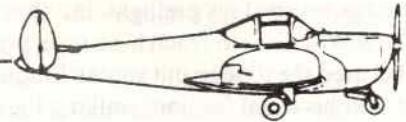


COUPE CAPERS

NEWSLETTER OF THE ERCOUPE OWNERS CLUB



Volume 13, Number 2, July 1984

24 Hour Phone (919) 471-9492

Editor : Skip Carden

GEORGE PLAYS DETECTIVE

"Go ahead, Mabel, call Walt. I'll be through here in a few minutes." So saying, George went back to pulling dead bees out of the filter element on the front of their 1946 Erco Coupe 415-C. Mabel hurried off to find a phone so she could let Walt Bacon know they were safely landed at Oceano Country Airport. Oceano County is known by pilots as Pismo Beach because of the community that adjoins it.

George mused while he pulled bees, one by one, from the filter, "I've never seen bees clog the filter like this before." It was George's custom to do a post-flight walk-around as he tied down his Coupe, and he'd spotted dozens of bees caught in the filter.

He and Mabel had just completed a short hop over the mountains from the little run down, over-grown airport at New Cuyama, where'd they actually had to extend their final because of sage brush growing on the runway. This had been the most recent leg of their cross-country journey, visiting Erco Coupes everywhere. They had especially wanted to visit Oceano County airport because of its exciting locale, right on the beach at Pismo Beach, California, famous for its flat beach that permits vehicles right down to the ocean, and for clams, a variety of razor backs that were as delicious as they were small.

He and Mabel had made their approach to the airport over the Pacific Ocean, turned base over thousands of sand dunes that stretched north and south as far as the eye could see.

"Look at all the dune-buggies," Mabel had exploded. "There must be a thousand down there tearing every-which way. I wonder why they don't run into each other."

"Sometimes they do," George had said. "That's why they have those long whips on their buggies. They put a flag on the top of the whip so they can be seen over the tops of the dunes."

George finished pulling the bees out of the filter of his Coupe. Now he stood up and looked up and down the line, taking note of the interesting airplanes he could see. Interesting to George meant Erco Coupes. He was parked between two other Coupes. There were other spots available, closer to the facilities, but George had selected this one without a moment's hesitation. Two other Coupes were visible close by.

He strolled over to the Erco Coupe next to his and admired the beautiful two-toned green paint scheme. The N-number was cleverly worked into the trim. It was easily readable from a distance if you were looking for it, invisible if you weren't. "Ingenious," thought George. "Oh, oh. More bees." He was pulling bees out of the filter of his neighbor's coupe when Mabel and Walt Bacon arrived. Bacon was himself a coupe owner. While Mabel was introducing him to George, his hand was shaking George's, and he was greeting him warmly, but his eyes were appraising George and Mabel's Erco Coupe.

"Is this your Erco Coupe," George asked Walt, indicating the

machine attached to the bee-filled filter.

"Oh, no," said Walt. "I live just a few blocks from here, but I'd never keep my coupe here. This sea air is murder for causing corrosion. I keep my Coupe in San Luis Obispo. It's half an hour drive, but it's worth it to be farther inland."

"Walt's Coupe is a trophy winner. It's highly polished," Mabel said. "He showed me some pictures already."

"Walt led them to the parking lot. George recognised Bacon's van right away—the California license plate said ERCOUPE.

As they drove to Walt's home, George said, "Probably just as well you don't tie down at Pismo Beach. The bees could easily clog your air filter."

"Ha, it would be a strange bee that would inhabit Oceano County Airport. There are sand dunes all around the airport and the dunes are kept barren by the dune buggies. A bee might stray into the area, but he—she, rather... the workers are ladies—she wouldn't stay long."

"Maybe the bees come from town," suggested Mabel. After all, she'd seen them with her own eyes.

"Well, most residents frown on bee hives in city surroundings," said Walt.

Mabel persisted. "George found bees clogging the filter in that plane next to ours."

"That poor fellow hasn't had a chance to clean his filter. He's in jail."

George shook his head. "I'm sorry when any couper is in trouble. Is there anything we can do—besides taking the bees out of his filter. I've already done that."

"I don't think so. He's in big trouble. His wife is missing. Police think he pushed her out of the coupe while flying over the ocean."

George and Mabel looked at each other in surprise. Mabel starting saying, "But how could....", when Walt interrupted, "Here we are at home."

After a pleasant dinner at Walt's favorite Mexican Restaurant in Grover City, there was more discussion about coupes and about their unfortunate colleague. It appeared that he'd done away with his wife. He had insisted that his flight far over the Pacific, duly recorded and reported by an Air Defense Radar installation, was a whale watch, and that he was alone. And that when he got home, his wife was gone, he knew not where.

The next day Walt dropped George and Mabel off at the sea-side airport. He said, "It's agreed. We'll meet in the air over Santa Maria and fly in formation to Santa Barbara. There's a Coupe Groupe fly-in there today. We'll be meeting on the patio portion of the Flight Deck Restaurant. We can see the whole airport while we eat lunch."

"Right, but please monitor 122.9 so you can give us a steer by radio. We're new kids on this block, you know."

"Ten-four," said Walt, slipping into C-B language instead

of Ercoupe, and drove off.

George finished his preflight, but they still had time to kill to allow Walt time to reach his coupe, preflight, and take-off. Mabel used the time to put suntan lotion on her face. George used it in his usual fashion, walking the flight line.

Later, as they taxi'd to take off he said, "Walt was right. No other coupes had bees in their filters. That worries me."

"Honestly, George, you worry about the strangest things. Having no bees is good news, I should think."

As soon as they were airborne George handed Mabel the mike. "Call Walt. Tell him we can't make it. Tell him we send our regrets to the Coupe Groupe."

Mabel's mouth was open. "What excuse can I give him?"

"Tell him your husband has a bee in his bonnet."

"Well, where *are* we going?"

"New Cuyama," said George with a mysterious smile.

* * *

An hour later, George wheeled the coupe about and turned final at New Cuyama. He added a bit of power to sail over the unused portion of the runway, which had been allowed to return to the natural state of the surrounding terrain. Sage brush covered the land and part of the runway. He touched down lightly. Hardly had the coupe stopped rolling when George leaped out.

"What's your hurry," asked Mabel.

"I want to see if there are bees in the filter. Ouch," he yelled. Then he laughed. "The little bugger stung me....and me a fellow flyer."

Mabel looked in amazement. Bees covered the filter. "George, have you been sniffing the 80-Octane again! You must be nuts. You were worried when there were no bees, and now you're practically cheering because there are...even though you're stung?"

"I'm happy because our fellow couper is not a murderer, though, for reasons of his own, he wants us to *think* he is. He knows what he is doing, even if we don't."

Mabel looked at George with wonder. She had seen what he had seen, heard what he had heard, and she hadn't an inkling of what was happening. George, on the other hand, not only knew what had happened, but what the mysterious Couper was *thinking*.

George was finished de-beeing the plane. "Come on Mabel. It's only a block to town. I hear they have Buffalo steak here. You wouldn't want to miss that. I wonder if they serve biscuits with it. I'm suddenly hungry for some honey." He hummed as he took Mabel's hand and started walking toward town.

It was easy to spot the airport crowd in the homey little restaurant. They sat together at one end of the counter, under a flotilla of model aircraft strung from the ceiling by threads. The models turned and banked in the breeze from the fly-fan by the door. They made a strange mismatched fleet, being modeled in a variety of scales. "Humph," thought George, "No Ercoupe." A poster proclaimed "RESTORE OUR AIRPORT—donations accepted here."

George, who usually avoided non-Ercoupe pilots avidly, now walked over and seemed to select the greasiest and oldest of the airport group. "I'd like to contribute ten dollars to that fund. Are you on the committee?"

The others smiled but George's selection positively beamed. "You might say I *am* the committee. And thank you. We can sure use it. But people usually don't thrust money on us like that."

"You have a beautiful location here. Best location in the country. I really love it, except for your bees."

"BEES—BEES—BEES. Ten months a year you can't catch a bee around here with a butterfly net. Then the sage blooms. The bees go bananas for sage." He ranted on, oblivious to the mixed metaphor. "Doesn't keep us from flying though. We just have to keep the filters clean, even if it means stopping two or three times a day."

The old timer rattled on and on, all through buffalo steak and trimmings, not including honey. There was, strangely enough, no honey in the New Cuyama Restaurant. George, who ordinarily had no patience listened to everything the oldtimer had to say with rapt attention. Mabel knew he was on to something pertaining to the case of the curious Couper, but, though she listened intently, too, she couldn't see what it was. Right now the oldtimer was rattling on about the new young man, panty-waist he called him, who had showed up a week ago. He claimed he was a pilot, but would show no papers. He pleaded and begged to rent a plane, but they refused him. Finally he bought one, an old Champ, the only bargain around. He had used a lot of promises for a down payment, and now was busy flying it regularly. Curious, he did all right, except for cross-wind. Just couldn't master it, and wouldn't take a lesson. Loner, he was.

As George, Mabel, and the old timer walked back to the airport together, the old-timer said, "Look there's the young fool now. Now, just watch this approach."

The three of them watched the Champ approach the field. A gentle breeze was ruffling the sage brush, and the wind sock pointed right across the runway. The Champ made a steady, even approach to the runway, wings level, crabbed into the wind.

"See," crowed the oldtimer. "What'd I tell you. Don't that fool have no rudder? Watch him."

"Whump. The Champ touched down crabbed into the wind. George and Mabel gasped, and the old timer laughed as the Champ's tail tried to pass the rest of the plane. The Champ did a ground loop and came to halt amid flying dust and propellor—chopped sage brush. The frustration of the pilot was evident in the deliberate way he taxi'd back in his parking spot. Even the plane looked angry.

"Poor fellow. That landing reminded me of my own transition from our Coupe to a Champ," sympathized Mabel. "I was mortified that it took so long to learn to use rudder pedals."

As they reached the tie-down area, the handsome young Champ pilot stormed by. His delicate features were marred only by a stubble of about two days growth.

"Unkempt fellow," muttered the old-timer. "Always has a two day growth of beard."

"Always a two day growth? Remarkable fellow. Remarkable beard," said George stopping still.

Mabel asked, "What's the matter, George?"

"Come on, Mabel. We have to talk to that young man about his landings."

When they approached the would-be Champ pilot, he

seemed dis-inclined to talk to them. He edged away from them as they approached. But George stepped forward quickly and whispered something in his ear. Mabel noticed that even under a two day growth of beard, his face turned pale.

"How long have you known?"

George answered gently, "I didn't know for sure. But now, of course, I do."

The young man stammered, "Are you from the Immigration? Or from *him*?"

"Neither," said George. "We're just a couple of Ercoupe owners, like your husband and yourself."

"Is he a she," whispered Mabel.

"He is—I mean, she is," said George.

The young pilot seemed to have wilted. "What are you going to do?"

"My hope is to help intelligent people who choose to own Ercoupes, not harm them. What can I do to help you. What is the story behind all this?"

"I promised not to tell."

"Then I'll tell you what I believe. You can agree or disagree without breaking your promise."

The young woman said nothing, and George began. "You and your husband were happy with your lives and happy with your flying. Your Coupe is lovingly and beautifully maintained. You flew happily together. You learned to fly from your husband in your coupe—you didn't fly before you met."

Mabel interrupted, "How do you know that, George? Did Walt tell you that?"

"No, you did, Mabel?"

"I?"

"Yes, it was you who pointed out the parallel between her training and yours, which as I recall also included a ground loop. She tried to land the three control tail-dragger like her two-controlled, tricycle-gear coupe. The result was the near-disaster we witnessed."

George turned back to the young lady pilot. "To continue, a former lover showed up with threats to your life."

"Not a lover. My brother." She stifled a sob. "He was about to force me to return to our native country. I have dishonored our family by skipping out on a prearranged marriage to marry a kind and gentle man."

"And a very brave one, too. Do you know he's in jail?"

"Jail? Why?"

"For killing you."

"But I'm not dead."

"He deliberately flew out to sea in such a way as to bring suspicion upon himself and to make it appear that you were dead. If you had merely disappeared, your brother would keep searching. If you seemed dead, it would divert his vengeance from you to your husband."

"To him?"

"And there he is like a sitting duck, in jail. Plus his problem with the police."

The lady gulped. She set her jaw and said resolutely, "I'm going back. He isn't going to face this alone. I'll get a bus out of here tomorrow. By the day after, I'll be with him."

"If what you say is accurate, that could be too late."

"But what can I do?"

"Take your plane. You'll be there in an hour."

"I might kill myself for real. You saw my landing."

"I happen to know a fine pilot who has made a successful

transition from Ercoupe to Champ, from two control to three control, from tricycle to conventional gear. She could go with you." He looked at Mabel.

"Me?" she croaked.

"Mabel, I'm afraid I haven't done much to inspire your self confidence. You're a good pilot, checked out in Champs. It would do you good."

Late that night three couples, George and Mabel, the Bacons, and their new friends, the coupe couple, he freshly out of jail, she freshly scrubbed free of her phoney stubble, gathered for a late supper of Pismo-clam chowder.

"We can never thank you enough," said the husband.

"I'm afraid we helped you out of one peril so you could face a worse one."

Said the lady pilot, "There's help in that area. I've confronted my brother. He was shocked to learn that I fly a plane. *Real women*, in his conception, would never do that. He has disowned me. He went away mad, but he went away."

"Perhaps he'll reach the twentieth century by the time the rest of us reach the twenty-first," said her husband. We cannot thank you enough, George."

"It's Mabel you should thank. She was the first to point out the flaws in your story. We are both convinced you can't throw a body, dead or alive, out of an Ercoupe, and if you could, you'd probably knock the tail off. Nor do you encounter flights of bees far out over the ocean. The bees led me to your remote hideaway airport, but Mabel spotted you. I was looking for a woman."

"I spotted her? How?"

"You pointed out that she flew like a Coupe trained pilot. And when I learned that she, I mean, he had a beard that neither grew nor was shaved, I knew we had our man—ah, woman."

"And George, just why did you whisper in her ear?"

"I whispered so she would know we had no wish to betray her."

"What did you say?"

"I said, 'Excuse me, young man, but your husband's in grave danger.'" They all laughed.

Mabel sighed, "That was another exciting adventure in our cross country trip, George. I hope the rest of the trip is all calm and placid."

But that was not to be.

—Chuck Ferris

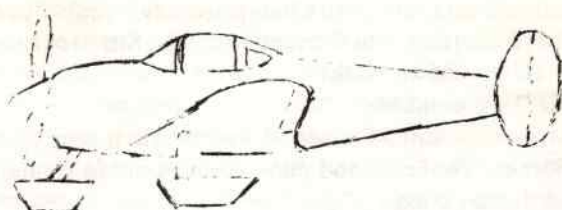
Hints 'N Tips

RAT-PROOF YOUR COUPE

Dear Skip,

Enclosed is a sketch (don't laugh—I'm no artist) of an effective method of mouse-proofing a plane. A letter from Mr. Dave Boyers, no address given, in January **Capers** made such a request. I have seen what mice droppings can do to Ercoupe wings. They become so much scrap iron in short order.

Besides being sloppy housekeepers, mice will eat a radio speaker for lunch and have the electrical system insulation for dessert. Mice are not nice creatures.



Nose Guard not really necessary, but the little devils like to nest on warm engines and munch on electrical wiring.



Fabricate Guards from Galvanized Sheet Metal.



Hinge or latch one end to skip around tire.

No bottom, but a $\frac{1}{2}$ " flange around the bottom would add strength.

No measurements for the guards have been given as the size would depend on whether the aircraft has wheel pants or not. The sides should be 10" to 12" high. I have never yet seen a mouse that could shinny up the inverted sides of a chunk of sheet metal.

Maybe you can pass this along to Mr. Boyers and anyone else interested in keeping mice grounded.

H. Allen Gamblin

P.O. Box 44

Chino Valley, Arizona 86323

Dear Skip,

It seems I read of Ercoupes having engine failures and loss of power on takeoff more than other ships using the continental "C" series engine. I have a coupe waiting to be assembled after resting since 1961 and I presently am flying a Cessna 140 with basically the same engine. Why Ercoupes? Thru the years coupes have suffered front end damage and possibly had the carburetors and manifold "x" replaced with another used but servicable item. To those who have searched for causes, I have another item to check and that is the fuel flow rate thru the carb. The NA-S3A1 has different float and seat assemblies depending whether the fuel supply comes from a wing tank or a lesser elevated tank resulting in a lesser head of fuel and slower feed pressure. I should have said in reference to the wing tank that I was thinking of the Cessna 140, a high wing. The specs. for a stromberg NAS 3A1 parts list #380174-1 which is on the cont. C-75 & C-85 Ercoupe is as follows:

Float mechanism p/n seat, float needle valve 383911

Size hole 0.1875

Float level — $13/32" + 1/64"$ with 0.710spec gravity fuel at $\frac{1}{2}$ LB fuel head. Minimum needle travel 0.048 inch.

The part number is stamped on the bottom section of the carb just above where the air filter assy bolts on. Now, to show what might possibly happen with another used like carb, a C-75 & C-85 parts list #380171-1, the seat assy. is of another number 384585 — looks the same — but has a 0.0113 size hole with same fuel spec but with a fuel head pressure of 2-4 lbs and minimum float needle travel 0.021 inch.

Suppose another carb which fits and looks the same is installed and seems to run OK on a coupe but came from a ship which had a high wing tank which had the smaller float valve feed hole. On takeoff at full throttle things might seem

OK for a while until possibly the fuel flow rate may not keep up the flow rate needed by the engine. After full power lift off the head pressure would lessen too because of the nose up climb attitude. There comes a point where the mixture becomes too lean from a slowly lowering float fuel level and the panic lite glows. If the above happens and the attitude is lowered and the engine picks up, I'd suggest the above be investigated.

Also: Dave Boyers asked about mice and how to keep them off of a coupe wing. Some coupes might possibly have mouse barriers installed by owners many years ago. The mice can only get into the wing by 1. where the wing spars bolt to the center section if the fabric or metalized material is not taped properly to close the small gaps, and 2. at the rear spar to center section connection. The connection area allows mice to run out the wing in back of the rear spar where you can see the many round lightening holes. These lightening holes do not go thru the back wall and end about 88 inches outboard where that section of spar terminates. That's where a barrier is needed because another section on spar starts. That section has holes both inside and outside so the outside holes must be covered. I think if the aileron is up that maybe aluminum 2" tape will work OK if the area is cleaned first. I have a metal stop where the spars transition held in with PK screws. Some spongy types of stirofoam might be simple to compress in there and I've found mice haven't bothered it in other installations.

Also, on each wing about 50 inches out from the center section there is a 1 inch hole on the back wall of the rear spar. The airspeed tubes come thru the hole on the left wing and good tape should block off any small opening left. On the other wing the hole is there and unused so tape should be used to block that too. There are no other ways a mouse can get in the wing. A now deceased friend and coupe owner since 1941 passed like info on perhaps 20 years ago and somewhere is in a antique coupe newsletter. Hope this helps someone.

Curtis Hewitt N93765

Bethany, Conn.

Please publish under maintenance hints and tips something that I have known to work for several years as a means of restoring engine power in the case of loss of power due to water in the fuel — for example winter ice that did not drain out in preflight but melted in flight — just after takeoff. Start pumping fuel into the intake manifold using the primer. Keep throttle wide open. It works instantly and prevents a crash.

In case of another otherwise lethal fortune, specifically if the chain cable on the top of the control column should fray through and break, under the seatbelts, lift up the seats, and lift up the aluminum seat tray and grasp the rod which goes to the ashiron control and steer the plane that way, to an acceptable landing.

I had a slight disappointment to learn that the nudist resort at Palmerton Pa. no longer has a runway in operation so that it will not be possible to fly directly to the Naturist conference this June. A nude fly-in would have been fun. there is another airport some five miles therefrom.

Sincerely yours
Barney Vincelette

Dear Skip,

In response to the recent request, in Coupe Caper, for technical comments I offer the following observations I have made regarding the Ercoupe 415.

I agree that just draining the tanks on preflight will not assure that all water is removed from the tanks. I have found that by placing the aircraft in a takeoff attitude, block up the nose gear, we can then siphon the tanks using a $\frac{1}{2}$ " plastic hose fastened to a $\frac{1}{4}$ " dower (plastic ties) about 18" long. The first time we did the above, we got about 1 pint of water out of the 3 tanks plus an assortment of bees, bugs and all sort of things (for this reason I recommend a hose of at least $\frac{1}{2}$ " in diameter). I try to siphon my tanks every month or so. I have not found much water after the first time. I also use watertight auto gas caps when the aircraft is not flying. We recently had to replace an exhaust stack which looked like new. By accident and an inquisitive nature we found a hole about $\frac{1}{4}$ " wide and $\frac{1}{2}$ " long in the left stack where it attaches to the front cylinder. The hole was on the inside, facing the crank case behind the attaching nut, very hard to see. During a preflight I notice a white dust on the fins of the cylinder, a close inspection produced the hole. This hole was subsequently found in two more Coupes with no other visible wear in the rest of the stack. On the Coupes where holes were present there is a space between the faffile and the cylinder allowing cold air to strike the exposed portion of the stack right at the point of the hoels. It would appear that erosion and extreme temperature changes caused failure of the stack.

I hope the above will be of help to fellow Coupers, everything considered I think we still have a good bird, just have to give them a little special care. Keep up the good work.

Sincerely
Sherwood Kretg
SN 1503

P.S. Using a mirror to reflect sun light into dark portions of engine compartment etc. will help you to see things which otherwise may be missed—compliments USAF.

Dear Skip:

Some Answer To Questions In The Most Recent Coupe Capers:

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

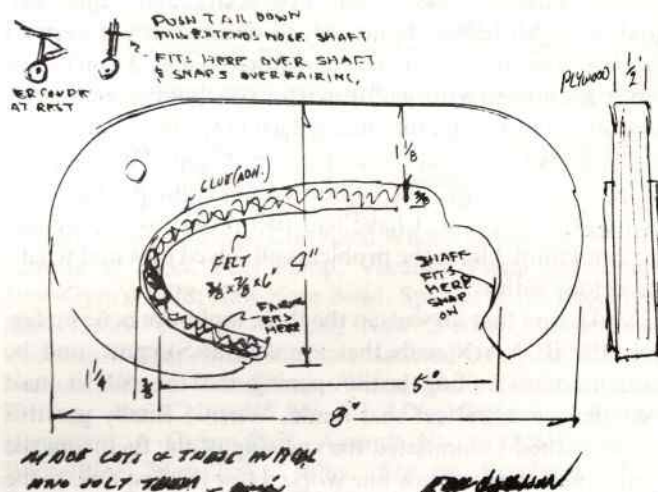
Herb Keibel cites the overflow of fuel from his header tank.

With serial number 1045 he has a 5 gallon header tank with a single $\frac{1}{4}$ inch O.D. overflow tube to the right wing tank. His fuel pump may have too large a restrictor orifice or non at all. An orifice diameter of $\frac{1}{16}$ inch is appropriate. If the pump is correct, the overflow tube may be partially obstructed. This tube has had air in it most of its 37 years. Any accumulation of corrosion or 'crud' can limit the gas flow down this tube and cause the header tank to build up and overflow. Blowing out the tube with compressed air may clear it. (Don't blow up the tank.) The five gallon head tank has very little volume above the overflow standpipe, thus making it prone to overflow with gas flow fluctuations. in the past I have reached in through the filler neck and bent the standpipe elbow down about a quarter inch.

BURT ELLEGARD

SKIP

Snap this on your Ercoupe nose gear—push tail down have someone snap this on—and the engine will be at a comfortable height—and if you want to prop it it makes it easier—if you run into a storm snap this on and turn tail to wind and you'll sit tight. I've made dozens of them—when our coupes first came out—sold dozens to aircraft service—then at cleveland.



From the Mail Box

Hi Skip,

As you can see I don't even what day it is—I note however that my Capers subscription is running out (April 84 issue, rec'd Monday) so here's my membership renewed.

Hank Taxis' 1985 Ercoupe dream might come true if:

1. well, maybe it could be re-engineered as a "foam & glass" composite airplane: very strong, no corrosion worries, weighs about 30% less.

2. and, maybe re-engined with the Ford Fiesta conversion (Javelin Aircraft, P.O. Box 18486, Wichita, KS 67218 (well,

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.

Ford Model 98, that's the Fiesta isn't it?) info pack \$5.00, 125 hp too.

I don't remember about the Skipper, but the Tomahawk was a committee-designed airplane (survey of 10,000 FBO's, remember?)

What kept Chuck Ferris' wheel assembly intact? Reputation of course.

Hand-proppers should tie it down first, or chock it well, and please only **crack** the throttle? It won't run away then; it might walk a little, but it'll be easy to catch.

Woops! for those of us who can't make Minden, maybe you could print an illustration of the Allison 4-wing-tank mod? (Must make the Coupe a single-seater?)

Oh well, here's the money; give me a re-start with the May 84 issue? Thank you.

Elliott Brown
EOC218

Dear Skip:

Yor speling is purfekt...ceep up the gud wurk and ferget the prufreding!!

All jesting aside, you can't imagine how eagerly everyone in the house reads Coupe Capers...I have to make my trek from the mail box to the house last as long as possible so I can read it on the way in.

I have a long...and harrowing...story to tell you about my precious little S N 948....made a necessary, and unplanned, landing at Mobeetie, Texas, which resulted in not even so much as a scratch on my newly restored wings. I don't have time right now to write it all down for you, but the culprit was a small piece of metal that had lodged in the little rubber seal of the intake valve on the fuel pump. I hope I'm using the proper terminology, but I think you can grasp what I am saying. In any event, I have had fuel problems...siphoning, etc, but I think I have the problems all solved now and what I have done is this:

Make sure that all seals in the three tanks are new, preferably the BUNA-N seals that are sold at Skyport, and be meticulous in cleaning the the openings that the seals sit on so that there is a perfect seal made. When I finally got this accomplished I eliminated the spewing of the fuel from the wing tanks, the overflow line worked (for the first time in the five years I've had my plane), and I have that restrictive fitting going into the fuel pump, but even that wasn't the answer, and one supposedly smart mechanic told me that that is what the shut off valve on the lower right side was for...if the fuel started to spew out the header cap, then just shut the valve off for a half hour or so. Well you can imagine how busy I was with that Mickey Mouse arrangement. I knew that couldn't be the answer, but now with my Buna-N gaskets, all new caps, and immaculately clean filler necks on all tanks, it works like the little dream Fred Weick originally designed.

I'm hoping to make it to Minden this year, but my husband (who is a non-pilot and non flying oriented) isn't too sure that's what he wants to do. He said that he would probably like it if the business meeting were held at a different hour from the banquet and Awards presentation, as the business meeting can be an excruciatingly boring event for a non-couper. The banquet was fun, the awards presentation was fun, but the business meeting was a disaster for him. I sort of

think this has merit, and that way, the people who find the business meeting necessary can attend that and those that find it the other way won't have to attend. You might pass these thoughts on to Jon Hiles, etc.

Must go Skip, and keep up the good work...

Sincerely,

Mary Lou Gunson
5451 S. Miller St.
Lilleton, CO 80127



I have been so behind that I have not been able to get back on top of things until now and I hope that things are about to get going again. The directory issue always seems to take more time to produce than I have allotted.

Some months ago I penned an article about the gas problems and the rip off that we were experiencing. Out of over two thousand readers we had only three that took issue with editorial to the point of writing and expressing a view. It was not written to be the last word nor was it written to be factual, but I am amazed at the things that have happened since it was written, Helmes resigns, sinking of tankers in Persian Gulf, oil profits up by a low of 25% to a high of 400% (note this is an increase in PROFITS over last year). It also seems strange that the Persian Gulf problem comes just before vacation time, and I expect you will see a price increase around the end of July or first of August. Back to the letters that I received that took me to task for the original editorial, sure was funny that out of the three that wrote two were employed by petroleum companys, and they told me how the companys weren't making any money (they didn't read the yearly financial reports).

Believe me I am not out for the scalp of major oil companys, in the first place my small voice would never be noticed and I believe that there is some really good petroleum companys and this is the meat of this dissertation I originally started writing this to praise the PRIDE REFINING CO. in Abilene, Texas. Last year while on the way to the Arizona Fly-In I had the pleasure of stopping in Texarcana, Tex. on my first overnight and the fixed base operator there was a PRIDE DEALER, they were most helpful and even accepted my gas charge on the strength of my Master Card. Several months later I received a statement from PRIDE and a letter thanking me for my business!! Since then I have received letters asking me to apply for one of their Credit Cards and a newsletter from time to time about what PRIDE is doing to make flying better. This in a time when others are trying to downgrade the service and quality of flight operations. In their recent Newsletter "Pride to Pilot", sent free to their customers once again they solicit your credit card application and they say that PRIDE uses only 100% domestic crude and that PRIDE purchases support the American system of free enterprise. They proudly speak of their fixed base operators. The articles in the three page newsletter are as follows; "Pride participation at National Air Transportation Association Convention Visible Evidence of Industry Support", "Pride Announces Winner of NATA Drawing", "Pride...The All American Fuel Pilots Appreciate", "Pride Recognized By The

FAA for Aggressive Pursuit of High Standards in Quality Control and Fuel Services", "Pride Quality Assurance Team Committed to Total Program", "An Invitation To All Pilots And Aircraft Owners From David Jones, President of Pride Refining Inc.", they also have a list of some of their dealers and fixed base operators. They have dealers in Texas, New Mexico, Oklahoma, Kansas, Colorado, Wyoming, Arkansas. I guess that I am so overwhelmed by anyone who is aggressively soliciting General Aviation business that I don't know what to do. I will do this and tell all of you that if you get a chance to buy from a PRIDE dealer...DO IT, these people think like we do and need our support...let them know that we appreciate their efforts on our behalf where it counts AT THE PUMPS.

Bob Dermody our on the ball Wing leader from Wisconsin sends me his monthly Newsletter, called The Wisconsin Ercouper the May newsletter which featured the calendar for the month and listings of things for sale and new members. Bob recounts that they will have another Fly-In on July 15th at Bayfield, Wisconsin and that there might even be media coverage for this one. If you would like to get Bob's newsletter then send him a small contribution to cover the printing and mailing and he will gladly put you on the mailing list. His address is Bob Dermody, 2215 Kearney Ave., Racine WI 53403. Bob has also gotten a listing of all Ercoupe owners in Wisconsin through the Wisconsin DOT and has made a mailing to all who are not Club members and invite them to join.

The Virginia wing was called together on Saturday June 2nd at the Hanover County Airport for a planning session. I had the opportunity to meet with several representatives of the Virginia Wing. Ram Aviation was most gracious in allowing us to use their pilots lounge to meet in. The following were in attendance; Jim Driscoll, Richard Smoot, Charlie Drummond and Hunter Wagener. After a discussion it was decided to hold a Saturday afternoon Fly-In sometime in July, possibly the third or fourth Saturday. Several locations were mentioned which had on field restaurants. The exact date and location of the Fly-In will be announced in the newsletter and special mailing. Also I would like to invite members from the DC, MD and NC areas to attend. It was also decided that we should have informal meets with the emphasis on fellowship and idea exchange. Again I want to thank RAM AVIATION for their hospitality and also the members attending.

More STC's for Auto fuel are coming out on a daily basis. The Peterson Flying Service in Minden, Nebraska has received STC's for the Cherokee 140-235, Tri-Pacer, Varga, Citabria, Gruman American, PA-22, PA-20, and DC-3. Different from the EAA STC's are the fact that Peterson had his STC's approved for regular gas, unleaded gas and av gas and or any combination of the three! Seems that Mr. Peterson has the ability to get STCs faster and with less problems than the EAA, who incidentally is still working on the Cherokee and the Bonanza and supposedly the Ercoupe. It is also reported that Peterson is about to get the STC for the 172 which would really put them in the market in fact perhaps the EAA can work with Peterson to get additional aircraft STCed and eliminate that duplication of STC's. I got one of the first Cherokee STCs issued and am most happy with it. The cost is a mere 50 cents per HP which amounted to 75.00 which I will recoup with two fill ups and then it will be pure savings.

A Photo contest is being sponsored by the AVIATION HALL OF FAME OF NEW JERSEY and MINOLTA. There will be prizes awarded for the winning entrys, last year there were more than 1,500 entries. For more information contact; Mr. Pat Reilly, Aviation Hall of Fame of NJ, Teterboro Airport, Teterboro, NJ 07608, 201-288-6344.

HINTS & TIPS

While in Virginia Charlie Drummond showed me his bright nav lites. Charlie has replaced the bulb in his rear nav lite (the Clear One) with a No. 1196 bulb which is the cornering bulb from a Cadillac and is really bright. It really fills up the clear lense with bulb. For the wing lights Charlie replaced those weak auto type bulks with bulbs from High Intensity reading lites. These are available from K marts and other places that sell those small high intensity lites. Charlie says to be sure and carry the old bulb so that you can get a replacement that is like the original as there are several types of these bulbs. Thanks to Charlie for this hint.

SERVICE ALERT

(incorrect Valve Springs installed on 85hps Jugs causing Cam Failure)

HELP NEEDED

I recently got a call that I am not able to find the answer to and will need any help I can get. The question is: "What is the proper amount of torque for the Wing attach bolts???" If anyone knows let me know or call 717-327-7186 and give them the answer. I have never heard this and would like to know. Skip

FOR SALE AND WANT ADS are placed free of charge to any current member of the Ercoupe Owners Club. Ads are run as received and those received after the 15th of the month will be held until the next publication. If you want to repeat your ad, then you must re-submit it for publication before the 15th. We accept no responsibility for any errors in ads other than to re-print it the following month. Non-members may place ads for a \$5.00 service charge per ad.

FOR SALE: 1946 415CD 1,400 TT; 874 Recertified Continental 0-200A; McCauley Metal Prop; NARCO Com-120/Nav-121; Collins TDR-950; M/B; Fork Nose Gear; Kenney Wheel Fairings; Cleveland Wheels & Brakes; 60 AMP Alternator; Elect. Fuel Pump; Vacuum Pump and Gauge; New-Gyro's-1978; New Nose Bowl, Spinner & Backing Plate; Rams Horn Control Wheels; New 3-color Imron Paint; Ceconite Wings; Airtex Interior; National Overhead Console; National Windows & Plastic Welts; ELT; Landing Lights; Britestar Anti-Collision Lite; All AD's; September Annual; Hangered. A Cream-Puff. Aircraft No. N3226H. Colors: White/Blue Metallic/Lt. Blue. See at Roseburg Muni. Roseburg, Oregon. (503) 679-5766 Evenings. P. O. Box 336, Dillard, OR 97432.



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FOR SALE: 1946, 415-C, 75 HP, Ercoupe. N93502, S/N 825, Approx. SMOH, 50 STOH. KX-175 B w/201 B OMNI in Alon style panel. Fiberglass nose bowl, new glass flat windshield, custom interior. Two year rebuild completely documented. \$6500. W. Yahner, 9631 Pleasant Lake Boulevard #Z-6, Cleveland, OH 44130. (216) 886-4972 or (216) 781-3000. No collect.

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FOR SALE: Used Goodyear brake and wheel set from 415C. \$50.00 plus shipping. Richard E. Reilly, 200 Ball Farm Rd., Oakeville, CT 06779 (203) 274-5292.

Wanted C-85, 0200 Engine for my Coupe. Ernie Williams, Rt. 4, Box 291, Jacksonville, N.C. 28540.

WANTED: Cleveland Wheel and Brake Assembly for 415C. Must be in good condition, would prefer 800x6 tires. Write to: D. W. Carrell, 2352 Delaware Ave., PGH, PA 15218.

WANTED: 415 C or D Ercoupe without rudder pedals. Must have fresh annual If you would fly it to Alaska, then its in the condition I want! In fact if you want to fly it to Alaska I'll pay your expenses and return airfare if we can make a deal. Contact: Robert Nobmann, 3935 Apollo Dr., Anchorage, Alaska 99504.

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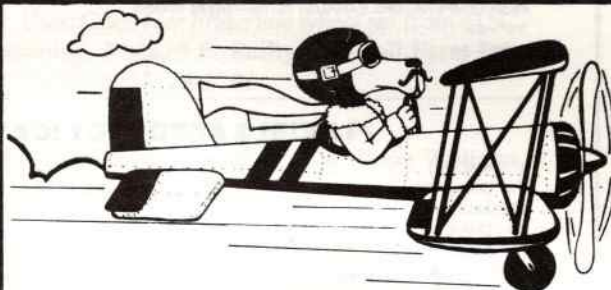
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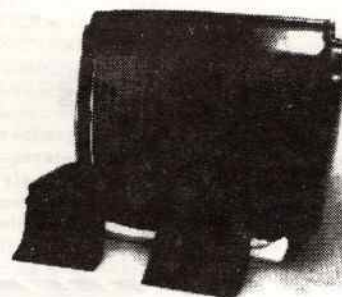
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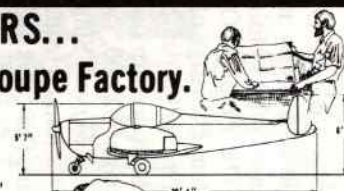
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