Dodge. All in all—18 people, 9 Coupes, 1 Cessna and 1 Dodge who helped make number 1 such a success. Ann and I certainly had the best seats, in front of the terminal, to watch this arrival. We also had the best when it came to departure time. The complimentary talk that went on in the terminal about the sight of that many Coupes taking off at the same time. Wow! Thanks a lot fellows and ladies for making our day!

Our good friend and fellow Couper, Stanley Gerlach, has gotten everything (except the weather) all set for us on our next fly-out on May 13th at Palmyra, Wis. If at all possible, try to be there by 11:30 seeing as how the Edge of Town Restaurant will stay open for us again this year.

Palmyra is a grass strip, elev. 854', 2100 long, 9-27, TPA 800'. Use 122.8 but, don't expect an answer. Park by Stan's hanger on the west end of the strip near the wind sock. I'll try to be there early so, you can home in on old 99116.

Last month, I reported \$163.50 in patch sales. I can tell you now that the figure is \$178.50. At this rate, it won't be long before we reach the goal of \$220.63. After that *all*-sales will revert to the Wing for you to use as you see fit.

On April the 4th I received a letter from our President of the E.O.C., Jon Hiles. He reports that the Nationals will again be held at Minden, Neb. Saturday, June 30 through Monday, July 2. In the letter I was asked if our Wisconsin Wing could take over the base radio after the airport personnel leave for the night. I am guessing from 5:00 P.M. to about 10:00 P.M. If any of you are planning on making it to Minden, and don't mind spending an hour on the radio to help guide other Coupes in, *please* notify me by mail or what ever that, you will help. If I were up there after dark, I sure would appreciate hearing from you. How about it?

Don't forget to mark your calendar for our next fly-out on May 13. Destination—Palmyra. If the weather co-operates, it wouldn't surprise me one bit if Stanley wouldn't have newspaper coverage of the Coupe collection. Last year we really got skunked with low ceilings.

Here is a "do it yourself hint." When you check your plane in the pre-flight and you find either oil in the gas or gas in the

oil, don't panic. Your only problem, very likely, is a bad diaphragm. Stop in at your auto repair shop and ask for:

D15, D137, R21, or R551 AC fuel pump kit. Keep and use the diaphragm and then throw the rest away. You will find a few other goodies in the packet but, **DO NOT USE THEM.** Be darn sure to throw them away or you may be tempted.

Here are four more names that you can add to your collection of Coupers in and around the state.

Bob Dermody

Hints 'N' Tips

BATTERY AVAILABLE

Alon Batterys are available from Wil Neubert Co. They have the correct battery price \$72.00.

I've had my Ercoupe for two years now and my philosophy is "the simpler and more original—the better." Even though I read Coupe Capers religiously I refer constantly to the ERCO Service Manual for correct maintenance procedures.

Water in the fuel tanks seems to be a chronic problem. Frequent checking and draining of the fuel pumps is a must. Since many coupes (including mine) have double fork nose gears or sagging main gear donuts the wing tank drains are probably not the low points in the system. Since the nose in most cases is higher than originally designed repositioning the airplane on a slope (downhill) or putting the nose wheel in a hole can establish the drain as the low point. I believe the above described positioning can be checked by putting a level on the extrenal longeron (page 300 of the Service Manual) and centering the level bubble. This leveling is apparently what gives rise to the specification and dimensions shown on page eight of the ERCO Service Manual.

This letter is getting a bit long so I'll close now, with appreciation for your fine work on Coupe Capers.

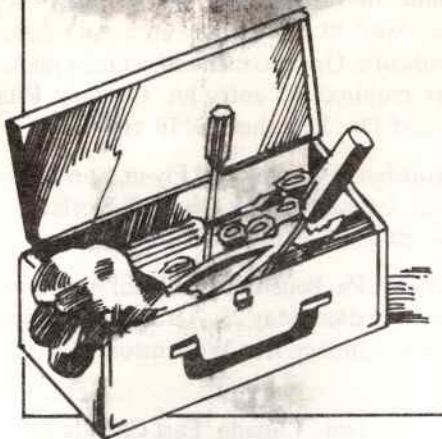
Sincerely,

Charles Branagh
EAA 149554
EOC 02884

Attached is check for my renewal. I agree with you about treating the old coupes with care and respect. Everyone should check the conditions of the quick drains. The rivet that holds the O ring and the drain assembly failed on mine during takeoff. The engine lost power (partial) and the coupe would not maintain altitude. We landed back at the Airport without any trouble. Enjoy the articles in the Coupe Capers but would like to see more hints and tips. I have for sale a Carburetor Float, Needle, and Seat for a 85 HP Stromburg. Will sell for ½ price. Please advise if we have an STC available and if so how to get one to use Auto Gas in the Coupe. Keep up the good work!

Terry A. Gray

P.S. Anyone looking for a good place to have annual inspections and excellent paint jobs should contact cartee's Aero Service at 803-947-6230. He has very good rates on his work.



Know the Signs Of Metal Corrosion

Metal corrosion starts the instant the fabrication or manufacturing process is complete. The speed of the deterioration will depend on many factors, but primarily on the type material used, environment to which it is exposed, fabrication or assembly methods used, and the degree or method of preventative measures taken to retard the corrosion process.

Basically, corrosion is a complex electro-chemical action that causes metals to be transformed back into their original salts and oxides. Formation of corrosion needs three basic requirements:

- There must be an electrical potential difference within the metal.
- There must be a conductive path between the two areas of potential difference.
- There must be a form of electrolyte or fluid covering the two areas.

Corrosion can cause eventual structural failure if left unchecked. The appearance of the corrosion varies with the metal. On aluminum alloys and magnesium, it appears as surface pitting and etching, often combined with a grey or white powdery deposit. On copper and copper alloys, the corrosion forms a greenish film, on steel a reddish rust.

When the grey, white, green or reddish deposits are removed, each of the surfaces may appear etched and pitted, depending upon the length of exposure and severity of attack. If these surface pits are not too deep, they may not significantly alter the strength of the metal; however, the pits may become sites for crack development. Some types of corrosion can travel beneath surface coatings and spread until the part fails.

Once corrosion has been detected, it must be removed as soon as possible, because it is generally a porous salt which attacks and holds water in contact with the metal (electrolyte), causing more

corrosion to form. Every visible trace must be removed by some mechanical or chemical means. The surface must then be chemically treated to form a film which prevents oxygen or moisture from forming on the surface. Then, a protective coating must be restored.

There are several types of corrosion and the following will define the different types and ways of detecting it in its early stages:

Surface Corrosion

Uniform surface corrosion is the most common type of corrosion. Where an area of unprotected metal is exposed to the atmosphere with its contaminants, there will be a uniform attack over the entire area. On a polished surface, this type corrosion is first seen as a general dulling of the surface, and if attack is allowed to continue, the surface becomes rough and possibly frosted in appearance. Oxidation of aluminum, steel or iron is common.

Pitting Corrosion

If surface corrosion is allowed to go untreated, it can progress into the next type corrosion, called pitting. Pits form in localized areas; they are detected as white or grey powdery deposits. Metal thickness is converted into salts, and when deposits are cleaned away, tiny pits or holes can be seen on the surface. If allowed to continue, in extreme cases, pitting can eat completely through the metal.

Intergranular/Exfoliation

Intergranular/exfoliation corrosion is an attack on the grain boundaries of a material. Granular structure of metal consists of quantities of individual grains with clearly defined boundaries, which chemically differ from the metal within the grain center. Lack of uniformity is caused by changes that occur in the alloy during heating, cooling, rolling and extruding/cold drawing.

Frequently, grain boundaries are anodic to the main body of the grain boundary. Intergranular corrosion may exist without visible surface evidence, and detection must be by eddy current, ultrasonic, or x-ray methods. Very severe intergranular corrosion causes the surface of the metal to exfoliate. This is a lifting or flaking of the metal at the surface, due to delamination of the grain boundaries caused by the pressure of corrosion residual product buildup.

Galvanic Corrosion

Galvanic corrosion occurs when dissimilar metals are in contact, and a cur-

rent path is provided by the presence of an electrolyte. Such corrosion occurs at the points, or areas, of contact. Aluminum and steel skins held together with steel fasteners in an aircraft form a galvanic couple if moisture and contamination are present.

Filiform Corrosion

Filiform corrosion is a thread-like filament of corrosion product which forms on exterior painted aluminum skins. Filiform corrosion occurs under an organic coating, intensified where the coating is mechanically ruptured, such as around fastener heads, in the presence of activators, particular chlorides, and where relative humidities are high (78 to 95 percent relative humidity at 40 degrees C). In environments where filiform corrosion is prevalent, frequent visual inspection is required.

Microbial Corrosion

Micro-organisms can live in water/fuel interface. They feed on fuel hydrocarbons and hydrocarbon type coatings and materials, creating sludge which forms a concentration of cells on structure. They excrete organic acids and act as an acid type sponge.

Stress Corrosion

Stress corrosion cracking is caused by the simultaneous effects of constant tensile stress and corrosion. Stress may be either internal or applied, and the following conditions could lead to stress corrosion:

- a. Residual stress from processes of heat treatment, forming, or fit up.
 - b. Sustained operating or static loads.
- Corrosion results from a combination of corrosive environment and protective finish damage.

Fretting Corrosion

Fretting corrosion is corrosion damage between close-fitting parts which are allowed to rub together. It is the corrosive attack on one or both metals, because of chafing under load. The results of fretting are removal or pitting of metal in the area of contact, galling, seizing, cracking or fatigue of the metal, loss of tolerance in accurately fitted parts, and loosening of bolted or clamped surfaces.

Corrosion is a universal problem that costs considerable amounts of time and money. It is essential that each operator maintain his aircraft based on operating conditions, environment, and service experience. Corrosion can be effectively prevented and/or controlled if appropriate early action is taken.

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.

Coming Events

MAY 19-20 — Battle Ground, Wash. Spring Fly-in. Goheen Field. Bomb drop, short field landing, dead-stick landing, climb-out contests, \$10 entry fee. Contact: Light Flight, 9304 N.E. 279 St., Battle Ground, Wash. 98604; 206/687-4988 or 263-2768.

MAY 19-20 — Statesville, N.C. Carolina Taildraggers Fly-in. Statesville Municipal Airport. Contact: Phil Hazel, Rt. 14, Box 94, Statesville, N.C. 28677; 704/873-1111.

MAY 19-20 — Hammond, La. Louisiana Balloon Festival and Air Show. Sponsored by the Hammond Chamber of Commerce, U.S. Army Golden Knights, Confederate Air Force, EAA. Contact: Noel Poirier, Box 1089, Hammond, La. 70404; 504/346-6126.

MAY 19-20 — Quincy, Fla. Quincy Air Fair Fly-in. Corry Field. Sponsored by EAA Chapter 445. Rain date, May 26-27. Camping and motels available. Arts and crafts and flea market. Contact: 904/877-9866 or 878-5304.

MAY 20 — Williamson, N.Y. Apple Blossom Fly-in Breakfast. Williamson Sodus Airport. Sponsored by the Williamson Flying Club. 7 a.m. to noon. Contact: John Oliver, Williamson Flying Club. Williamson, N.Y. 14589; 315/483-6011.

May 20 — Canton, Ill. Fly-in Breakfast. Ingersoll Airport. 7:30 a.m. to 11:30 a.m. Prizes and trophies. Contact: E. J. Reinholtz, Rt. 2, Canton, Ill. 61520.

MAY 20 — Vacaville, Calif. Aviation Flea Market. Nut Tree Airport. Sponsored by Solano County Sheriff's Air Squadron. Contact: Bill Aber, Box 799, Sulstun, Calif. 94585; 707/422-5000.

MAY 20 — Augusta Ga. S.E. Region Fly-in. Sponsored by the Daniel Field American Yankee Assn. All Grumman pilots invited. Contact: Dick McChesney, 8216 Inverary Place, Pineville, N.C. 28134; 704/542-7290.

MAY 25-27 — Watsonville, Calif. Watsonville Antique Fly-in. Sponsored by the Northern California Antique Airplane Assn. and the Watsonville Area Chamber of Commerce and Agriculture. Contact: Box 470, Watsonville, Calif. 95077; 408/724-3849.

MAY 25-27 — Hendersonville, N.C. Western Carolina Balloon Race and Air Show. Hendersonville, N.C. Airport. Organized by the National Balloon Racing Assn. Spot-landing and flour-bombing contests for aircraft and ultralights. Contact: Richard A. Northam Jr., president, Aerolina, Inc. 1232 Shepherd St., Hendersonville, N.C. 28739; 704/693-3910 or 692-7208.

MAY 25-27 — Atchison, Kan. Fly-in. Hosted by the Greater Kan. City Area Chapter of the Antique Airplane Assn. Amelia Earhart Memorial Airport. Potluck dinner Friday night, awards banquet Saturday night. Accommodations in the Benedictine College dormitories available, camping and motels. Contact: Lynn Wendle, fly-in chairman, 8902 Pflumm, Lenexa, Kan. 66215; 913/888-7544 or John Krekovich, president, 7801 Lowell, Overland Park, Kan. 66214; 913/648-1279.

MAY 25-27 — Moline, Ill. Ill-Nines Air Derby. Quad City Airport. Entries close April 30. Speed and Proficiency Categories — revised handicaps. Open to men and women pilots. Co-pilot or observer required. \$3 entry kit. Contact: Rita Adams; 61 Cumberland Dr., Lincolnshire, Ill. 60015.

MAY 26-27 — Williamsburg, Va. Colonial Fly-in. Sponsored by EAA Chapter 156. Contact: Larry Olson, 7 Dorlie Cr., Poquoson, Va 23662; 804/868-6303.

MAY 26-27 — Bellefonte, Pa. Bellefonte National Air Show. Bellefonte Sky Park. Rain date, May 28. Aerobatics, fly-bys, warbirds, static displays. Contact: Ken Williamson, 814/237-2581.

MAY 26-27 — Killarney, Ont., Canada, East Canada Tribe Fly-in. Sponsored by the Int'l Comanche Society. Killarney Airport. Contact: Ken Allen, 422-16 The Links Rd., Willowdale, Ont., Canada, M2P 1T5; 416/225-1805.

MAY 26-27 — LaPorte, Texas. Space City Int'l Air Show. Sponsored by IAC Chapter 25. Proceeds go to charity. Contact: Kevin Brabec, Box 4240, Houston, Texas 77210; 713/226-6472.

MAY 27 — Chestertown, Md. Fly-in Breakfast and Chestertown Tea Party Festival; Scheeler Field. Contact: Buzz Harris, 301/778-1222.

MAY 27 — Breckenridge, Texas. Classics, homebuys, warbirds. Members of the West Texas Wing Confederate Air Force. Contact: Breck Airways, 817/559-9129.

MAY 28 — Pt. Pleasant, W. Va. Fly-in/Drive-in Breakfast. Sponsored by the W. Va. Mountaineer Ninety-Nines. Serving begins at 8 a.m. Contact: Lois A. Fida, 308 N. York St., Wheeling, W. Va. 26003.

JUNE 1-3 — Merced, Calif. Merced West Coast Antique Fly-in. Merced Municipal Airport. Free transportation to Castle Air Museum. Contact: Dee Humann, registration chairman, Merced West Coast Antique Fly-in, Box 2312, Merced, Calif. 95344; 209/358-3487.

JUNE 2 — Salisbury, Md. Aviation Festival. Salisbury-Wicomico Airport. Static displays including military, WW II and antique aircraft. Aerobatics, crop-dusting demonstrations, parachute jumping. Food and beverages available. Rain date, June 3. Contact: George Duval, 301/543-8447.

JUNE 2 — Paris, Tenn. EAA Chapter 734 Air Show. Henry County Airport. Focus on warbirds. Contact: Richard Battles, Highway 69N, Paris, Tenn. 38242; 901/642-7676.

JUNE 2-3 — Winchester, Va. EAA Chapter 186 Spring Fly-in, Municipal Airport. Fly-bys. Trophies. Contact: George Lutz, 703/256-7873.

JUNE 3 — Quincy, Ill. EAA Chapter 488 Poker-Fly. Cash prizes, all hard surfaces, easy course. Contact: Pete Whitley, 18 Schildt Lane. Quincy, Ill 62301; 217/228-0017.

JUNE 3 — Wilmot, Wisc. Westosha Flying Club Pancake Breakfast. 7 a.m. to 1 p.m. Westosha Airport. Antique, homebuilt and current production aircraft. Airplane rides. Contact: 414/862-6796.



**THE
FABULOUS**

FORTIES

National Fly-In June 30-July 3, 1984 Minden, Nebraska

Saturday, June 30

7:00- 9:00 p.m.

Dinner on Airport

Sunday, July 1

8:00-10:00 a.m.

Breakfast at Motel

10:00 a.m.

Flight Safety Meeting

12:00- 2:00 p.m.

Lunch on Airport

2:00 p.m.

Flying Poker Run

4:00- 5:00 p.m.

Seminar: Allison 4-wing
tank modification

6:30 p.m.

Dinner at Motel

7:30 p.m.

Board of Directors Meeting

8:30 p.m.

Live Music and Dancing
at Motel

Monday, July 2

8:00-10:00 a.m.

Breakfast at Motel

9:00 a.m.

Flying Navigation Contest

10:00 a.m.

Seminar: Carl Hall's

12:00 noon

4-place Alon Restoration

1:30 p.m.

Lunch on Airport

2:00 p.m.

Seminar: ERCO Engine, Carden
Maintenance Roundtable:

Jon Hiles

3:00 p.m.

Bomb Drop & Spot Landing

Competition

6:30 p.m.

Attitude Adjustment & Cocktails

7:30 p.m.

Awards Banquet and

Annual Meeting

Tuesday, July 3

6:00 a.m.

So long to those who must leave
Group discussions for those
who wish to stay

June 30th. - July 3, Minden NE.

NATIONAL ERCOUBE

FLY-IN

JUNE 3 — Cadiz, Ohio. Fly-in/ Drive-in Breakfast. Harrison County Airport. Air show in evening sponsored by E. F. Aircraft Services and Harrison County Airport Authority. Contact: 614/942-8313.

JUNE 3 — Reedsburg, Wisc. Drive-in/ Fly-in Breakfast. Reedsburg Municipal Airport. Sponsored by the Reedsburg Optimist Club. 7 a.m. to noon. Contact: Thomas I. Hatch, chairman, 208 N. Locust St., Reedsburg, Wisc. 53959.

JUNE 3 — DeKalb, Ill. EAA Chapter 241 Fly-in/ Drive-in Breakfast. 7 a.m. to noon. Contact: Gerald Thernhill, Box 125, Hampshire, Ill. 60140; 312/683-2781.

FUTURE EVENTS

JUNE 30-JULY 3 — National Ercoupe Fly-In. Minden, NE.

JULY 15-20 — Int'l Flying Farmers, Winnipeg, Man., Canada.

JULY 19-22 — Dayton Int'l Air Show and Trade Exposition, Vandalia, Ohio.

JULY 22-27 — Flying Physicians Assn., Montreal, Canada.

JULY 28-AUG. 4 — EAA Convention, Oshkosh, Wisc.

SEPT. 14-17 — National Cessna 150/152 Fly-in. Minden, NE.

OCT. 24-27 — AOPA Convention, Nashville.

For Sale

FOR SALE: Carburetor Float, Needle, and Seat for a 85 HP Stromburg. Will sell for 1/2 price. Terry A. Gray, Rt '11 Wright Way, Anderson, S.C. 29621 225-2181.

FOR SALE: Left metal wing \$400.00 or trade for double fork or two good 9 gal wing tanks. E. Roland, Fla. 813-845-0666

FOR SALE: ERCOUPE 415-C C-75-12 Engine 690 SMOH airframe 1200 SN. Propeller BEECH ROBY variable hand pitch 135 SN. New fabric ceconite on wings, paint with DOPE new paint on the fuselage. New interior 9 CF baggage compartment. New split elevator with trim tab com. radio 360. E.L.T. C.F.A. august 84. For information phone: 819-478-1567. Will consider PIPER TRI-PACER in trade.

FOR SALE: 1946 Ercoupe 85HP. all metal 1582 T.T. 200 T.T.E. Genave 200. lites, bubble. lots of extras. 99773 \$5,900.00 Northern Mich. 938-2316. Joe La Londe, R#1 Williamsburg, Mich.

FOR SALE: 1967 Alon A2A, Ser No. A222; N5622F. Excellent Condition TTA 1553; TTS MOH 778; C-90 4.8 gph. ADF, Transponder, New King KX155 NAV-COM (flip-flop) w/ K1-208 indicator and KN-64 DME. All installed 8/24/82. HUSH-COM Intercom w/ headsets. Remote Compass. New Horizon. New Canopy and Windshield. Large oil access door. New ELT Ant. Vernier Throttle and Mixtur

controls. New Ram Horn control yokes, tires, tubes & brakes. Interior like new. Landing and taxi lights, ma and instruemtn panel lights. Always Hangared. Engine Compression #1-72/80, #2-74/80, #3-75/80, #4-75/80. Removable rudder extension pedal (left seat) for short pilot. Annual completed 3/7/84. Original records and logs. \$15,900 and well worth it. Bud Rogers, Sanford, Florida 305/323/2749 or 305/321-4981.

FOR SALE: Very clean 1946 415-C NAV-COM, transponder, new battery, new annual—must see to appreciate call Jim Calcote 817-325-9466 day 817-325-1193 nights. Box 263, Mineral Wells, TX 76067 EOC 1487

FOR SALE: 1946 Ercoupe 415C, 75 HP., 1498 TT, 690 SMOH. Annual 'til Oct., (509) 529-9665, nights. No collect calls accepted.

FOR SALE: Pair of metalized Ercoupe wings sprayed with zinc chromate inside and out include stc. \$800.00 or best offer. Call evenings 415-521-8486. C. E. Eck, EOC #2534

FOR SALE: 1948 Ercoupe 415C, 1429TT, 38 STOP, 375 SMOH, Extensive Annual 7/10/83, Excellent Condition \$4,500.00. Konitz Airport, Edgerton, Kansas, 913-882-6533. Donal E. Clabaugh, RR1 Box 167, Edgerton, Kansas 66021

FOR SALE: It seems that my age, the weather and father time has caught up on me so I'll have to back off from my restoration project of the Ercoupe 415C 85 H.P. Serial 2976 N235, H Some rivetting around the window remains, but mainly clean, paint and assemble is left to complete. All parts except windows and windshield. plus duplicate controls, empennage, nose fork and tires. (4 x 5 new) \$2100.00. extra parts real cheap! Ed Werner, 2097, 408-438-5260 N94087

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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: 1946 Ercoupe 415C 85 HP 415 SMOH 1200 T.T. Polished aluminum. celonite wings. NAV/COM radio well maintained. Fresh annual. \$5700.00 J. O. Frazier, Rt. 1, Box 67-D1, Barnwell, S.C. 803-259-7546.

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FOR SALE: '59 Forney F-1, 1060 TTAE, 400 STOH, fresh annual, excellent condition. Escort 110, King transponder, cockpit intercom. Has new mags, large oil door. \$6,800. Joe and Ngare Ring, 420 Lewis Ct., Claremont, CA 91711. (714) 624-3703. Mrs. N'gare Ring, 420 Lewis Ct., Claremont, CA 91711.

FOR SALE: Ercoupe Parts—2 Elevators—2 horizontal Stabilators rudders fins fuselage with tail cone center section and main gear 2 engine mounts rt wing less 3 nose ribs and more 913-539-2998.

FOR SALE: Region 2 Quarterly newsletter "Coupe Columns" only \$5/yr. Good coupe technical information, product news, pictures, etc. Sample copy for 2 unused 20¢ stamps (cheap!) c/o 1733 W. Katella Ave., Orange, CA 92667 (or check your Wing Leader's copy)

FOR SALE: Early 415-C elevator without trim tab. No longer available, this is the unit required for anyone with (or building) a "pure" or "original" coupe up to Serial #1623. Good condition, \$190 plus shipping. Will Crate. Can be modified to later configuration, if desired.

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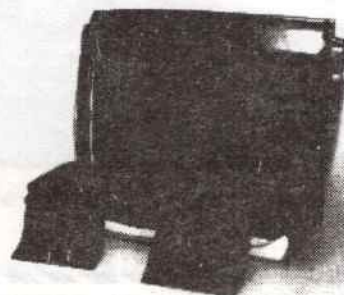
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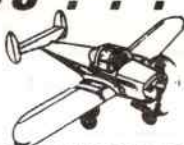
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