

Coupe Capers

Monthly magazine of the Ercoupe Owners Club January 1992

Complete





Clem Beauchemin, in "The Silver Butterfly" passes a bundle of clothing to Wings of Warmth organizer and EOC Region 6 East director Steve Kish. Wings of Warmth collected over a thousand parcels of coats, clothing, and food for charities and provided good-news publicity for aviation.

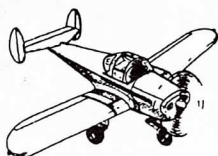
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Articles, Photographs, Members advertisements and Letter submissions are strongly encouraged. Materials should be sent to: Editor, Coupe Capers, 511 W. Gift Ave., Peoria, IL 61604-2855, 309-685-8673. **Story deadline: 15th of month preceding. Member ad deadline: 19th of month preceding.**

The fax machine will answer the phone from Noon-12:30 and 2 a.m.-4 a.m. **Central** time. Messages and articles may also be submitted through CompuServe mail to Ed Burkhead 70410,3231.

Editor.....Ed Burkhead



Overhead

By Skip Carden
I Didn't Get My Capers!!

This is a phrase that I am hearing more and more. The main problem is that the US Post Office is getting slower and slower with mail delivery and I see no relief in sight.

Quite often, though, the problem is not with the PO but with you, the subscriber. When you move, or your address is changed, you **MUST** notify headquarters in order to continue to get Capers.

We mail under a second class permit and the PO is supposed to notify me when your Capers is not delivered and to provide me with your new address. But, this takes time, sometimes two or three months.

To insure that you don't miss any copies you **SHOULD** notify headquarters at least 4 weeks before you plan to move so that we will be sure that the address is changed in time for you to receive it.

If you do not notify me of any change, the PO will **trash** your capers and then notify me that you are no longer there. They **WILL NOT** forward 2nd class mail! If you move between two addresses such as Bob Mellinger, between Florida and Ohio it is most imperative that you notify me a full month before you move!

The only way around all of this and to insure that you get your capers in days, not weeks, is to request First Class service. Then the PO will forward your mail for up to a year. The charge for this service is \$32.00 a year instead of the usual \$20.00.

Also with the transition to the new editor, the newsletter has rightfully slipped a little behind and we are now about a month and a half behind in our mailings, Ed is working at a fever pitch and hopes to catch up by the first of 1992! So be patient — just look at all the extra pages that have been in the recent newsletters (equal to three or four small newsletters). He is doing a great job and will have it all on schedule soon. -Skip-

[My apologies for not catching up that one month lag sooner than this. This is the catch-up month. I sent the December issue to Skip on December 30, the January issue is going to him on January 14th, and the February issue should go to Skip on January 20th. Our target is to mail the issue on the first of the month for which it is named.]

I have received a call from a South-Easterner commenting on articles in an issue two weeks before I received the same issue here in Illinois — and then, a week after receiving my copy, I received a call from a member in Utah who had still not received his. We'll blame that part on the post office. The whole thing is mailed the same day to everyone. Thanks for your patience. Ed.]

Election update

You probably didn't receive the November issue that announced the elections for regional directors until late December. Since this January issue is being finalized barely 15 days later, we'll print the election ballot in the February issue.

That'll give approximately 30 days for your nominations to arrive at the national headquarters before we typeset the ballot. Due to the compression of issues as the editor catches up with the calendar, this will only make about ten days delay.

The final typesetting of the February issue will be (is? was?) done on January 20th.

We hope this will be the fairest way to handle the election, given the catching-up process of the printing schedule.

Coupe Currency Corner

By Ron Kerlin
CFI, ATP

When the engine feels like an old rubber band, the take-off run takes the whole runway, and the climb-out hardly climbs, the problem may be density altitude.

Density altitude is the altitude your aircraft knows it's at! It is, simply, field elevation corrected for non-standard temperature and pressure. Field elevation, as shown on the altimeter, is just where we think we are.

In the last issue, we saw (courtesy of Forney) that the true airspeed increases about 2% per thousand feet of altitude gain. This means that, at a density altitude of 4,000 ft., assuming your Coupe normally lifts off at 65 mph, it will now require a groundspeed of $((65 \text{ mph} \times .02 \times 4) + 65)$ or 70.2 mph for liftoff even though the indicated airspeed indicator will still show 65.

Besides the greater distance required to accelerate to this higher liftoff speed, the less dense atmosphere contains less oxygen per cubic foot, thus your engine will produce less horsepower.

Due to the lesser amount of oxygen, you may need to conduct a full power run-up and lean to achieve peak rpm. An extra 100 rpm may amount to as much as 10 horsepower in our aircraft!

FAR 91.103 requires us to determine runway suitability by some reliable means before each flight. Even more important: it would spoil our day to run off the end of the runway attempting to lift off. Let's look at a conservative means of estimating the effect of density altitude on takeoff performance.

The objective of our planning is not to simply be able to compute density altitude. It is more important to be able to accurately predict the effects of density altitude on our already meager performance.

Let us assume that most coupes at gross will require about 750 ft. for liftoff at sealevel on a standard day. Since we should be concerned about clearing any obstacles at the end of the runway, let us use as our basic unit of performance, the runway required to clear a 50 foot obstacle. This concept of runway computation is similar to that used by jets and transport category aircraft. [This take-off/landing criteria was invented by Fred Weick long,

		Temp C° ———>					
		15	20	25	30	35	
Altitude in 100s of feet ↓	0	15	20	25	30	35	Percent increase over sealevel standard day
	10	25	30	35	40	45	
	20	35	40	45	50	55	
	30	45	50	55	60	65	
	40	55	60	65	70	75	
	50	65	70	75	80	85	
	60	75	80	85	90	95	

long ago. It applies most importantly to our small airplanes and small runways. Ed.]

Computing runway required in this manner allows us to have enough runway available to reject a takeoff right up to the point of liftoff and still have room left to stop the aircraft.

Since the takeoff roll itself is about half of the distance required to clear a 50 ft. obstacle, we will consider our basic takeoff runway required to be 1500 ft. for a Coupe at gross weight on a standard sealevel day on a hard-surfaced runway.

To approximate the percent increase in runway-required over the basic 1500 ft. at any combination of temperatures or field elevations, simply add the field elevation (in hundreds of feet) to the existing temperature (measured in degrees Celsius). The result will be the approximate percentage increase over our basic sealevel, standard day performance. For example:

Field elevation is 4,000 ft. —> 40
Temperature is 30° Celsius —> 30
gives percent increase of —> 70%

Field elevation of 800 ft. —> 8
Temperature of 15° Celsius —> 15
gives percent increase of —> 23%

Almost all airplane thermometers have both Celsius and Fahrenheit scales so you can just read the temperature in de-

grees Celsius. If you only have a Fahrenheit thermometer, your flight computer will do the conversion.

Remember also that climb performance is reduced by about the same percentage as the runway required distance increases! This is especially worth remembering when you can see something BIG off the end of the runway! Also, don't forget to add an additional 25% if you are using a grass runway.

Using our basic 1500 ft. runway-required at sealevel (to clear a 50 ft. obstacle) then, assuming 4,000 ft. elevation and a 25°C temperature, we see that the chart calls for 65% increase or a total of 2475 feet.

The above chart should prove useful in a wide variety of non-turbo aircraft. But, remember that this is presented as an aid to planning and should not be used in place of available aircraft flight manual or pilot operating handbook.

Coupe Currency Corner is written by E.O.C. member Ron Kerlin. Ron is an ATP rated Gold Seal flight instructor. He welcomes your comments and requests for topics and also welcomes your questions regarding anything of a training or regulatory nature. He can be contacted at:

Ronald L. Kerlin
9485E 1000N
Syracuse, IN 46567
219-856-2921

Ercoupe to Russia project

needs technical advisor to guide volunteer workers

By Ed Burkhead

Help is needed to complete the Ercoupe which will be given to Vitas Lapenas, the "Soviet" pilot who lost a leg and was severely burned in 1989.

Lapenas was an international competitor for the Soviet aerobatics team. He earned the respect and affection of many of the American sport aviation community — after his accident, they wanted to do something to help.

In the former Soviet Union, there were basically no airplanes that an injured pilot could fly. It wasn't possible in the Soviet Union for an individual to own an airplane so arrangements were made to donate the plane to the Soviet Aeroclub where Lapenas is a member.

Aeroflot, the Soviet airline (now Russian?) agreed to transport the Ercoupe to Russia.

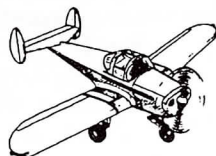
As you'll see below, our members D. Wayne and Audean Woollard, made a heroic donation of their damaged airplane AND ENGINE to the project.

The school that is rebuilding the airplane needs an Ercoupe expert or reasonable facsimile to guide the reconstruction.

A volunteer (or several) is needed to advise the mechanics who are doing the restoration! Though it would be best to have someone in Colorado or a neighboring state who could visit the site, a distant technically adept person could help as well. Some long distance communications would be necessary if the volunteer isn't near Colorado.

Can you help? If so, call me (address is on page 2), Patty Wagstaff (address is on her letter), or D. Wayne Woollard (ditto).

Thanks to the Woollards for their wonderful donation!



By Patty Wagstaff
912 W. 6th Avenue
Anchorage, Alaska 99501
907-277-0282
FAX 907-274-8040

Dear Joe [McCawley],

First of all, I want to thank you on behalf of the Vitas Lapenas Fund for all the help you have given us in this project. We have made a great deal of progress in reaching our goal of sending an Ercoupe to Vitas from Oshkosh, 1992, and have you to thank for much of it.

Wayne Woollard of Castroville, Calif., has donated his damaged Ercoupe and an engine for [the project.] It was delivered to the Emily Griffith Opportunity School, Aircraft Maintenance Training Center, yesterday, in Denver Colorado.

We also have another Ercoupe fuselage that has been donated to us which is on its way to the Emily Griffith School.

Mr. Art Burnett is our contact at Emily Griffith and he has agreed to have his students put the Ercoupe together for us.

The Ercoupe Club has been so helpful to us. We have raised over \$3,500 with your help and with donations solicited from Sport Aerobatics, Sport Aviation and other private donations.

I would like to get the name of the president of the Colorado or Denver chapter of the Ercoupe Club. I am sure they would want to be involved with the rebuilding of Vitas' plane and we could use their expertise and direction.

I would appreciate it if you could send me the name of a Denver contact. I would also like to have a copy of the Ercoupe Club mailing list so that I can keep the club up to date on how the project is going.

We have been taking pictures trying to document the project and I will send you some soon. I will be in touch.

We need your help!

By D. Wayne and Audean Woollard
Dear Ed:

I must admit, you have had a powerful influence on me! To explain...

Last year, I decided to install an O-200 engine in our Ercoupe. I located an engine out of a homebuilt that had faltered on landing after getting its feet tangled up in the top wire of a barbed wire fence. (The pilot said the altitude was insufficient for an adequate recovery!)

After four months of consternation and trepidation, the task was complete. I flew the Coupe on May the first, 1991.

On May 5th, 1991, she faltered and fell after the quick drain separated mysteriously from the bottom of the gascolator. The venturi effect quickly drained off all the usable fuel and no amount of pumping on the primer produced any response from the new en-

gine!

I managed to find a partially plowed field and touched down on the mains, rather hot (due to the "D" models limited up elevator travel), and proceeded to nose the aircraft over on its back after the nose wheel collapsed.

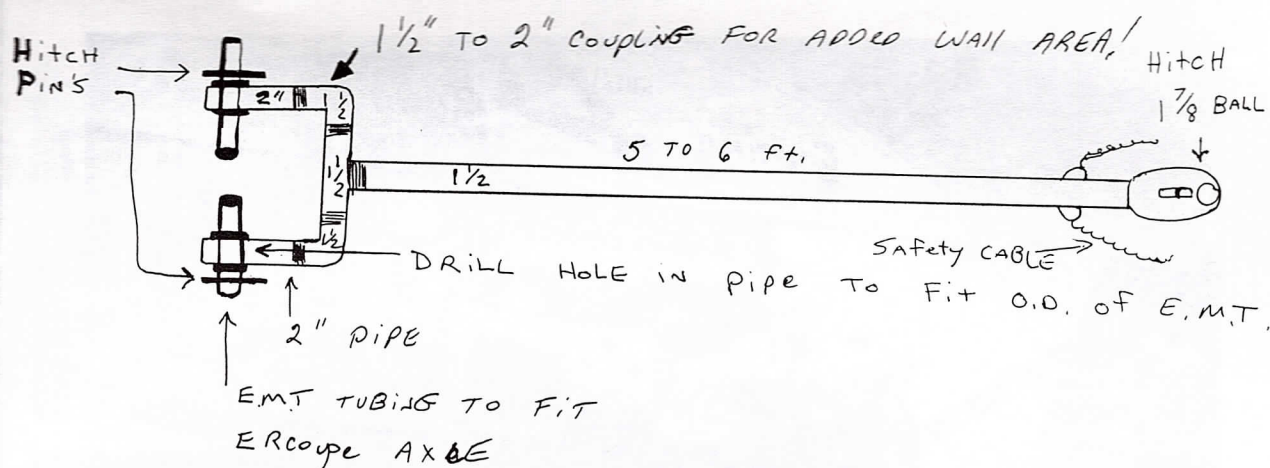
The airplane was transported to my hanger. I recovered in a few week's time, the insurance paid off and I bought another Coupe. An Aircoupe this time. However, I still had this damaged aircraft in my hanger and I needed to do something with it — I had bought it back from the insurance company.

That's where you come in!

On page six of the first edition of the "Capers" that you edited, you ran an article on the "Ercoupe to Soviet Union

Ercoupe to Russia

Continued on page 5



Tow bar for Ercope. 1 1/2" iron threaded pipe approximate cost \$35.00. Designed by Paul De Athos, Detroit, Mich. 313-548-0003. Towed Coupe at maximum of 20 mph, seven miles from airport.

Back-issues of Coupe Capers available

Many of you have written requesting back issues. We have sold out of all of the issues except for 1991. We have all of the '91 issues and they are

available for \$1.00 each to cover shipping and handling. After the printing and mailing of the December issue the complete set will be available for \$10.00 for the complete set.

If you need issues from previous years they can be obtained from the EOC Archive located at Bowling Green State University. There is a modest charge for this service. The complete address is; Center for Archival Collections, 5th. Floor University Library, Bowling Green State University, Bowling Green, Ohio 43403.

Louisiana/ Mississippi fly-ins?

By Clif Istre
109 Country Club Dr.
Covington, LA 70433
504-892-6299

I am interested in Louisiana and Mississippi Coupe fly-ins. Maybe others so interested could write or all me.

Ercope to Russia

continued from page 4

for injured pilot." [Inspired by Joe McCawley's contact with Patty Wagstaff. Ed.] After reading the article, I called Joe McCawley in Florida. He tied me in with the lovely and vivacious Patty Wagstaff. Soon we had made plans to donate N99893 in its entirety, with the old C-75/85 engine and all, to the cause.

Shortly after this all took place, we made arrangements to transport N99893 to Denver on a van/trailer provided by Patty Wagstaff and piloted by her able assistant Karen Roberts. The plane was delivered to the Emily Griffith School on about November 18, 1991, into the hands of Art Burnett for the rebuild.

Everyone that I have talked to is

partially familiar with this project and is willing to help. However, we are without coordination — I'm out here on the west coast, Patty Wagstaff is in Alaska and the airplane is in Denver.

What is needed is someone in the Denver area who has some time to assist in this endeavor!

It is imperative that the plane be ready for test flights in the spring! This is the result of the transportation logistics provided by Aeroflot which is to transport the Coupe to Russia in the Belly of the Whale known as the AN-224. This is to take place after delivery of a bunch of Sukhois to the Pompano Air Center.

The engine should not be a problem as the Emily Griffith night classes are going to zero time the original

engine that came with the airframe known only as #2516. I didn't help much, though, when I tipped it over in the plowed field.

I am open to suggestions from anyone who would be so kind as to help bring this project to fruition.

The Emily Griffith school address is:

8301 Montview Blvd.
Denver, CO 80220
303-322-7747

My number at home is:

D. Wayne Woollard
P.O. Box 1097
Castroville, CA 95012
408-663-5512

408-663-4250

We really appreciate your help.



Wings of Warmth was started by Ercoupe Owners Club member Steve Kish to provide help for the needy and good publicity for aviation. The 1991 event, held in Kutztown, Pa., brought in 1066 parcels for charity from 711 participants. Of those, 303 flew in. Joe Buck made a trip on Saturday and a second trip on Sunday to bring donations from the NASA/Goddard Flying Club in Maryland.

Help flown in by Wings of Warmth

By Fred Pierce
Editor of *Talewind*
Newsletter of the Goddard Space Flight Center Flying Club

Steve Kish's Ercoupe "Jamie Lynn" was the first arrival for 1991's "Wings of Warmth" charity fly-in, and rightly so, since it was all his idea.

Watching coverage of a plane crash a few years ago, Steve, EOC Region 6 East director, decided to find another way for aviation to make the news. In December of 1989, the first "Wings of Warmth" took place at the Coatesville, Pa., airport.

Chaired by fellow Couper Kathy Wilson, the event was a great success, collecting clothing, food and toys for distribution to local charities and shelters, and making friends for general aviation.

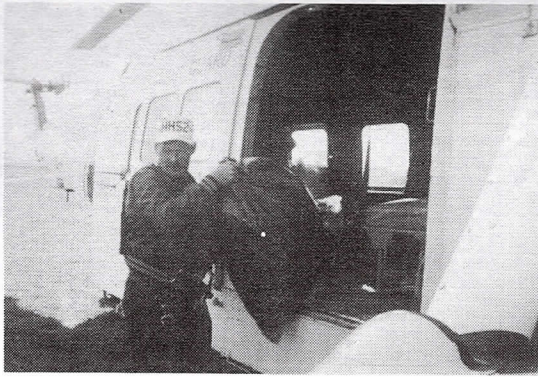
The following year found WOW at the Kutztown, Pa., airport. Despite weather which kept all but the most intrepid flyers on the ground, it resulted in accumulation of over 600 bundles and even more community interest. The event was extended to two weekends because of the weather and the many calls asking for a rain date.

This year, WOW was scheduled for November 9th and 10th, once more at Kutztown. But, again, weather threatened to turn "Wings of Warmth" into "Wheels of Warmth," so Steve and Kurt Lebo (who had been working with Steve since WOW moved to Kutztown) decided to postpone until the following weekend.

The predicted rain and snow were late though, and several aircraft arrived Saturday morning, their pilots unaware of the postponement. They accepted the change of plans good-naturedly, leaving their donations and expressing plans to return next week. The rain finally arrived late Saturday.

The following Saturday arrived gray but flyable and the forecast for Sunday was even better. The "Jamie Lynn" was the first, but certainly not the last, aircraft to arrive that weekend.

Tom Paradis, a member of a 7-plane group comprised of NASA/Goddard Flying Club members arriving from Freeway and College Park airports in Maryland, set the distance record from the South (including his land miles from Alexandria, Va. to Freeway). The club had collected



Crew Chief Ed Kohler unloads the last bag from the Mid-Atlantic Air Museum's Sikorski HH-52 "Seaguard" helicopter. The helicopter flew in bags of clothing gathered by the museum's staff from nearby Reading, Pa.



Kathy Wilson of Coatstown, Pa., pilot of the last plane to arrive at Wings of Warmth '91, slides down her window. Kathy brought the last two of 1066 bags of clothing to be donated to the needy.

over 1,200 pounds of donations at the Goddard Space Flight Center in Greenbelt, Maryland and expected two more aircraft to make the trip with the rest of the load on Sunday.

Clem Beauchemin arrived early Sunday in his Ercoupe, "Le Papillon Argent" from Farmington, Connecticut, setting the overall distance record. On display, and drawing the curious, were a "Hum Vee" combat vehicle, scout helicopter, and other weaponry brought by the Pennsylvania National Guard.

Many who dropped in to find out what was going on went home to bring donations. One who did so was Melvin Mitchem who lived just across the road. When he returned, he entered the drawing for a free sailplane ride and was delighted to be informed Sunday evening that he had won.

A crowd gathered when the Mid Atlantic Air Museum's big Sikorski HH-52 "Seaguard" helicopter appeared in the distance. Arriving from nearby Reading, the amphibious helicopter, retired from the Coast Guard, was still fulfilling its mission of rescue. This time, instead of rescuing boaters in lake Michigan, a typical function at its last duty station in Chicago, it was bringing donations collected by the Museum. These were added to the already enormous pile

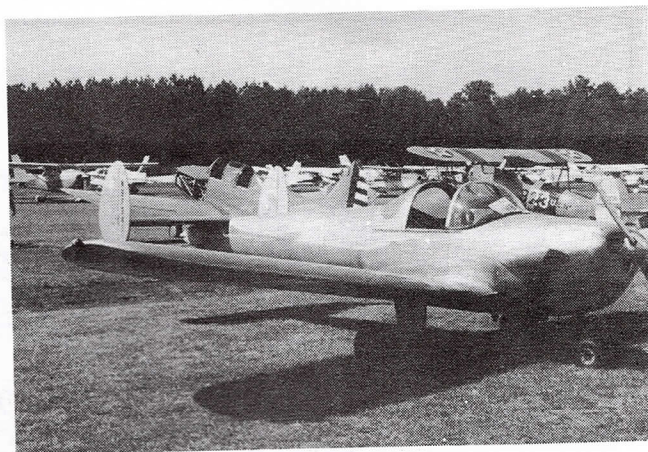
accumulating under the Christmas tree in Kutztown Aviation Service's hanger.

Inside, the smell of hamburgers, chili, and hot coffee surrounded the many exhibits by local charity, social, and aviation organizations. Several visitors mistook the chili for home-made, but it was Wendys Old Fashioned Hamburgers who has been providing the complementary food for WOW since the beginning.

The Kutztown Radio Control Modelers, Berks County 4-H, and Mid Atlantic Air Museum exhibits attracted lots of attention. The 4-H's two legged Holsteins (people in costumes), who even helped unload aircraft, were particularly noteworthy.

It was a good weekend. Forty-four fixed and three rotary-winged aircraft brought 303 of the 711 participants in WOW this year; this was a flying event.

As the sky reddened, volunteers began loading an estimated 1,064 bundles into the Salvation Army school bus and other vehicles. But make that 1,066. An Ercoupe was the first to arrive and would also be the last, as Kathy Wilson taxied up in her Black and Gold Coupe to bring Wings of Warmth to a proper close.



Just for Fun Fly-in at Fredricksberg, Va.

By Skip Carden

The weather all up and down the east coast was CAVU on Friday September 27th. and stayed that way all weekend.

This was the second year for the Just For Fun Fly-In held at Shannon Airport in Fredericksburg Virginia and I am sure that there will be a Just For Fun number 3.

Having to work on Friday, I was not able to leave until late in the afternoon. N87209 was in rare form with the loran reading 107 ground speed. I made the 160 miles in an hour and twenty minutes.

Upon arrival, I was directed to a special parking section that was reserved for Coupes. After shutdown the line people told me that they were expecting five or six Coupes to attend. I got a ride to the motel, checked in and then met up with some pilots that had a car.

We opted to go into town and eat in historic downtown Fredericksburg. We found a really nice restaurant that overlooked the Rappahannock River. The food was great and so was the company and stories. All being tired, we went back to turn in early so we could get an early start on

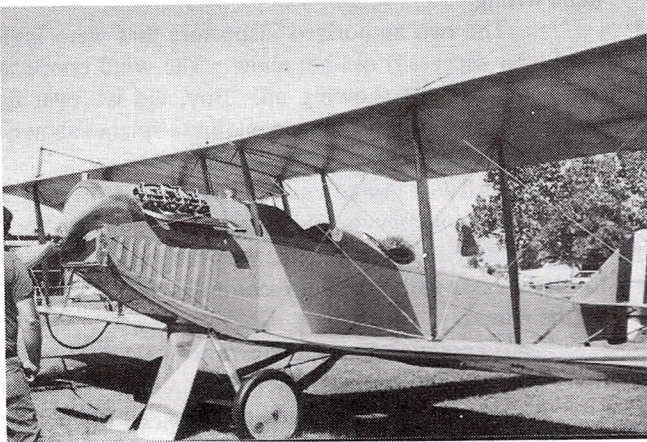
Saturday.

Arriving at the airport around 11:00, there was no doubt that this would be their largest fly-In ever! Cars were streaming in the gates and were being parked in a large field adjacent to the airport.

Since I was late arriving Friday, I was not able to register. I proceeded to N87209 and took off the cover and opened it up. I then walked down to the registration tent to sign in. By this time almost all the parking area was full and I noted there were five Coupes already parked in place.

The surprise of the day came when I registered, there was no fee! On top of that they gave me a large bag of goodies from the local merchants and suppliers. I saw Walter Johnson from Virginia Beach with his coupe. Most of the other owners I did not have the opportunity to talk with as everyone was looking at the planes or shopping in the Fly-Market.

I must mention the Curtis Jenny that was there. The plane is owned by Ken Hyde, who is responsible for this unbelievable restoration. I understand that he started with a



few wooden pieces and some wire and literally built it back using original drawings, it is better than new!

Space doesn't allow me to elaborate on this beautiful ship but I believe that it was featured in "Sport Aviation" last year when the Jennies flew at Oshkosh. They even started the OX-5 engine for those who had never heard one of the slow turning V-8s run.

As the sun began to settle in the west lots of planes began to depart for home although the Fly-In was having a banquet and awards that evening. Since I didn't plan to leave until Sunday I had bought tickets for the dinner banquet and attended.

The banquet was well attended, but mostly locals. Walter and a few others stayed over for the dinner. The awards looked as if they would be a complete wash-out as the first four or five winners were not there.

After dinner there was a humorous talk about helicopters by George Weiss, who has promised to send me a copy to print in the newsletter after he gives it at The Man Will Never Fly meeting at Kitty Hawk in December.

Sunday dawned CAVU and the ride home was an exercise in sightseeing across the beautiful Virginia and North Carolina landscape.

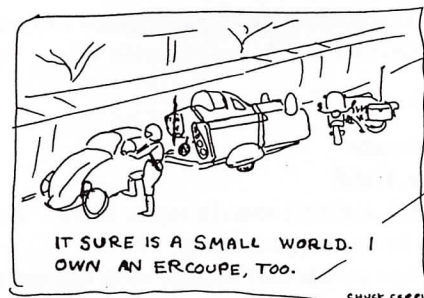
This was my second visit to Fredericksburg in the last few months — the first time was by car. This is a really nice place to fly-in to. Fredericksburg is a historic place with much to see

and do. There are many motels and several historic bed and breakfast inns available allowing you to sleep in a 1700's vintage house or Inn.

The main street is lined with small shops and stores. There is a walking tour and a driving tour. Fredericksburg has played a part in the Revolutionary War and also the Civil War and was the home of Martha Washington and other famous persons.

Shannon Airport is a full service airport. Cars are available from Auto Lease for \$23.95 a day for compacts with 100 free miles. If you make reservations, you can call the airport 15 minutes out and they will have the car there when you arrive.

This is a perfect place for a nice get away weekend and I give it four stars as an airport and a place to visit. Fall is a nice time of year to visit Historic Fredericksburg. - Skip -



BROOKS' "FIRST EVER WEIGH-IN BAR-B-QUE BASH"

By Laura J. Brooks
Palmdale, Calif.

Dear Skip,

The Southern California Region 7 EOC October 1991 Fly-in is history. It has taken two weeks to recover. Here are the facts and figures:

It was great, warm, clear, little or no wind, unusual for Fox Field.

Joe and I arrived early Sunday morning to find N5486F tied down in transient parking. Chuck and Chris Darbonne had flown over from Atasadero Saturday evening.

We began to set tables, food and scales with the help of our good Navion buddy Wayne "Rick" Johnson. Soon, the Ercoupes began to arrive.

Ed Bilewitch, N5474F and Sandy Bilewitch, N6545Q arrived from Hesperia. Stinson driver Bruce Theilbar also from Hesperia. The Bakersfield wing drove over. Jesse and Linda Guerro, with Andy Broncato. From El Monte, Les Slifkin and Mike Stalker in N6527Q.

Wing Leader, Gary "Skud Runner" Dalugge in N3040G had to get a "special" out of Camarillo at noon just to get to Fox.

Of course, Apache N1422P with Lance "N.P." Schaus, his friends Paul, Marge and her son Robert waited for the LNEMFALC to go VFR at Long Beach to get up to Fox. Soon Lance's Ercoupe will be flying. Word has it the call sign will be "Moon River."

Bill "the Coupe Moose" Jacobi drove down from Fallon, Nev., for the longest distance trophy. Wayne "Father Ercoupe" Olson drove in from Hesperia.

The North Las Vegas Wing arrived in mass (via Olds) with Max Dubrava, Tommy Atkinson, and Don Perry.

Some of our local Fox Field folks joined in. Frank Roncelli, our local EAA president; Jim Thomas, Tailwind; Dave Burdette, highly modified KR-2; Tom McDuffee, Navion; and Ed Mauldin, Hughes 300 ramp duster all participated.

All in all, we weighed eight airplanes, five Ercoupes, one Navion, one homebuilt and one twin (Apache). We fed over 30 people with 42 Porterhouse steaks and all the goodies that go with them.

Thank you all who participated and supported the Ercoupe Owners Southern California Wing. See you next year.

By Joe Brooks
Palmdale, Calif.

L.J. makes it sound simple. Not so. Next year we expect to have a larger turnout.

The weight and balance took months of preparation. I wrote a program to do all the calculations and print

a neat form that resembles the information on the original ERCO weight and balance form.

The day before the fly-in in the hanger, the computer refused to boot up. I could not tell if it was the poor electrical service or the tin hanger or stray static electricity. So, the data was recorded and computed Sunday night at home where the computer worked as if nothing had ever gone wrong.

The two authorized inspectors that were invited (and who accepted) did not show. The wind cooperated 100% by also not showing up. Boy, did we ever have beautiful weather. Had more people and airplanes shown up, we would have been pressed for time.

As it was, things wound down and L.J., myself, and Wayne Johnson got a breather before cleaning up. Special thanks to Wayne for running the weighing in his hangar and to Linda, Jesse and Andy for recording data and measuring all the planes.

If enough interest is shown for next year, we will make it a two-day affair.

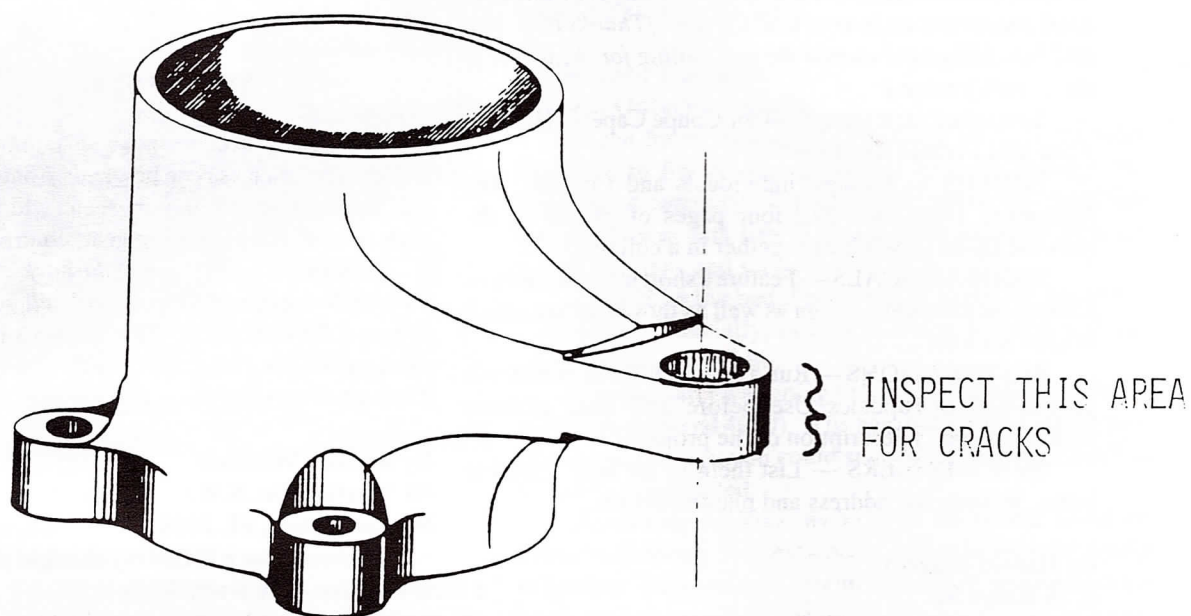
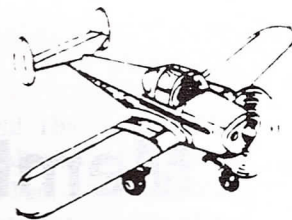
For those of you dying to know, all the airplanes passed. (How do you flunk a weight and balance?) Most planes were heavy. No light weight Ercoupes showed up to show off. All planes were weighed with full fuel and oil. The average empty weight was almost 1,000 lbs. and the empty center of gravity was very close to the forward limit.

Of course all planes were Forney, Mooney A2As and Alons, which says a lot as to why they were certified at 1450 max gross and 75 lb. baggage allowance.

P.S. With 6 years and 1700 hours 74H still super-cruises along (warp speed without afterburners) — truly Ercoupe.



"I'll let you report this one."



SEVERAL ERCOUPE OWNERS HAVE REPORTED CRACKS IN THE STEERING COLLAR IN THE AREA WHERE THE STEERING BALL ATTACHES. WHEN THE LUG BREAKS OFF, THERE IS A COMPLETE LOSS OF STEERING WHICH CAN HAVE DISASTROUS RESULTS.

INSPECT THE STEERING COLLAR FOR CRACKS AT EACH ANNUAL AND ANY TIME THE NOSE GEAR RECEIVES AN UNUSUAL SHOCK.

Members' letters -- to keep in touch

By Ros Hawks
Durango, Colorado

Regarding the "three point" landings (See Sept CC), I feel that while such a landing technique may be called for in a severe cross-wind, it is the wrong way to land a Coupe. My way is to flare three or four feet above the runway surface and hold it off until it quits flying and settles onto the main gears, then letting the nose wheel down gently. Of course, with a crosswind, you need to bring the nose wheel down more promptly.

The Sept. 1986 issue of Coupe Capers contained some letters from Bob Sanders, owner of Sanders Aviation the worldwide distributors of the Ercoupe which give some very good instruction on how to land Coupes. *[Thanks Ros. You and Burt Ellegaard started the ball rolling for the theme of this month's issue.]*

You asked for suggestions for Coupe Capers. Here are a few that I would like to see:

PHOTOS — Groups, individuals and Coupes. The November 1986 issue had four pages of photos of the national fly-in [assembled together in a collage.]

BIOGRAPHICALS — Feature a short bio on members. Choose members at random as well as those that are active in club activities.

RESTORATIONS — Run a feature as often as material permits of Coupe updates. Use "before" and "after" pictures with the owner's description of the project.

NEW MEMBERS — List them in the next available issue. Include full address and phone number.

By Harold Singrey
8778 Ridge Rd.
Williamsfield, OH 44093
216-293-8200

Appreciate the article in EOC Coupe Capers about my airfield. However, please correct the spelling to HALJOY and the coordinates to 41-30-35N, 80-35-29W.

I just finished a 48x48 hanger on my airfield and will be open for business specializing in Ercoupes very soon.



"HERE COMES THE FAA...AND YOU TOLD ME YOU WERE A CAMOUFLAGE EXPERT IN WWII."

By Jim Hensley
Ashland, Kansas
Dear Skip,

Congrats!! I am glad you decided not to sell your Coupe. I am the one who called you from Kansas and had a guy here who would have traded his 1928 model T roadster for your Coupe. (By the way, he is still interested.) ...

[The rest of the letter, about gas tank fixing, is in the hints and tips section. Ed.]

By Gregory Jannakos
716 Zimalcrest Rd.
Apt. 2814
Colombia, SC 29210

I have recently purchased a 1946 415C Ercoupe serial number 207.

The basic airframe looks very good but it is missing some pieces such as nose bowl and front landing gear parts.

Do you know of drawings, etc. which show assemblies such as nose wheel landing gear, controls, etc.?

[Check the advertisers in the back of the Coupe Capers — both Univair and Skyport will sell you the Aircoupe & Ercoupe Parts Manual. This includes exploded diagrams showing all the parts. They will, also, sell you the parts. Their good services keep us all flying. Ed.]

By Bernice Williams
50 Aviation Dr. N.W.
Winter Haven, FL 33881

Enclosed you will find my check to pay for membership in the Ercoupe Owners Club.

I purchased N2586H, Serial #3211, last May and have been having a ball learning to fly. It looks like I am about the fourth person to learn to fly in this particular plane.

This is a model 415 C/D originally purchased in August of 1946. I am lucky as the previous owners kept all the paperwork and I have all the up-to-date books.

We have been down the road with many of the problems mentioned in some of your old "Coupe Capers" and we have found them very helpful. Harold Harper handed down the old newsletters with the airplane when he sold it to Pete Lansbury. I bought the plane from Pete, who in turn, handed everything over to me. I am looking forward to future newsletters so that I can continue to learn more about the plane from your membership.

Oh yeah, I am 65 years old and in love with my husband — but the Ercoupe comes in a very close second!

We live in a development right on the Winter Haven Airport. Anyone that talks airplanes is a welcome visitor to our home.

THE DAILY TRIBUNE

Grounded . . . for now



Beaming with pride at his 1946 Ercoupe, Paul DeAthos turned a lot of heads when he towed the tiny two-seater plane from the airport in Troy to his Ferndale home.

Collector just 'plane' loves it

By Beverly Hatcher
Staff Writer

Paul DeAthos is not all that interested in buying an old T-Bird or Corvette . . . or even a B-52. When it comes to collecting, he'd rather have his 1946 Ercoupe, thank you.

The Ercoupe is a tiny 20-by-30-foot plane that was mass-produced from 1946-49 and is considered a leader in fail-safe engineering to avoid accidents.

plans to store the Ercoupe in his garage over the winter while he does some restoration work.

A pilot for 12 years, DeAthos bought the single-engine airplane three years ago just because he liked it . . . and because its fighter-like canopy can be opened during flight to aid in another hobby of his: aerial photography.

He feels fortunate to own one of the models. Of the 2,000 Ercoupes produced,

have any rudder pedals. You steer it with a steering wheel.

The planes, considered very safe, were designed to be stall-proof and spin-proof with a steerable nosewheel, simple two-control system and telescopic landing gear.

DeAthos' Ercoupe can seat two persons, side-by-side and attain a maximum speed of about 125 mph. It is a little over 20 feet in length and 30 feet

**By Paul De Athos
Ferndale, Michigan**

Recently, I decided to call the local newspaper with a good news story about my airplane being towed down the street on its own gear.

We sure turned a lot of heads as my Ercoupe was pulled, by my own homemade towbar (plans enclosed).

Please print this in the Coupe Capers — it will encourage others to make Coupes newsworthy items.

I'm going to repaint my Coupe bright red this winter. I'm already ground-sick and miss the skies!

[This is great, Paul! With a small amount of effort, you got front page photo and lead story coverage in the area's daily newspaper. That is the kind of favorable story we all need the public to see! Ed.]

**By Nancy Cullen
Wichita, Ks. 67203**

Dear Skip,

Enclosed is my payment for my first year's dues in the EOC. I recently became part owner of an Ercoupe with my father. He has owned the airplane for 25 years. I am also in the process of getting my pilot's license. I look forward to receiving your publication as I learn all the joys and respon-

sibilities of aircraft ownership.

I am not new to the aviation world. I have spent the last 17 years as an air traffic control specialist in the Denver, Los Angeles and now Wichita, Ks. areas. I am currently holding a supervisory position. I must say, that in spite of my experience, looking at it from the pilot's side is a new revelation!

Back to the airplane. It has been out of annual for some time and will need some new instrumentation (I will be flying in and out of an ARSA here at Mid-Continent airport) as well as cosmetic work. I hope nothing more will be needed. It was flying fine the last time it was up, over two years ago.

I'm glad there are clubs like the EOC around to help those of us who own planes not well known by the usual support personnel. Wichita being the air capitol of the world gives us a lot of exposure, but this airplane will be the only one of its kind on the field.

**By Bernard Flanagan
Ottawa, Ontario, Canada**

I have been unsuccessfully trying to find out what happened to Jim Rodinone and his Ercoupe Salvage and Restoration company. I ordered a rebuilt rudder from him last year about this time and was very satisfied with his prices, courtesy and service.

It would be too bad if he couldn't make the grade and went under financially, as I was looking forward to doing other business with him.

In particular, I was going to buy a set of wheel pants for my Ercoupe (serial 4970). If he has disappeared off the face of Florida, perhaps you could suggest another supplier? It would be appreciated.

[According to Skip, we've had no recent word on Ercoupe Salvage. The last word was that he was still trying to operate. Skip was told recently that Rodinone had moved again and changed phones again. Skip was also told that Rodinone had shipped bad parts and was still not paying for parts that he had gotten from members. Check Univair and Skyport, advertisers in the back of the Coupe Capers, for the parts. Ed.]

I enjoyed the September issue of Coupe Capers and I have a few comments I would like to make: I learned to fly back in the early '50s on Cessna 120s and 140s. Compared to an Ercoupe they were still back in the dark ages. I remember, in particular, their landings. They sounded like a tin piano falling down stairs, while in an Ercoupe (particularly on grass) [the landing is so quiet that] one has to be careful it is actually on solid ground. Even on a hard surface it can be difficult [to hear and feel the touchdown].

Further, with their spring type landing gear [combined with the archaic tail dragger configuration], the Cessnas would cheerfully leap back up in the air at the slightest provocation of a pilot's misjudgment. They'd give an impression of an airborne kangaroo being pursued down the runway (with a very unhappy pilot in the pouch).

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The part I really disliked was not being able to see above, behind, or forward. It was always a very uncomfortable feeling trying to peer over the high panel, being 5'8", without enough seat cushions to cram your head into the roof.

On a three point landing, which was much encouraged, you could see absolutely nothing ahead and had to judge everything from the side window. It is a compliment to the human physique the flying schools didn't end up turning out a race of deformed people whose head was situated in the middle of the chest.

Fortunately, the Ercoupe solved those problems, but I think in those days people figured the Ercoupe was a 'sissy' airplane, and it was macho to fly around not being able to see where you're going. Something like Charles Lindbergh with his periscope. How nuts can you get?

I mentioned the attitude of non-Ercoupe owners as expressed in the article *The Rodney Dangerfield of Aviation* to a friend of mine who was a long time bush pilot and AME, who had flown the same Ercoupe as I back in the early 60s, and his comment was that both Piper and Cessna well knew exactly what they were up against with the Ercoupe and proceeded with a deliberate campaign to verbally shoot it out of the air.

They succeeded only too well and put aviation back 50 years. Witness the new (old) rag wing being produced for \$60,000 or so, the rebirth of the Cub in homebuilt form, and old Tri-Pacers and Cessnas staggering about the sky.

However, even the Good Lord took pity on the dull and the ignorant. Perhaps all Ercoupe owners should practice the virtues of sympathy and understanding.

On another matter, I purchased my plane three years ago after not having flown since 1964 and I found I had forgotten a good deal. It took me all of 5 hours of dual to remember what I had to know and solo with confidence! I figured I wasn't getting one day younger and if I didn't buy it, I would spend the money anyway drinking beer and regretting it.

It came with a little booklet laughingly called Ercoupe Instruction Manual of some 35 pages, 14 of which were lists of dealers in the U.S. It also contained a couple of pages on landing in a crosswind, and that's about all of note. Talk about flying by the seat of your pants!

To shorten the story, after making my approach at 100 I figured that was much too fast. I checked the pitot tube which was bent upward. That changed the figures somewhat. I had the airspeed indicator recalibrated and found it was 10 mph optimistic throughout the range. I now make my final approach at 80, haul it back to 70 over the threshold and touch at 60. I feel it is still too quick overall, but I have found that at 70, it abruptly ceases to fly forward and wants to make like a parachute. It simply drops out from under.

[How does that compare to your minimum flying speed? The normal rule of 1.3 times stall (read minimum) speed give 65 mph approach for a plane with minimum speed of 50 and

approach of 79 for a plane with minimum speed of 60. See the Bob Sanders' article in this issue. Ed.]

Lift off under normal conditions usually happens about 60 with some small back pressure.

I also found on landing that the nose wheel would bang down very abruptly in spite of the wheel being full back. I put a 1/2 lb. weight in the tail cone to correct it and now it just kisses down. And yes, it has been snubbed, and I intend to lengthen the cable when I get it out of storage in the spring.

What am I missing here? It was converted a long time ago to a 90 hp from an 85, but nowhere in the logs can I find a weight and balance to reflect the additional weight of the engine.

[My Continental aircraft engine overhaul manual says that the basic weight of a C75-12 & C85-12 is 167.56 lbs; models C75-12F, C85-12F, C90-12F, C90-14F are all 168.6 lbs.; models C90-16F & O-200 are 170.18 lbs. There probably wasn't enough of a weight change, if any at all, to worry about. Ed.]

Is there any manual still available where I can check actual vs. theoretical performance and will also detail how to get maximum performance? It seems to be quite content to motor along at 2,000 ft. at 95 mph and 2,200 or so rpm. Is that normal? The useful load is 474 lbs and the maximum weight is 1,400 lbs if that is helpful.

[According to Paul Prentice's book *Fly-About Adventures and the Ercoupe, you should get, with a C90 engine and 2200 rpm, 103 IAS at sea level, 108 TAS at 3500', and 111 TAS at 5000'.* (See the "October" issue of *Coupe Capers* for information about the book.)

Paul's book gives the best information I know about cruising speeds. I don't know any publication that gives decent information about climb and descent rates, etc. Does anyone know of a good source? Ed.]

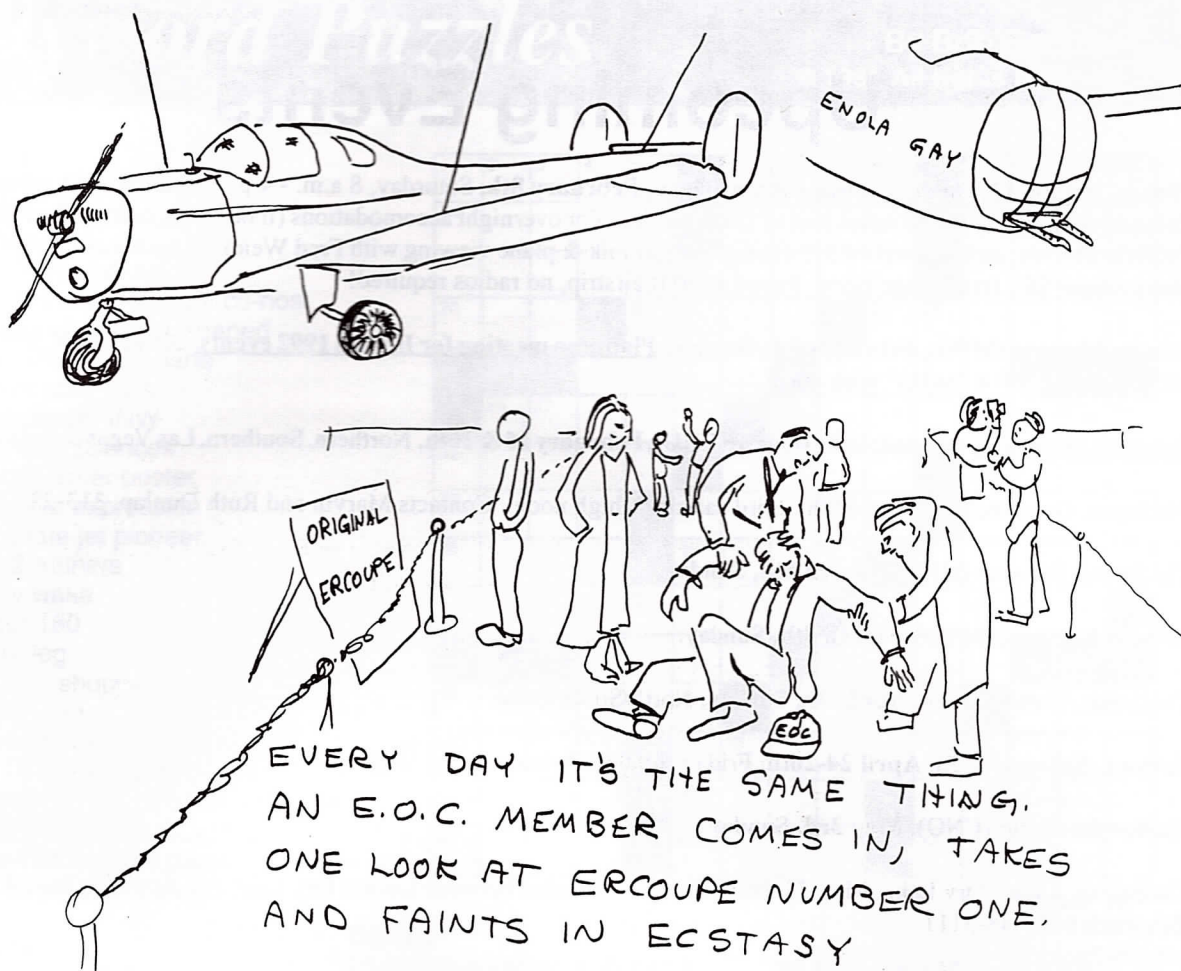
I have found, too, that on very hot days and particularly on asphalt, the plane is content to sit on the ground effect during landing and go sliding along as if gravity had been canceled, totally ignoring the rapidly approaching end of the runway. Some caution is called for here.

It will also gladly leap high into the air before flying speed has been reached under the same conditions, leaving the pilot wondering if he's subject to micro sleep.

Cross wind landings don't bother it a bit, even to approaching at a seemingly 45 degree angle. It was explained to me by a very experienced instructor (who had an Ercoupe drop out from under him as previously mentioned, that the friction of the air across the grass beside the runway causes a reduction of the cross wind velocity from 3 ft. down. I have found this to be pretty much of a fact as the plane simply straightens itself out just prior to contact with little or no assistance from me. Frankly I don't pay much attention to crosswinds, letting the plane do its thing and concentrating on the touchdown. It simply goes where I point.

[I've found it prudent to look at the fences, corn, buildings and trees upwind from the runway and visualize

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Letters continued from page 14

how the wind is being shadowed by those objects. Sometimes I've added a judicial five or ten miles an hour to my approach specifically anticipating the drop in wind in the lee of those objects. Continual adjustment of my adjustment as I've gained experience has generally gotten me over the threshold at the speed I really wanted. Ed.]

I always enjoy the Coupe Capers. There are five Ercoupes in and around Ottawa and everybody's seems to fly differently, with lots of different ideas. Your articles help to clear the air.

Plans are being made for the National Capital Air Show around July 1, and there is some talk about having a display of all types of older aircraft. I was thinking it would be a fine idea if we could get a bunch of Ercoupes from Ontario, Quebec, New York, Vermont and New Hampshire and fill the skies with them. **However, plans are not firmed up yet, and I'll let you know if and when I can get a definite commitment to the idea.** [Note: July 1-5 is the scheduled weekend of the EOC National Convention, too. Ed.]

Sorry to take up your valuable time with excess verbiage, but there have been several things I wanted to write about, so I thought I'd put them all in one letter.

Wheelchair pilot

K. H. "Casey" Patelski
1295 Stenfield Street,
Costa Mesa, CA. 92626

I recently joined the International Wheelchair Aviators (IWA) at the same time I joined the Ercoupe Club to learn as much as I can about people who are handicapped and fly airplanes.

At 16 years old I soloed on snow skis in a J-3 Cub; which was quite something when I think back.

I got polio at 18, went on to become an Aeronautical Engineer and am now retired from Douglas Aircraft. Recently my legs gave out and now I "fly" a wheelchair.

I was impressed with the different kinds of aircraft the handicapped pilots fly and the types of hand controls that are available. I have not yet contacted or seen any of these aircraft with controls, but I plan to.

I am partial to the 'coupe because of its simple controls, ideal for handicaps; but the 4 place craft interest me. I may do an evaluation of each of the controls.

PS: Does the 4 place A4 Alon have rudderless controls? Keep 'em Flying,

Upcoming Events

Florida, Region 12, Outdoor Resorts River Ranch, **February 8th**, Saturday, 8 a.m. - 4 p.m. Ranch is 65 miles south of Orlando on highway 60, 25 miles east of Lakes Wales. For overnight accomodations (if desired), call ranch at 1-800-282-7935 (in Florida) or 1-800-654-8575 (U.S.) Hanger talk & plane viewing with Fred Weick. Luncheon at lodge: 12 noon sharp (about \$8), free Coupe rides. Paved 4900 ft airstrip, no radios required!

Illinois, Mattoon (MTO), **February 9th**, Sunday. Planning meeting for Illinois 1992 events. 39°28'41"N, 88°16'49"W, VOR on field 109.4 "MTO" with DME.

Southwest Regional, Arizona, Lake Havasu (LHU), **February 15 & 16th**, Northern, Southern, Las Vegas & Arizona wings.

Michigan, Owosso, **February 15th**, third saturday, high noon. Contacts Marvin and Ruth Dunlap, 313-231-3392.

California, Palomar (CRX), **March 8th**, Sunday.

Illinois, Mattoon, (MTO), **March 8th**, Sunday.

California, Harris Ranch, **April 5th**, Sunday, North/South game.

Arizona, Sedona (SEZ), **April 24-26th**, Friday-Sunday, Arizona Wing Ding.

California, Chino (CNO), **May 3rd**, Sunday.

California, Rabbit Dry Lake, **May 22-24th**, Camp out located between Lucern Dry Lake and Apple Valley. Contact Ed Bilewitch 619-948-3111.

California, Santa Paula, **June 7th**, Sunday.

National Convention, 1992, Newton, Kansas, July 1-5, Wed-Sat, (Same weekend as Chisolm Trails Festival. Space museum nearby. Enormous runway almost big enough for an Ercoupe to land crosswind (according to popular perception).) Fly-in director: Shirley Brittian, Newton, Ks. 316-284-0145. Remember, Shirley was the coordinator of the very successful Iowa national in 1988. Shirley plans to keep the costs low — so plan on coming! Volunteers needed!

California, Lompoc Muni (LPC), **July 12th**, Sunday.

California, Kernville, **August 1-2nd**, Camp out with Sunday brunch. Inner tube river.

California, Apple Valley, **September 6th**, Sunday.

California, Columbia, **September 18-20th**, Friday-Sunday. Campout with BBQ. Northern and Southern wings.

Arkansas, Dardanelle, **September 24-27th**, Great little chicken farm fly-in picnic. The event is not yet guaranteed to happen. We'll give you firm committment later.

California, Rosamond, **October 4th**, Sunday.

Nevada, North Las Vegas (VGT), **October 16-18th**, Friday-Sunday. All wings Halloween costume gala.

California, Catalina, **November 8th**, Sunday.

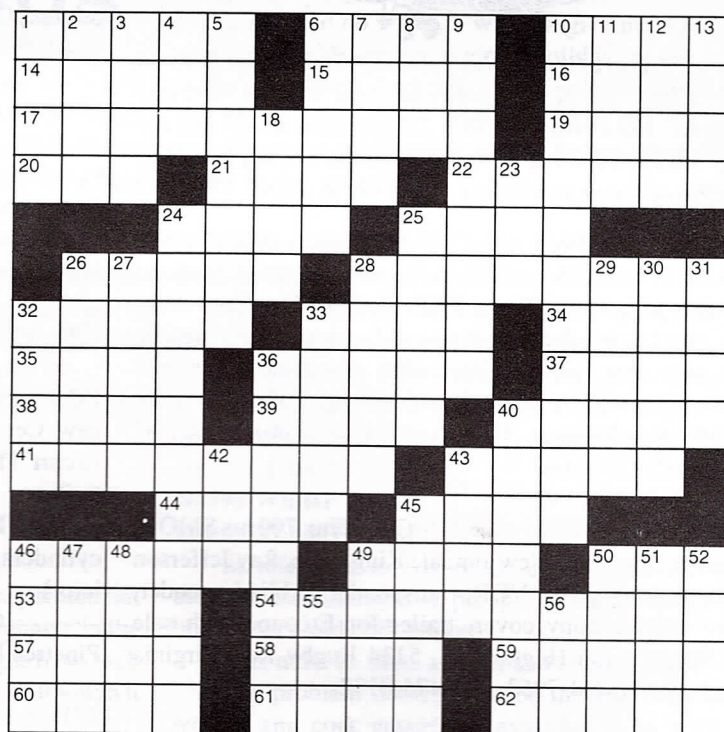
California, Bakersfield Muni, **December 6th**, Sunday.

Flyword Puzzles

By Bob Gardner
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ACROSS

- 1 Awry
- 6 Technical data
- 10 Actor Alfred
- 14 Culver sportabout
- 15 Entertainment Tonight co-host
- 16 They're often cigar-shaped
- 17 Porterfield monoplane
- 19 Rocket scientists
- 20 Opposite of NNW
- 21 _____ and sciences
- 22 Sound barrier buster
- 24 Sorrowful expression
- 25 Corporate jet pioneer
- 26 PA-22 trainers
- 28 Wispy wake
- 32 Vector 180
- 33 Lower leg
- 34 Ye _____ shoppe
- 35 Preposition
- 36 Steady gaze
- 37 50s TV talking dog
- 38 Poems
- 39 Large book
- 40 All-or-nothing golf game
- 41 Pioneered the "Flying Wing"
- 43 Holy
- 44 Air attack
- 45 Valve landing place
- 46 Gascolator function
- 49 Simple
- 50 Classic British sports car
- 53 Jog
- 54 Grumman bizet
- 57 Not a cloud in the sky
- 58 Alleviate
- 59 Above the cloud layer
- 60 KN 63 and KN 64
- 61 Stern
- 62 Yules



Puzzle #8

DOWN

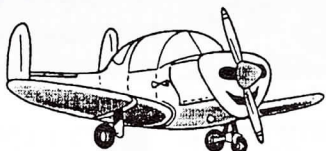
- 1 Flying command post unit (USAF)
- 2 Chinese chairman's
- 3 About 800 rpm
- 4 Primary airplane rating
- 5 B-2 and F-117
- 6 Poly fiber aircraft coating
- 7 Tiny vegetables
- 8 PST plus three
- 9 Piper turboprop twin
- 10 Maule M-5
- 11 Sunshine State college
- 12 Landing attitude indicator
- 13 Russian ruler
- 18 Mardi _____
- 23 Ingest
- 24 Gray, fibrous cloud layer
- 25 French river
- 26 Resort residence
- 27 ILS beacon
- 28 Aeronca 7AC
- 29 Chalmers' partner
- 30 Transponder transmission
- 31 Durocher and Kottke
- 32 Before long
- 33 Maintained an upright position
- 36 Fuselage component
- 40 Apollo 18 astronaut
- 42 Three Rivers, MI airdrome
- 43 Miss America, 1945
- 45 *Sixty Minutes* stalwart
- 46 Modified
- 47 Cable car
- 48 Roam
- 49 Actress Lanchester
- 50 Deal out
- 51 Jail (Brit.)
- 52 Units of electric current
- 55 Abu Dhabi is its capital
- 56 Reno International Airport

SOLUTION TO PUZZLE #7



Test your knowledge of aircraft, aviation terminology and flying trivia with **FLYWORD PUZZLES** -- a 40-page book of *all-new* crossword puzzles created especially for the aviation enthusiast. Special club price only \$6.95 (postage paid). Send check to:
Flyword Puzzles, P.O. Box 37527, Omaha, NE 68137

Members' Ads -- buy, sell, trade



Ads are free to all members of the Ercoupe Owners Club. Please send in a new ad each time that you want it to be listed. NO PHONE ADS!! (Phone calls to kill ads are OK.) Please have ads to the editor (address on page 2) by the 19th of the month before you'd like it listed.

FOR SALE: 1946 415-C-75-N3359H. 1900TT, 850 SMOH. In excellent mechanical condition. New Cleveland wheels and brakes. Narco TXP-Mode-C, Hamilton compass, new battery, bubble windshield, airtex interior, double fork nose gear, Genave 200 radio, new style instrument panel, autogas STC, cruises 95 at 2150 rpm, 105 at 2275 rpm. \$8,500. Ken Mancus, RD 5 Box 27 (Route 40), Elmer, NJ 08318, 609-358-3047.

FOR SALE: 1947 Ercoupe 415-CD. 75hp, 700 hrs SMOH. Looks & flies great. New annual. King radio, Ray Jefferson loran working great, VOR, transponder & blind encoder, silver vinyl canopy cover, trailer for Ercoupe with sale \$10,500.00. Jim Hughes, Sr., 5134 Rugby Rd., Virginia Beach, VA 23464-7953, 804-474-0132.

FOR SALE: 6 Qt. oil tank for "C" series & O-200 Continental engines. \$100 plus shipping. Burt Ellegaard, 1501 E. 1st Ave. #20, Shakopee, MN 55379, 612-941-3633.

WANTED: One healthy Ercoupe. In return, you get one deeded and recorded timeshare in condo near Branson, MO. Value one year ago was \$9,000.00. It has week #31 which is a red time period. It has two weeks banked with R.C.I. ready to be used in the U.S. or many foreign countries. It also has the endless escape program which means if some units are not sold or the owner is not going to use their week, then the reservations office allows other members to apply for use of them for free. This organization has two resorts near Branson, MO., and five in Texas, the endless escape program covers all seven resorts and any future ones to be built. Sterlin Hale, P.O. Box 344, Parsons, KS 67357, 316-421-4342 or Neva Adams 918-342-0353.

WANTED—DESPERATELY: RIGHTHAND ALUMINUM GAS TANK! I've been to Skyport and they were unable to assist me. All they had was the conversion to the 15 gal tank and I prefer leaving my header tank in.

If anyone could inform me about someone rebuilding or have used equipment around I would surely appreciate getting in contact with that person. Dale Foskett, 10500 W. St. Francis Ave., Greenfield, WI 53228, 414-541-5520.

FOR SALE: One pair of polished metal wings. No known corrosion, \$900.00. One left wing, metal covered, no known corrosion, painted, skin panel needs replacing \$300.00. One right wing, fabric removed, bad spar, good for rib parts, will part out. One right aileron, good condition, \$100.00. All prices F.O.B. Chino, California. Please call Gordon Myers, 714-628-6539, 4150 Schaefer Ave. #1, Chino, CA 91710.

FOR SALE: 1946 415-C, 2200 TT, 250 SMOH, Terra TXN960, Mode C, Kinney nose bowl & wheel fairings, bubble windshield, Cleveland wheels & brakes, Slick mags, Airtex interior, night lights, Ceconite wings, auto gas STC, all ADs, nice blue paint and trim, canopy cover, speaker and headset jacks, loran antenna. \$12,500 with radios, \$10,500 without. Jerry Mahurin, P.O. Box 788, Lugoff, SC 29078-0788, 803-438-6762.

FOR SALE: 1946 Ercoupe 415-C, 1668 TT, 200 SMOH, new Ceconite, full panel, N99367, serial number 1990. Escort 110, new King transponder, extra radio, includes trailer.

Extra engine, disassembled, complete including 8 cylinders, generator, starter, 2 carbs, 3 mags, voltage regulator).

Call 1-407-965-7213. Ernest De Giacomo, 4852 Pinetree Dr., Lake Worth, FL 33463.

FOR SALE: '57 Forney F1 Aircoupe, 90 hp continental 1441 300 SMOH, red & white Imron, radio, metal wings, intercom and headset, new windshield. \$10,500. Robert L. Farrar, 3046 John Bay Creek Rd., Green Cove Springs, FL 32043, 904-282-1953.

WANTED: Nosegear and lower cowl. Don Jeffery, 3715 NE Wisteria Drive, Portland, OR 97212, 503-287-8711.

WANTED: PROPELLER for Alon A-2. My airplane has a 1A-105-SCM propeller. That is the wrong prop for the airplane! The book calls for a 1-A90-CF or a 1-B90-CM. George Frebert, 641 Lake Drive W., Smyrna, DE 19977. RES: 302-653-5353 or BUS: 302-678-1211.

FOR SALE: 1947 Erco 415-CD, S/N 4768, N3977H. 1150TT 50SCM. Aircraft is and has been under rebuild with the following completed: new nose gear—double fork and wheel. Split elevator, bubble windshield and side glass, 9.5 cubic ft. baggage compartment, Cessna alternator, avionics master switch, dual landing lights, wing strobe. Center section has all new ribs, brackets and rear spar. Main spar was removed, bead blasted, chemically etched, primed and reinstalled. Center section now needs reinstallation and aircraft reassembled. Engine was micrometered to ensure it was within tolerances and reinstalled.

Must sell due to health. Asking \$7,000 OBO. Henry L. Gravley, 520.5 Fruitwood Dr., Grand Junction, Colorado 81504. [No phone number provided. Ed.]

Hints and tips

By Joe Brooks
Palmdale, Calif.

For all concerned, the FAA has given our birds new identifiers. Your 415 c, d, e, or F1, F1A, A2, A2A are all classified as "F02" (Foxtrot Zero Two). How come? When talking to an ARSA, TRSA, TCA, Flight Watch, Flight Service, filing a flight plan requesting a special clearance, etc., the Fed will ask for "type."

Of course I answer Foxtrot Zero Two Slash Uniform (type and transponder suffix). Then they ask again. I guess that some times they don't even know their own stuff. It's all in the computer is my reply.

If you have a Mooney M-10 Cadet, it's a MO10 (Mike Oscar One Zero).

If you don't talk to the Feds, feel lucky.

By Don Jeffery
Portland, Oregon

A recent letter published in our newsletter pointed out that leveling the Ercoupe by putting fresh doughnuts in the main gear will assure that draining a sample of gas from each wing tank will void any accumulation of water. Although it sure is a good idea, I don't think it is enough.

My aluminum 9 gallon riveted left tank received damage to the drain flange and is now open for a new flange. (When I have developed the system for repair, that will be reported to you in another letter.)

Because I have seen the inside of the tank, I think it will be helpful for Ercoupe pilots with these tanks to know that the flange into which the outlet fitting screws is on the inside of the tank and the lip of the flange one half inch above the floor of the tank and the base of the screen is another one quarter inch. That's right — one can let out clean gas and

still have three quarters of an inch of water sitting on the bottom of the tank.

I found a new 1947 flange at Univair and will replace it as designated. However, in the future I will have my bird hangered with full tanks. When I sample fuel from the wing tanks and find no water, it will not give me any feeling of confidence. My current major rebuild is the result of water in the gas. Maybe I am over sensitive but I sure do not want this again.

[Does anyone know a way to be sure that there is no water in the tanks? Ed.]

By Ed Burkhead
Peoria, Illinois

When talking to non-pilots, why not tell them how much you've used your plane in miles, not hours.

I've flown my Coupe about 65,000 miles. The plane has flown about 250,000 miles and it'll probably last several hundred thousand miles more (perhaps a million?).

By Ron Blakely
N4399 Winter Road
Eden, WI 53019-1227

In reference to AD 81-07-06 — This AD reads in essence: clean/check fuel pump screen and replace the fiber bolt washer and cork gasket.

This must be done at each and every annual.

The problem comes in when the only way this fiber washer and cork gasket are available is in a kit, which includes the screen, costing about \$75. I feel that this is a bit of a rip-off.

Any suggestions? What is everyone else doing?

[Good question. What's the answer you guys/gals? Ed.]

Question from a member: A member is concerned with the fire hazard of the nose tank behind the dash and wants to remove it. What kind of paperwork does it take to remove the nose tank and just use the standard wing tanks? Please send answers to the Capers and we'll publish them.

FOR SALE: Ercoupe wing, fabric (currently uncovered), right hand. Good condition. Looks ready for recovering. \$500. Wayne Lawler, 2900 Tumbleweed Lane, Fort Collins, CO. 80526, 303-223-3238.

FOR SALE OR WILL TRADE for good built-in intercom, 1 Narco Mark 12A, 360 Channel, VOA-8 Head, Localizer Radio with power supply and harness. Rebuilt 4 years ago and have had no problems since. Reason for selling: purchased new updated radio. Price \$400.00 or trade-in. James S. Connelly, Rt. 1, Box 22, Silverstreet, SC 29145, 803-276-2278.

FOR SALE: GEAR SPACERS! Increase tail height 10" with polished steel spacers, 7/16" thick, 1 5/8" outside, 1 1/8" inside. Exact fit, with set screw. Directions and Coupe

Capers photo. **\$12.50 a set, plus \$2.50 postage.**

Also, a **TOOL FOR REMOVING AND INSTALLING NOSE GEAR AXLES!** Gary Monck and I have designed the tool. Works like a charm! It is 10" long, fits snugly into axle shaft and drives all the way through without flaring or scuffing the ends of the shaft! Mine works in just moments vs. driving with a socket then having to file nicks before it can come out the other side.

This tool drives right on through as it is designed to remain inside the tube at least one inch. Gary will make them for \$34 and I will ship them and take orders. Axle shafts cost \$21 or so at Coupe suppliers but it's the way they get nicked that makes it all a tough job to remove and replace.

Dr. Earl Christofferson, 1740 Alto Vista Ave., Escondido, Calif., 92027. 619-740-9128.

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selected by Regional Directors.*)

No Mode-C for Me

By Everett L. Stedman

Dear Skip,

I do not intend to install mode-C, Encoder and altimeter
for the benefit of the airlines and FAA.

I will be flying around or under ARSAs, until they put
a veil on them too. I talked to AOPA by the phone and
checked with them, as long as I don't fly above 10,000 feet
or in a TCA and/or ARSA, I don't need to install mode-C.
If I stay out of ARSAs and controlled fields, don't need a
radio either.

Where my coupe is based, we are based outside the veil.
When they make Indianapolis International Airport into a
TCA (and you can bet money they will) they won't get us.

All the FAA has become is an empire, bogged down in
paper, regs, rules and a pain in the —. Like you, I've
watched as an enjoyable free, very minor regulation (VFR)
come from not-to-expensive to a nightmare of rules, regs,
and electronic boxes that wind up casting more than your
coupe did. All for the FAA sake. Not ours!

The FAA has forgotten that we do not need them to fly.
We proved that during the controllers strike. But they need
us in the air for their jobs and money. They (as all govern-
ment and agencies) have forgotten who is the servant and
who is the served, they've got it backwards.

Club Things

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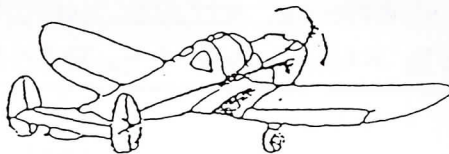
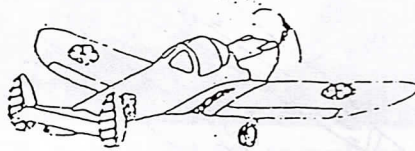
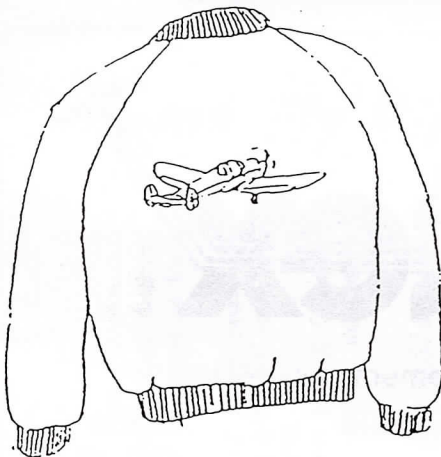
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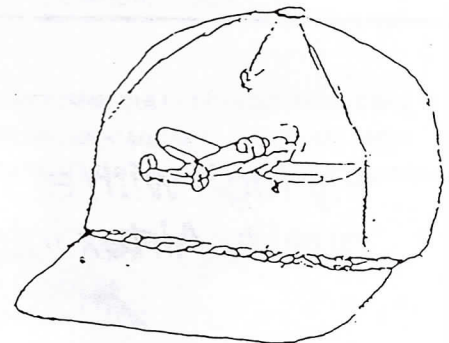


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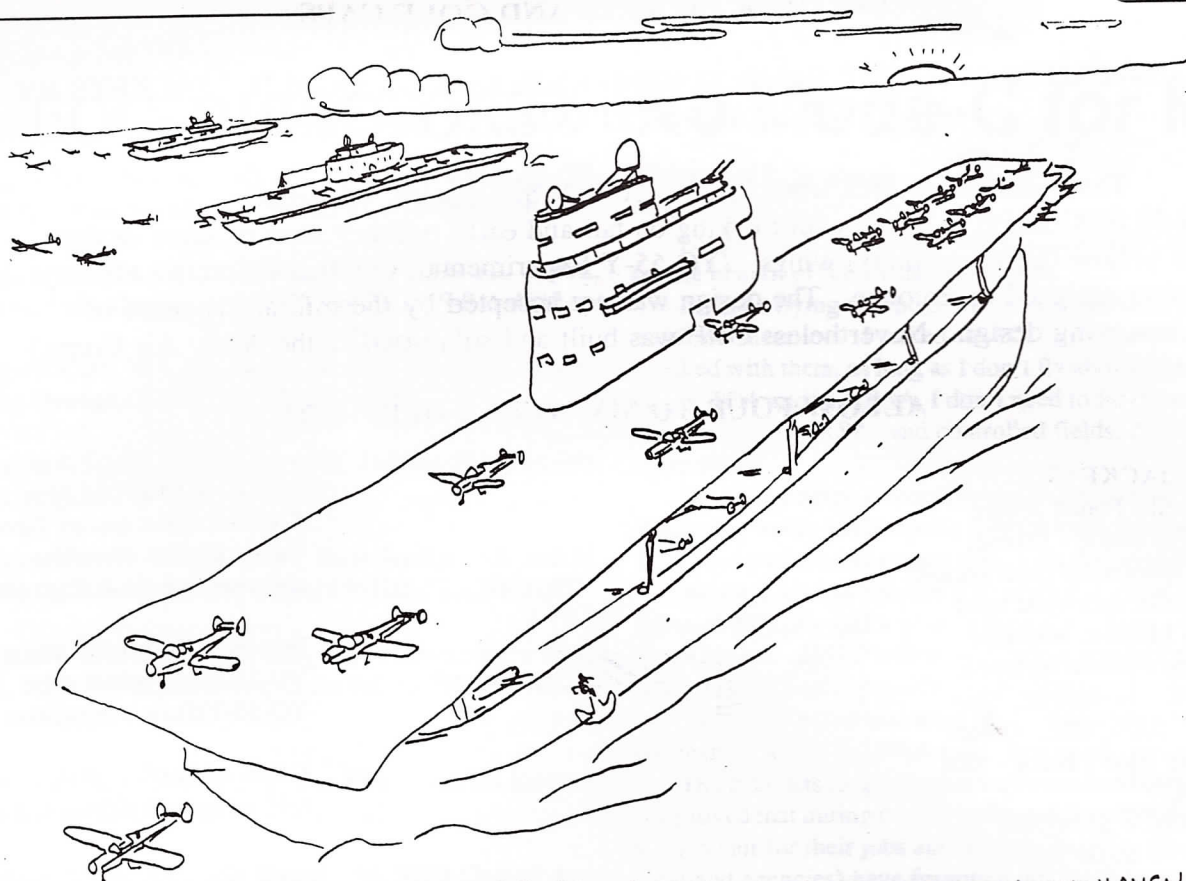
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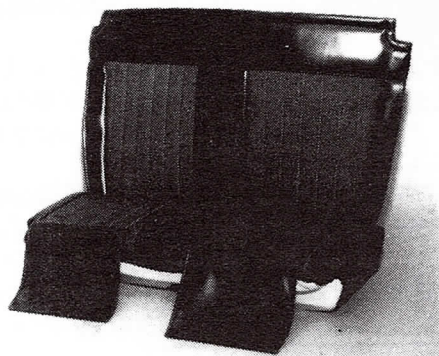


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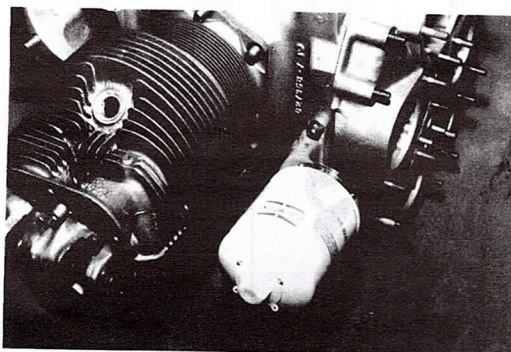
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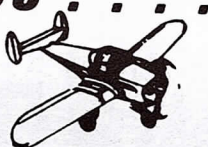
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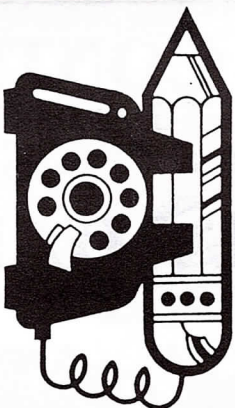
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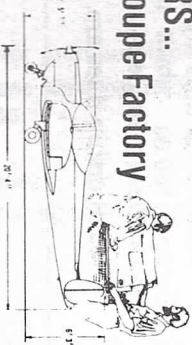
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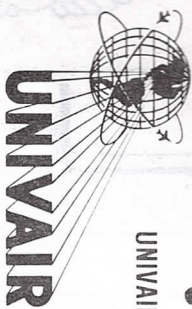
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