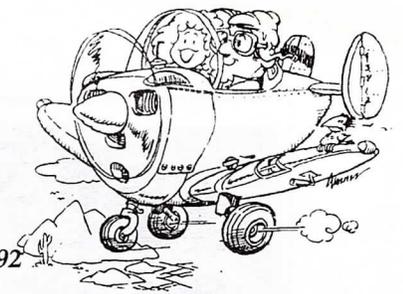
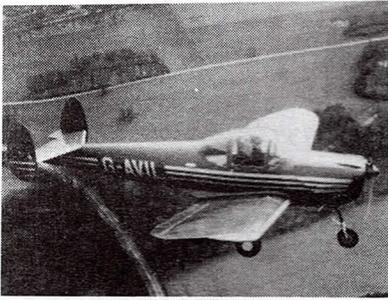


Coupe Capers

Monthly magazine of the Ercoupe Owners Club February 1992



Club election and Coupe Capers improvement ballot -- page 19



David Vernon of Southport, England, flies the Alon A2 Aircoupe that he owned for 20 years. Vernon recently sold the plane after buying a Mooney M-10 Cadet in California and bringing it home where it is the first M-10 in Europe.

Volume 21, Number 2, February 1992

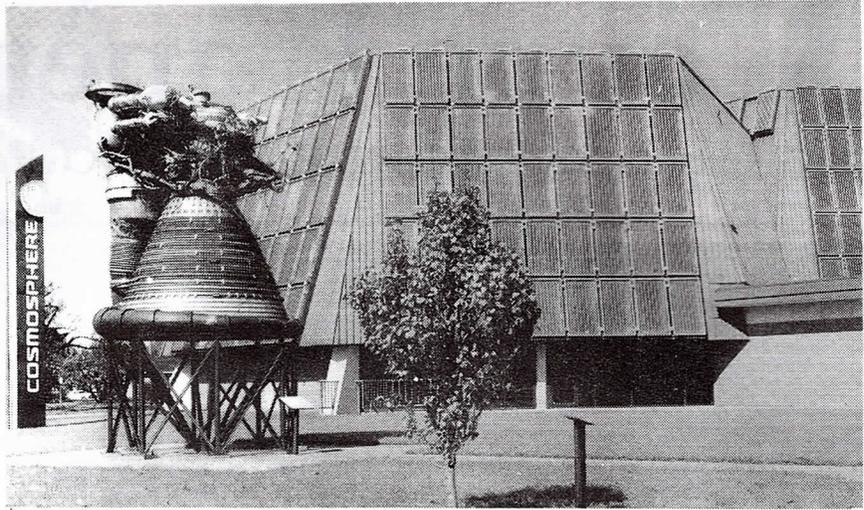
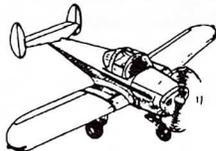
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Commercial advertising, Subscription changes and Club business matters should be directed to the Ercoupe Owners Club National Headquarters, P.O. Box 15388, 3557 Roxboro Rd., Durham, NC 27704, 919-471-9492.

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



National Convention

By Ed Burkhead

The National Convention of the Ercoupe Owners Club is planned for Newton, Kansas, this summer. The dates will be approximately July 1-5.

Shirley Brittian, the director of region 9, is the chief organizer. She planned, organized and managed the 1988 national at Ames, Iowa, which (people tell me) was quite good. I can't judge it, personally, because I was on the staff, parking airplanes for much of the event. Nevertheless, I enjoyed it.

Several seminars are planned by Shirley.

One event planned is a visit to the Kansas Cosmosphere and Space Center. Located on the campus of Hutchinson Community College in Hutchinson, Kansas, The Kansas Cosmosphere and Space Center contains over \$100 million in space artifacts on public display. Also housed there is the Carey Omnimax Theater, the most sophisticated movie projection system in the world.

A key need for any national convention is a staff to manage specific tasks. For the Ames national, Ron Avise and I spent a day marking parking places on the grass at measured distances to ensure wing clearance. Then with the help of Ron and others, I guided airplanes to the parking places.

Others drove the shuttle bus, took care of registration, handled the finances, moved chairs for seminars, solicited prizes, planned the flying activities like spot landing, arranged refreshments, designed T-shirts and patches, etc., etc., etc.

Volunteers are needed for the '92 national! A number of the Iowa crew who worked with Shirley in '88 are rallying around to help. Others in Kansas, adjacent states, and anyone else who would like to help with a small or major part of the work, please call Shirley!

Her address is:

Shirley Brittian
623 Rolling Hills Dr.
Newton, KS 67114
316-284-0145

Coupe Currency Corner

By Ron Kerlin
CFI, ATP

Since the last several editions of the Currency Corner were somewhat technical in nature, this edition will be a bit lighter reading.

As with the after-holiday turkey, we will serve leftovers: some aerodynamic items of interest as well as some items for dessert. For those interested in technical jargon, the formulas used can be found at the end of the article.

Earlier this winter, while pulling the Coupe out of the barn, it occurred to me that either the airplane was gaining weight or I was getting weaker! This condition seemed to worsen over the next several weeks, to my dismay. I also noticed that my takeoff roll seemed to be increasing even though the outside temperature was colder than usual.

I looked at my tires, but they did not appear to be excessively low. Then I began to worry about some of the expensive possibilities, such as a sticking master cylinder piston or perhaps dragging brakes. I also noticed that it took noticeably more power to taxi.

Since 6560Q is equipped with wheel pants that are difficult to remove, detailed trouble-shooting would prove to be difficult and time-consuming.

Fortunately, I discussed the problem with a long-time aviation mechanic friend. He said that it was probably low tire pressure! He said that aircraft tires lost pressure during cold weather much more rapidly than did automobile tires. And, they often did not appear to be excessively low, visually.

I checked the tire pressure and found (much to my surprise) that each

tire contained only 8 psi! After filling each tire to 22 psi, I was amazed at how easily the airplane could be moved and the at the dramatic reduction in the takeoff roll.

As an experiment to judge the effect of tire inflation on takeoff roll, I measured the normal pull weight of my Coupe with a spring scale — then I measured the pull with 8 psi in the tires.

With normal pressure in the tires, it took 40 pounds of pull to move the airplane. With 8 psi in the tires it took 70 pounds of pull to move the plane! Since the 40 pound pull is appropriate for my 1,100 lb airplane, the 70 pound pull would be about right for a 2,062 lb. plane!

Mathematically, this would increase the ground roll by 76%!!!¹

BY THE WAY...

You know you've been flying too long when:

...you roll down the window and yell "CLEAR" before starting your car.

...you tell the traffic cop that you are allowed to go up to 250 in the TCA.

...when you get out of your car, you look for tie-down ropes.

...you reach for the mike to talk to the people in the back seat of your car.

...you bark at your wife "TAKE-OFF CHECKLIST!" prior to leaving the driveway.

DID YOU KNOW...

That a six mph headwind will reduce your take-off roll by about 19%, but a six mph tailwind will increase your groundroll by about 21%.²

That increasing your liftoff speed by only 10% (because of high density altitude or a tailwind) will increase your groundroll by 21%.³

If you touch down at 70 mph instead of 50, your landing distance will double!!⁴

If you drop your aircraft in from four feet high, it (and you) will



experience a load factor of 4 g's on impact!! (Assuming one foot strut travel.)⁵

See you next month! FLY SAFE! *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

$$\frac{\text{weight}_2 \left(\frac{2}{\text{weight}_1} \right)}{2}$$

(1) Takeoff Distance =

This is a coefficient of friction problem where the tire friction at low speed is high. As the plane nears flying speed and the weight is supported by the wings, the tire friction reduces to zero. This formula is an approximation where weight₁ comes from the force to move the plane at normal tire pressure and weight₂ is derived from the force necessary to move the plane at low tire pressure (as if the plane weighed more than it does).

$$(2) \text{ Distance} = \left(1 - \frac{\text{Velocity}_{\text{wind}}}{\text{Velocity}_{\text{takeoff airspeed}}} \right)^2$$

$$(3 \ \& \ 4) \text{ Distance} = \left(\frac{\text{Velocity}_2}{\text{Velocity}_1} \right)^2$$

$$(5) \text{ g's impact} = \left(\frac{\text{rate of descent ft/sec}}{2 \times \text{"g"} \times \text{strut travel ft.}} \right)^2$$

Propeller, engine and RPM interact

By Lee Brandon
P.O. Box 441
Lake Montezuma AZ 86342

A while back (Sep '90), a fellow wrote that he was concerned that his 85 hp Ercoupe was not producing 85 hp on takeoff. I thought it would be interesting to relate some of my experiences in performance testing my Ercoupes.

[In the accompanying box] are horsepower ratings per rpm as taken from the Continental engine graphs.

I am fortunate in owning two Ercoupes to play with. Both 1946 models weigh the same (887 lbs empty vs 889), have McCauly 1b90CM props, accurate tachometers and airspeeds (checked using AN05-10-74 method). I do all testing at about 1250 lbs gross (Pilot, fuel and flight bag).

N93697 (S/N 1020) has a C75, 73/48 prop and metalized wings. This aircraft runs up at 2050 rpm (55 hp), takes off at 2100 (58 hp) and climbs at 2150 (62 hp) doing 68 mph.

Due to our field elevation (3,580 ft.), I start tests at 4,000 ft. Climb from 4,000 ft. to 14,000 ft. takes 40 minutes which is an average of 250 ft. per minute (4,000 ft. to 5,000 ft. is 375 fpm.) The top rpm is 2350 (82 hp) which is 105 mph indicated at 5,000 ft.

N99375 (S/N 1998) has a C-90, 71/50 prop and fabric covered wings. This aircraft runs up at 2150 rpm (59 hp), takes off at 2200 (63 hp) and climbs at 2250 (67 hp) doing 68 mph. Climb from 4,000 ft. to 14,000 ft. takes 33½ minutes for an average of 300 ft. per minute (4,000 ft. to 5,000 ft. is 425 fpm).

From the chart, you will note that the 85 hp engine obtains its power at 300 rpm higher than the 75 hp model. For any given rpm, the 75 hp engine will be producing more power than the 85 hp model. The 85 hp engine must turn faster to achieve its rated horsepower.

If a 75 hp model turns static at 2100

RPM	Horsepower		
	C-75	C-85	C-90
1950	47		
2000	51	43	47
2050	55	45	52
2100	58	47	56
2150	62	50	59
2200	67	54	63
2250	72	57	67
2300	78*	61	73
2350	82	65	77
2400	87	68	82
2450		74	88
2500		78	93
2550		83	

*75 hp figures have been extrapolated past the rated RPM.

rpm, it produces 58 hp; when converted (larger carburetor venturi and jet) its 2100 rpm static run would produce only 47 horsepower. This would suggest that a 75 to 85 hp conversion must have a prop pitch change to obtain the same performance.

I am going to go out on a limb here, but I think a 75 hp is actually better than an 85. At the max static runup rpm of 2100, it is producing 58 hp, while the 85 hp at max static 2225 rpm is producing 56 hp.

This continues all the way up the rpm range until the 75 hp runs out of breath. Plus, the 75 hp model is doing this with over 10% less wear.

In doing glide tests, I found that, at 70 mph, the metalized wings (N93697) drop 750 ft. per minute for a glide ratio of 8.2:1. The fabric wings (N99375) drop 650 fpm for a glide ratio of 9.5:1.

Both aircraft are STCd for unleaded avgas which I use most of the time. I have not noticed any difference between avgas and autogas (and I fly at high altitude and high temperature, which is supposed to make a difference).

As mentioned by Bill Mesmer (Coupe Capers Nov '91), autogas does produce a lot of carbon fouling. I find that running a couple tankfuls of 100LL will clear it out. I think the secret is to mix your usage — 100LL once in a while for the valves and carbon clean-out and auto gas for the pocketbook.

As an aside, I flew around the country this summer in N99375, covering just over 10,000 miles in 101 tach hours. Fuel consumption was less than 4.5 gph or over 20 miles to the gallon. How many 1946 cars (or 1991) out there can do that?

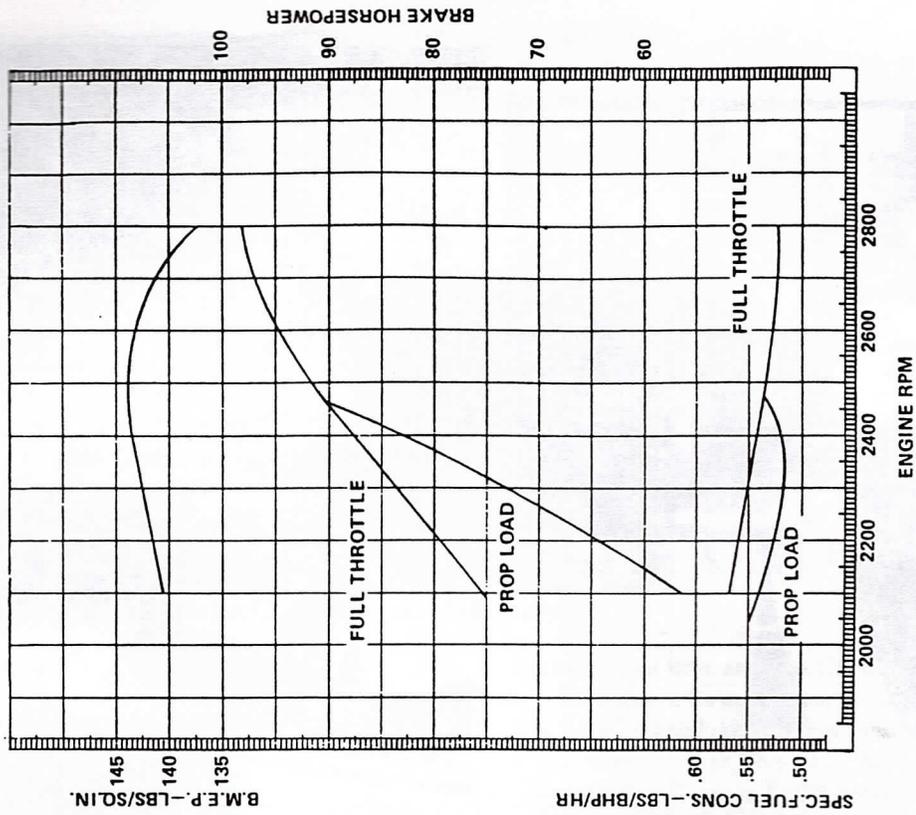


Figure 4. Model C90 — Sea Level Performance Curve

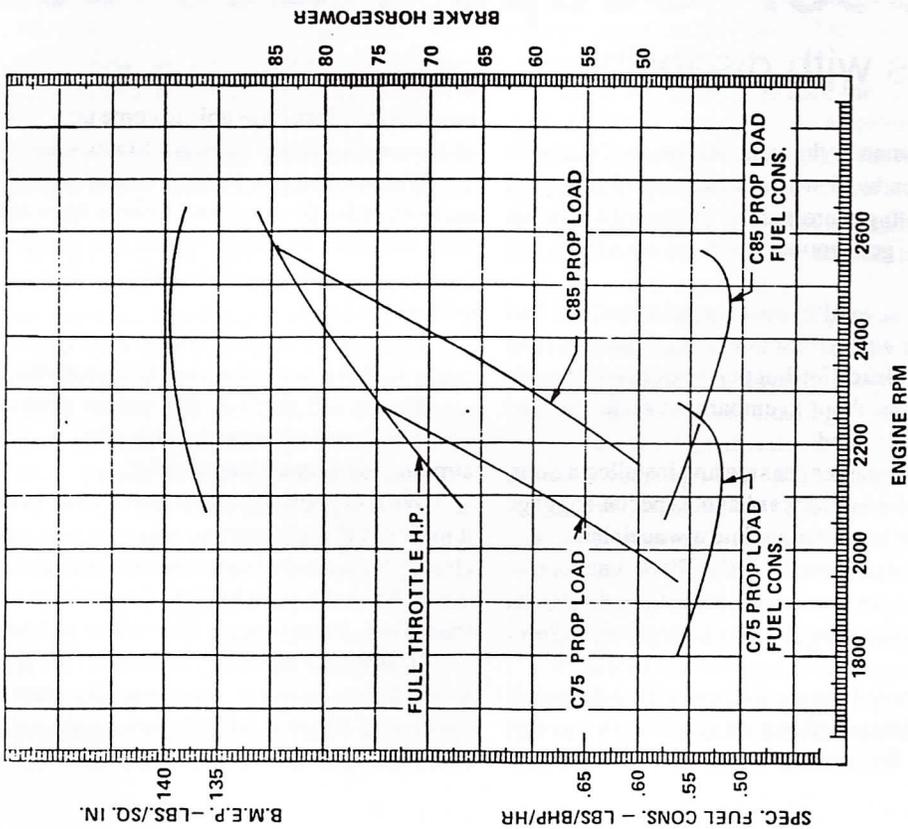
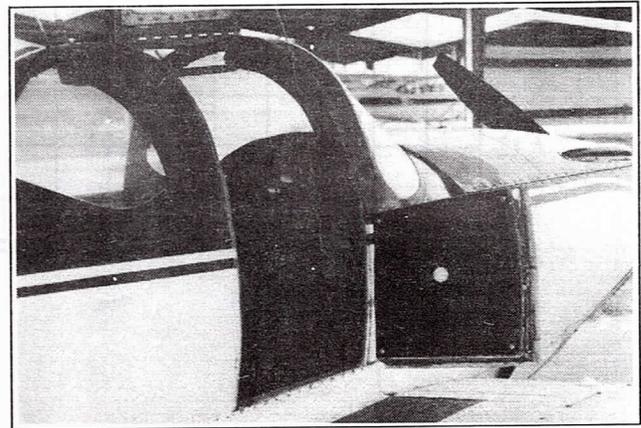
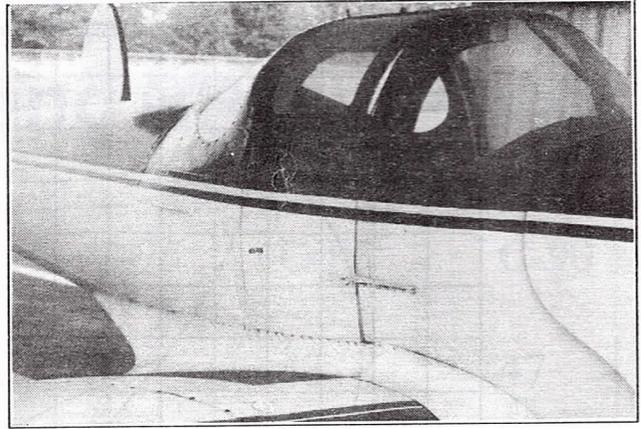
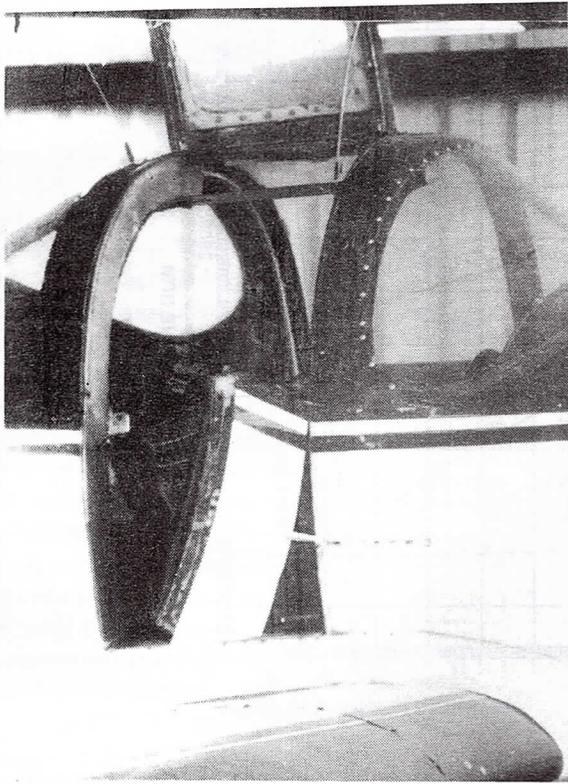


Figure 3. Model C75 & C85 — Sea Level Performance Curve



Side-door Coupe eases access for Coupers with disability

By Skip Carden

Many years ago a man by the name of Howard Treadwell had a coupe. Mr. Treadwell was a handicapped pilot and needed a wheelchair to get around in. He loved to fly his coupe but could not get around when he arrived at his destination.

He called me on several occasions and asked if I had ever heard of a Coupe with a door in it? I told him that I did not know of such a modification but that it sounded interesting. He said that he was about to embark on such a project and would keep me informed.

Well he did cut the passenger side and installed a door, a passenger seat that folded forward and a special baggage compartment that would accommodate a wheelchair.

I published several photos of it in the '70s but never saw it in person. Howard even got an STC to perform this work, but to my knowledge this was the only Coupe to ever have a door.

Back in the summer I got a call from a Tom Mosca in Texas who was very interested in putting a door in a Coupe and asked my help. By looking at old photos through a

magnifying glass I was able to come up with the "N" number of Howard's Coupe. Tom got to work and traced it down.

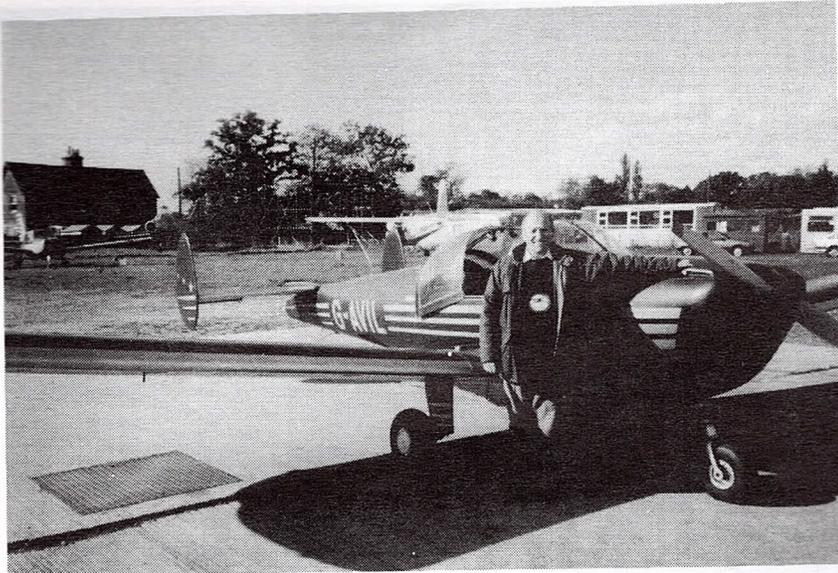
Well would you believe it was in Greensboro, NC a mere 45 miles from me and I never knew that it was there! Tom asked if I would go up and talk to the mechanic about the overall condition of the Coupe and to take some photos of it which I did.

I just found the negatives and thought that the members might find this one-of-a-kind Coupe as interesting as I did.

Photos still don't do this unique conversion justice as much time and effort were expended in creating this ideal airplane for a handicapped pilot.

What happened next I do not know. I volunteered to fly it to Texas if necessary but was told that arrangements had already been made. I still don't know if Tom purchased it or not as I haven't been back to Greensboro nor have I heard from Tom. In any event, I hope that you enjoy the photos.

If anyone knows the address of Howard Treadwell I would like to have it as someone may want to use his STC. -Skip- [I'd like that address too. Ed.]



Dave Vernon -- "The day I parted with G-AVIL." He now owns 1st English M-10.

British Couper tells about his flying career

By David Vernon
Apartment five
Haymarket Lodge
28 Park Road
Southport PR9 9LA
England

In 1947, I started flying at the age of 17 and gained my British license later that year with only 16½ hours in my log book. In those days one only had to complete three hours solo to be awarded a British "A" license.

Early in 1948, I joined the Royal Air Force and trained to be a military pilot on Tiger Moths and Harvards (AT6s) out in Southern Rhodesia. I came back to England and went on to the twin engined RAF day fighter, the Gloster Meteor. I became a squadron pilot and then left the RAF to become a civilian.

For the next ten years, I kept up my connection with flying by becoming a flying instructor and the club I flew with operated a Tiger Moth. I ended up with about 1,000 hours on Tiger Moths during this period.

After we ceased operating the Tiger Moth, my club rented an F1A Aircoupe and this changed my life and flying career. At that time (1961) a company in England was importing Forney Aircoupes and we rented one from them. The airplane was brand new and we operated it for nearly four years. It gave us such good service and rarely any trouble that I vowed one day to own an Aircoupe myself.

After looking around for some time, I discovered an Alon A2 Aircoupe for sale and, in 1971, I bought it. It was constructor's No. 5 of the initial batch of Alon Aircoupes and had been built in 1965, imported into England in 1967, and operated by a flying club for four years before being placed for sale. I brought it up to Liverpool, my home base, and within a short time realized that, due to excessive oil consumption, a new engine was required. This was obtained from Rolls Royce who built Continental engines under

license at that time and was fitted in 1972.

This was to be an association of twenty years. That is how long I owned the Aircoupe and I have only just sold it a few months ago as I bought a Mooney Cadet earlier this year from Les Benis in Los Angeles.

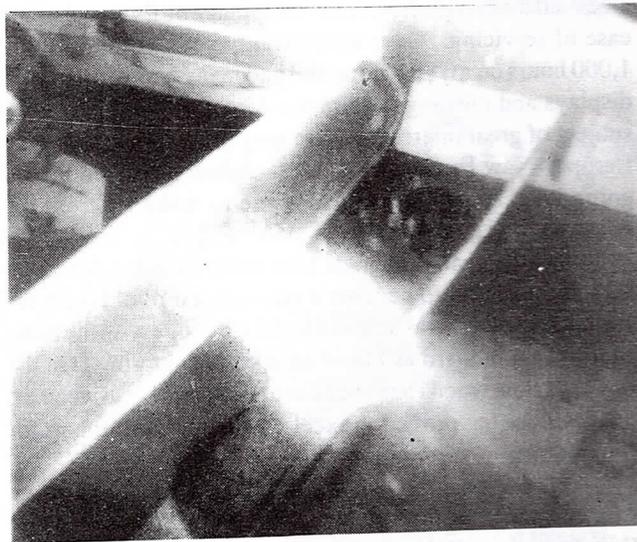
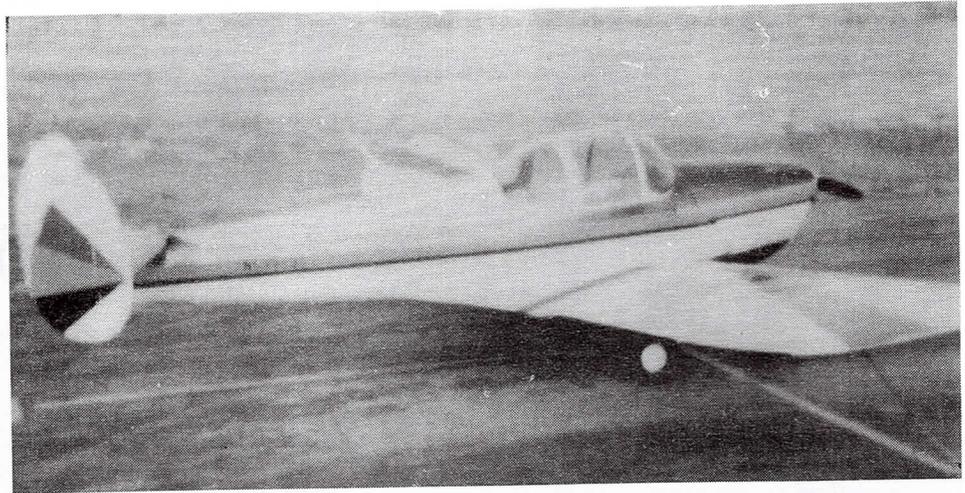
The more I flew the Aircoupe, the more I realized what an excellent design it was, the simplicity of flying, also the ease of servicing. Over those twenty years, I put in some 1,000 hours on my Aircoupe and had many happy trips to air displays and meetings where the Aircoupe was always the subject of great interest as there are only a small number in Europe. Now I've got the Cadet I expect there will be on-going interest as this is the first one to make it across the Atlantic.

Over the years I upgraded the radio fit in the Aircoupe and, as I went on to become a commercial pilot flying for British Airways, I was able to use the Aircoupe with the radio equipment on board as I have an instrument rating. On the odd occasion, when I have been caught out with bad weather, the Aircoupe has proved an excellent instrument airplane for flying down to minimums.

As I now look back on a flying career of nearly 45 years, I reckon the Aircoupe changed my recreation flying life. I've flown most light aircraft of both British and American manufacture but every time I go back to the wonders of the Aircoupe. What an advance it was in its day when designed all those years ago and still holding its own in the 1990s.

Some Coupers may have met me in 1989 when I came over to the Annual Fly-in at Minden, Nevada. The highlight of my visit was to meet all the Coupers and Fred Weick. I have a photograph hanging in a place of pride on my wall taken with Fred and Dorothy at that meeting.

I am looking forward to coming over again this year to the Annual Meeting and reminding all you guys over there that there is a welcome here in England if ever you get this way.



No brakes Need help

By Dan Hennis
4756-A Buchanan Pl.
Mt. Home A.F.B., ID 83648
(Soon to be A/P)
208-832-7831

I have NC99105, Serial 1728. It has undergone 2 years of "fixin." I got it with a C-85 which I traded for an O-200A. It needed paint so I used "Deltron" and a "Delglow" from Ditzler. I learned quickly that many mechanics are (or seem to be) scared of the magical machines.

This one cost me \$5,000 and the old owner agreed with the log books: a fresh annual was "done last week." I noted the new compass.

I took out from Salt Lake City #2 early on Saturday and went east, behind the mountain range and north to a "grass roots strip" east of Ogden, called Morgan.

My A&P buddy was waiting to "wring it out." All seemed OK. We took off and I noted to him a "bit" of slack in the right control yoke. My buddy, Keith Johnson, was apprehensive and said "that" would get fixed first. You see, this would be the third he would do extensive work on and he would teach me "the ropes."

The approach was normal and the landing was great — as he put in the power and pulled back for liftoff, I got a real shock to remember! The right control yoke hit him lightly in the chest and the nose (now 20 or so feet in the air) was heading down! I grabbed the controls and, as we were out of runway and didn't have any choice, we went ver-r-r-ry cautiously around for a "final."

We grounded the bird for the next six months till we could do a real annual.

This brings me to the 2nd problem. A few months ago, in August, I went to the Helier City fly-in. The plane had a

myriad of changes from Skyport and all papers were "up."

When I landed, I got shocked another way. I did a beautiful approach, roll-out was smooth, then the brakes .. brakes ... NO BRAKES!!! But I was calm. I knew I could, at this strip, run one wheel off the edge without hurting anything, so I did.

I got home OK after the show and used a fair piece of Ogden field slowing so I could turn off safely. I vowed to pitch those brakes. I checked prices and found Cleveland brakes were for rich guys (I wonder, now).

I went to Phil Matingly, owner of Matco brakes in Salt Lake City. He helped me into a set of 6.00x6 that have twice [the power of] their Cleveland counterparts (400,000 ft. lb. of torque). They were better than Clevelands and were only \$375.00 + tax.

The installation was as simple as swapping tires. The leak check was done and then off to do taxi tests. How about that... accelerate to 45 mph, apply the brakes — errch! I could almost stop on a dollar!

I am very proud of the mod, but I'm grounded!!!!

The "paper" and the FAA say, because the parts aren't TSOed, they won't work. Funny, the Coupe and I thought they did great. So did the A&P, the I.A. and the FAA Examiner!!!

You see, the plane needs 104,000 ft. lbs. of torque to be legal. Goodyears are approximately 97,000 ft. lbs., Clevelands are approximately 200,000 ft. lbs., but they are "TSOed."

I am sending an info pack from Matco. Please let the readers evaluate and respond. I think (as do the A&P, I.A.) the installation is good, very cheap, and twice as safe as their TSOed counterpart. I'm trying to push to get the FAA to TSO these brakes.

Can anyone else help??? If so, contact the Superintendent of Flight Standards in Salt Lake City, phone 801-524-4247 or 801-539-3065.

To be exact, I did the following to fit the brakes:

1. Redrilled the brake plate to fit the hub.
2. Cut ¼" off the "outside" of the 2 "floater" tubes welded into the brake plate.
3. Assembled the brake and wheel per S.O.P.
4. Did the paperwork to get them approved.

*Dan's A&P friend, soon to be an A.I. is Keith Johnson, Antique Airplane Specialist, 502 S. 800 E., Clearfield, UT, 84015, 801-773-9861.

[Egads! There are getting to be too many Goodyear brake failures! Mine failed on landing two years ago and I was lucky to not total the airplane. (I didn't use the intelligent method that Dan used to slow down — keep it in mind.)

In '91 I was riding in Marv Dunlap's plane with his son when their Goodyear brakes failed!

Cleveland brakes are worth the cost but, if these MATCO brakes can get TSOed (or otherwise approved), some of us who don't have \$600-\$700 handy will be able to have brakes that we dare use to stop the airplane.

Can any of you help? Ed.]

Bad Taste

By Barney Vincelette

The world of general aviation has, for years, been plagued with an excess of good taste.

Inoffensive "easy listening" music fills the lobbies of airports. The polyester aristocracy at AOPA meetings are tastefully dressed in country club attire as they proceed to the cocktail lounge to speak of such M.B.A. things as "excellence," "bottom lines," "hopefully's" and other such tasteful 1980s-isms.

Aviation magazines use the words from popular songs and expressions from sports in their discourses. Aircraft are so oppressively tasteful in their interiors and paint schemes that border on visual muzak.

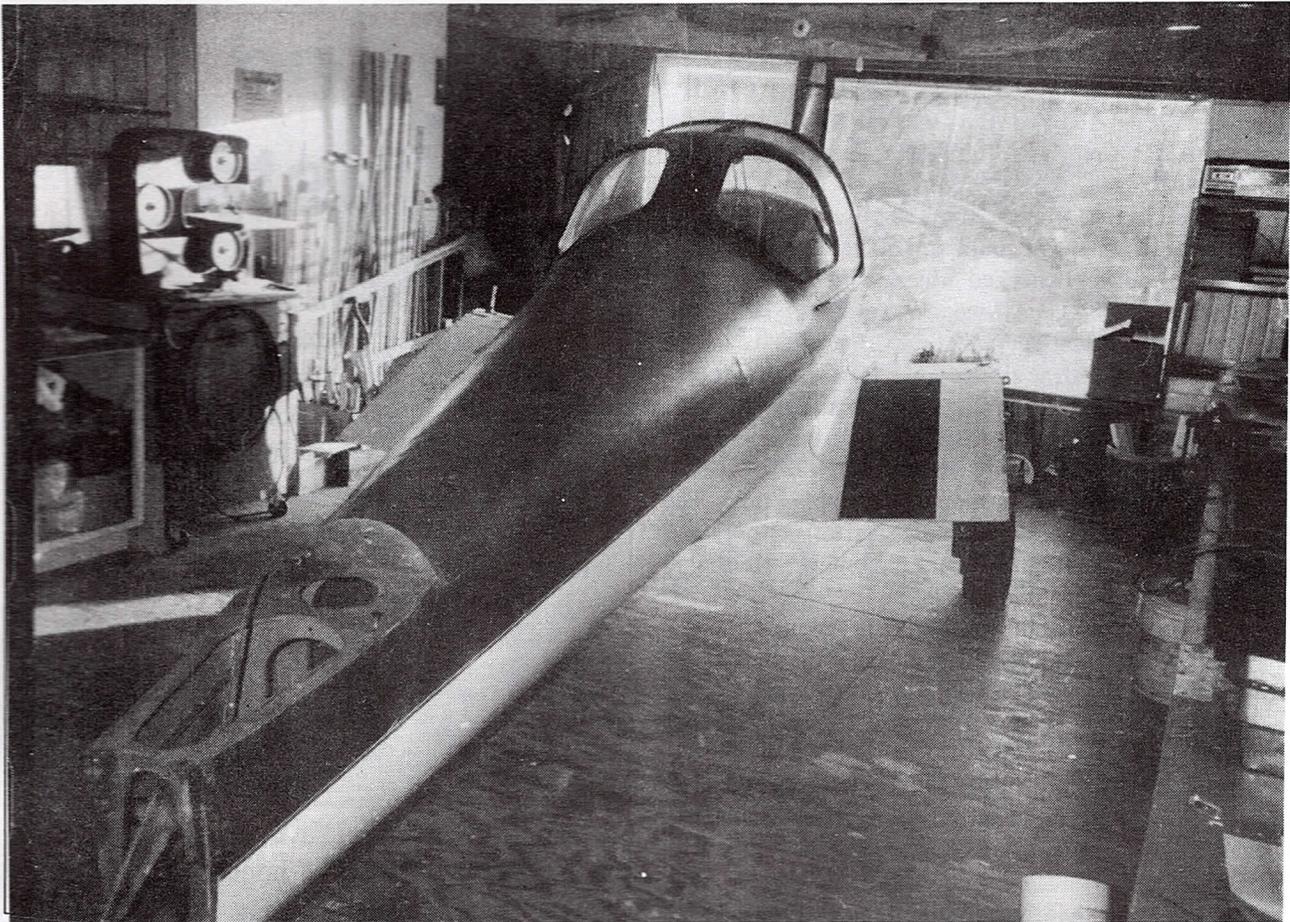
I hate good taste. I have seen good taste used to destroy the careers of honest, hard working people for wearing the wrong color tie. I have seen good taste destroy the ability to marry when someone's clothes, their car or their sense of humor was arbitrarily defined as unacceptable by the fascism of totalitarian democracy. I have read of children murdered over the issue of taste as it applied to their sneakers.

I hate good taste!

It is my intention, therefore, to introduce some bad taste to the world of aviation. I encourage others who see the light in my glorious cause to join me in displaying fuzzy dice in their airplanes, neon colored painted engines, and fake fur interiors.

Let us end our Neville Chamberlain approach to good taste and wage all out war against it.

You have seen the first stirrings of resistance against the tyranny of good taste in the David Edens "dirty" Ercoupes. You will see more splendid examples of bad taste in the older, more conservative John Waters tradition at fly-ins where I intend to show up and help liberate aviation from the yoke of good taste!



Restoration project is looking for parts

A long time Ercoupe admirer has finally bought his Coupe -- but he has to restore it before he can fly it.

By Robert Trail
RFD 1, Stillman Hill Rd.
Winsted, Ct. 06098

Hi Everyone!

Today I soloed! I'm on the "long way back" from soloing in 1956 in a J-3, and again in '74 in a 150, all the while yearning for an Ercoupe. Each time \$\$\$ decided the issue.

In the late seventies and eighties, I built and flew Easy Riser ultralights, which I still enjoy, but NOW... I've soloed a Cherokee 140 in preparation for my license to fly the Ercoupe I've finally brought — which leads to the reason for this letter:

Ercoupe 94099, born in May, 1946, as serial number 1422, was sitting forlorn and neglected in a field in Ellington, Connecticut. Her checkered history showed in the shabby state she'd fallen into. Tagging obediently home across the state, she's now comfortably ensconced upstairs in my warm shop being ministered to tenderly.

Considering the conditions of idleness and outdoor exposure for five years, she's in pretty good shape but needs new windows all around (is the bubble windshield all that great? The gross gaskets around the rear windows look the pits) and all the gaskets that weather.

The big problem I have is the wing tanks — they've been really dented-in beyond tolerance. Does anyone out there have a pair for a 415-C? Also side, bottom, and front cowl parts.

RST will manufacture Azure Long-Ranger portable lorans

Press Release from RST

Radio Systems Technology and Azure Technology announced the acquisition by RST of Azure's Long Ranger Aviation Loran product line. "We're very excited to have a quality avionics company of RST's stature continue development and marketing of the Long Ranger," said Skip Forster, Vice President and General Manager of Azure.

"With the tremendous success of our Elite (tm) Flight Simulator and George (tm) personal flight planner, Azure's focus has shifted from avionics to aviation software.

The arrangement with Radio Systems Technology will provide Long Ranger customers with uninterrupted support as well as assure continued evolution of the product."

According to Vice-President Jay McEnroe, RST plans to continue to factory build the Long Ranger. "We've been producing avionics in kit form for many years, so we're looking forward to this opportunity to launch a factory-built program."

Although noncommittal with regards to timing, McEnroe hinted that the Long Ranger may be offered in kit form in the future. "one of our goals for

1992 is to offer our customers a choice in product configuration on some of our current products. In addition to pure kits, we may consider offering "easy build" formats, or even factory built units if demand warrants it."

Unlike many marine-derived lorans, the Long Ranger was designed from the beginning for aviation. It packs a large number of features — flight planning, flight plan downloading from personal computers and portable or fixed panel options — into a low cost package.

The built-in battery allows operation in aircraft without electrical systems or as a backup navigation system in the event of electrical system failure.

Prices start at \$795.00 for the portable or fixed panel version, while the deluxe unit (containing both portable and fixed panel configurations) is \$945.00

The Long Ranger may be ordered directly from RST at 1-800-824-5978 [*this number may also be used to ask for RST's free catalog. Ed.*], or from the Flight Computing Catalog at 1-800-282-6675. All customer service and technical calls should be directed to RST at 1-916-272-2203.

London RC modeler seeks information

By F. Steer
112 Fawcett Close
Kambala Road Est.
London
S.W.11. 2LU
England

Dear Sirs,

I obtained your address from the November 1991 issue of *Flyer* magazine.

I wonder if you would be able to help me in my quest for information.

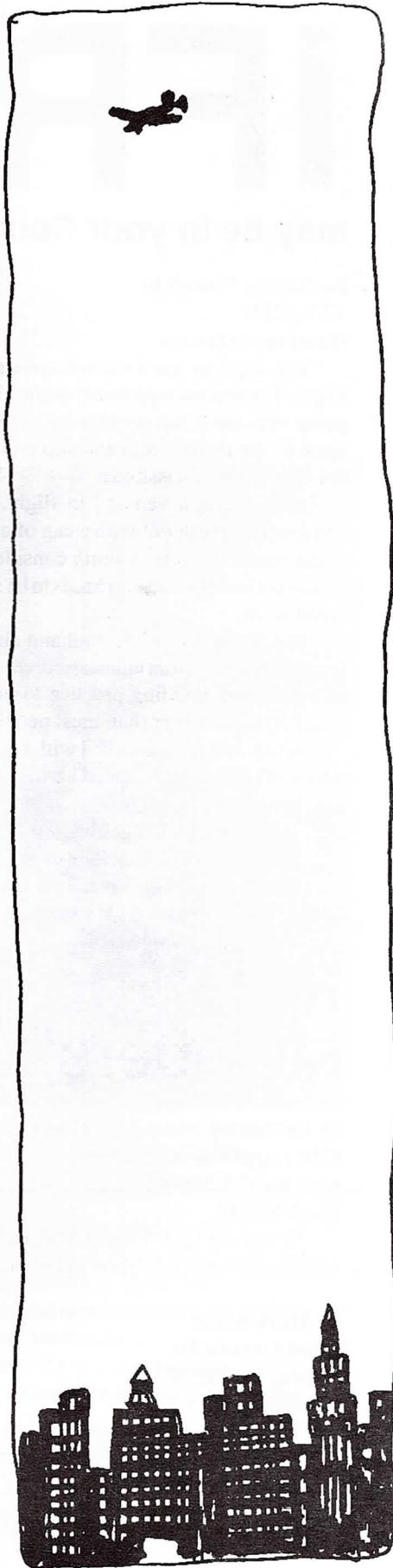
I build and fly radio control models and am currently researching the *Ercoupe*. I have managed to locate a 415-B under restoration in Suffolk.

The one thing I lack more than anything is fuselage sections and cockpit info.

Would you please be so kind as to let me know how much of this info you have and how much it would cost me to get it from you?

I am attempting a 1/8th scale with a span of 45" powered by either a .20LI or .35LI if this size works. I shall go for 1/4 scale for competition purposes.

[*There are at least three radio controlled Ercoupe modelers out there with whom I've talked. Any chance you gentlemen (or others) could correspond with F. Steer? Ed.*]



IFR

may be in your Coupe's future

By Barney Vincelette
ATP, CFII
Houston, Delaware

It is legal to use a venturi system to run gyros in IFR flight. The venturi is probably more reliable than the suction pump because it has no moving parts — unless ice forms upon it. An electric turn and slip indicator is as-good-as in the case of this vicissitude.

Also, [with a venturi] in flight, one could open the window and reach out with a can of anti-ice spray to apply to the venturi — this is worth considering. Even injection of alcohol into the vacuum hoses to be sucked out the venturi could work.

But flying by needle, ball and airspeed is not difficult (even recovering from unusual attitudes) with a small amount of confidence-building practice to prevent panic. Partial panel flying is easier than most people think.

When taking off into IFR with venturi suction, you need a little more ceiling to speed up the gyros before you enter the clouds.

(P.S. In February I am getting my PhD in physics.)

[Wow — congratulations on the PhD!]

Thanks for the information. This kid, for one, will be (slowly and over time \$\$\$) upgrading his airplane for IFR — and then upgrading his own certificate and skills as well! Thanks! Ed.]

Affordable insurance?

By Ed Burkhead

Now that Webb insurance no longer provides group rates for the Ercoupe Owners Club, it would be nice to find good, low cost insurance companies for our members.

One company was mentioned by Zig Dawid, our California and Nevada regional director. AIG (Aircraft Insurance Group? of Oklahoma?) has been giving Zig low rates for his Coupe. I believe he said they were charging below \$500 for liability and hull coverage for \$12,000 declared value!

An important aspect of any insurance company is whether they will pay when there is a loss. Zig doesn't know of anyone insuring with AIG who's had a loss. Does anyone know anything about their payout history?

Does anyone know another company with good rates and willingness to pay when they are supposed to?

EOC archives

are source for Ercoupe papers

Many documents and back issues are available from the facility which archives our organization's documents. You may write to them for pricing and availability of information.

Write to: Center for Archival Collections, 5th Floor University Library, Bowling Green State University, Bowling Green, OH 43403. Ed.]

Members' letters -- to keep in touch

By Les Slifkin
1316 Loganrita Ave.
Arcadia, CA 91006
818-358-5566

Where can I get "Flight Certificates" to give to first time Ercoupe riders? It's great public relations.

By Mark Mead
506-B Corsair Dr.
Milton, FL 32570
904-626-2942

To those at the Ercoupe Owners Club:

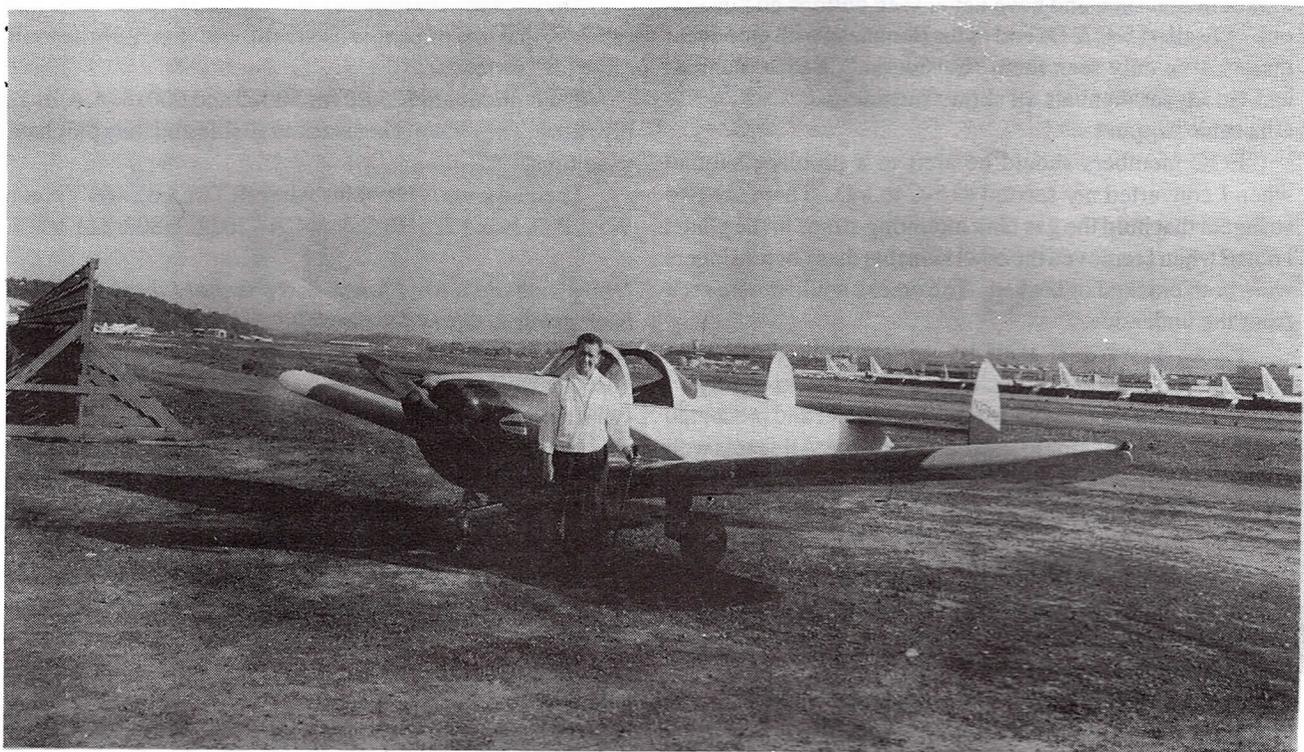
I saw your listing in the club section of Pacific Flyer. I'm not currently an Ercoupe owner — rather an Ercoupe owner wanna-be. This is a goal I want to fulfill within the year.

I got my private ticket back in 1981, having trained exclusively in Cessnas. My first flight after getting 'signed off' was in an old Ercoupe out of Salishan, Oregon. Flying down the Pacific coastline I fell in love with the type and decided if I ever acquired a light plane of my own, it would be one of these.

My current status is this: I'm a Marine Corps 1st Lt. who is just completing flight training in Pensacola, Fla. I will be winged next month and expect orders to Marine Corps Air Station New River. It is during this first tour that I hoped to find a suitable aircraft.

I am thrilled to find there is an owners club based 'just up the road.'

[Is there anyone in Florida who would like to get together with Mark to socialize and advise him as he hunts for a Coupe? Ed.]



H. Glenn Buffington, El Dorado, Ariz., is pictured in N3794H, the Coupe he owned in 1955-56 at Boeing Field, Seattle. Behind the Coupe, beyond the blast fence, are B-52s. At the end of the runway, about 55 miles southeast, is Mt. Rainier. In 1949-1951 Glenn owned N2125H.

See you at Sun 'n Fun

By Ed Burkhead

The national EAA event, Sun 'n Fun, will take place in Florida from Sunday, April 5th to Saturday, April 11th.

The Ercoupe Owners Club will have a booth there again this year to welcome members and recruit new members.

An Ercoupe forum will be held on (by the current schedule) Monday, April 6th at Noon. The EOC banquet will be held on Tuesday evening, April 7th.

Volunteers are needed to help staff the booth for a day or a few hours or a few hours a day.

Anyone who comes by is encouraged to stop by the booth to visit, swap information and help out prospective Ercoupe owners.

Skip is planning to be there for the first half of the week and I'm hoping to come for the entire week.

Contact Joe McCawley, 615 Irvington Ave., Orlando, FL 32803, 407-894-0066 to volunteer to help staff the booth or to get details of the banquet, etc.

Hints and tips

By Dan Hennis
4756-A Buchanan Pl.
Mt. Home A.F.B., Idaho 83648
208-832-7831

Brakes

Please pass on, for what it's worth, I have been studying for the past six years to get my A & P. I have worked on many brakes in that time and have never seen buttons go "inside-out." On all 415-C & Ds and older Bonanzas with Goodyear brakes, I've only seen them "outside-in." Beach manuals and Goodyear manuals all show "outside-in."

Gas tank support

EOC members should be alert to a problem I found when I converted my second 415-C to a D. There are two stringers that hold the gas tank mounting straps to the plane. I noted when I removed the cowl skin that these two stringers were both cracked or broken. The cracks could not be seen from the underside.

Please beware, if they let go, the tank drops onto controls, locks cables, etc ... end of flight, permanently! I replaced my stringers with formed 4130 steel and precoated both stringers and skins to prevent corrosion. All seems well now.

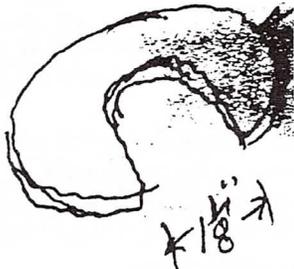
Cabin braces removed

I've noted in the last year or so a couple of coupes with "new" seats in them and FAA papers to show. These new seats were of "dune buggy" type, bolted to the seat pan and seat back bulkhead/rest was removed. As well, the next brace back was removed also.

Correct me if I'm wrong, but with both of these supports removed, the cockpit becomes an eggshell waiting to be cracked in a higer g pullup?!? Let me know.

By Ray Simpkins
320 State Rt. 551
Waverly, Ohio 45690

Here is a sketch and a sample of a spacer that can be used to determine how long a space is needed to raise the tail to the correct height without removing the cylinder.



Once you know the length the spacer should be, then remove the cylinder and install the correct length of permanent spacer.

The test spacer should be made from a 1 3/4 inches outside diameter with 1 1/8" inside diameter, 1/16 inches thick, washer made of steel or aluminum.

Eight to ten spacers will be required. Raise the airplane and slip the test spacers around the cylinder body. It will probably take a different number on each side.

By Ed Burkhead

An advertising flyer was sent to the club from Hawkins Aircraft Tire Co. "Specializing in Aircraft Tire Retreading Since 1971"

They claim their retreaded tires are quite safe and reliable, that lots of people use them, and that flight schools "live off" retreads.

Their prices are \$25.00 for 500x5 and 600x6 (4, 6, or 10 ply) tires. They have other sizes available and they purchase used tires.

Their address is Hawkins Aircraft Tire Co., 466 Vernon Way, P.O. Box 1725, El Cajon, CA 92022, 1-800-321-9717.

[Here's an old letter I found in a box that I don't think has been printed. Sorry for the delay, Sam. Ed.]

By Sam Peach

1023 Hermitage Drive
Owensboro, Ky. 42301

I have owned 87326 since 1958. Your comments about problems with the stops for the shock strut on the pre serial 813 Coupes was something I encountered several years ago. The stop had bent but not broken. The mechanic that made the repair used a piece of small tubing to weld as a brace.

Some write-up on the cup problem that seems logical is that if the rubber bumpers on the stops are not thick enough, then the edge of the cup drops in the fill hole when the gear is extended and a piece is cut off when landing. Spacers were added under the bumpers on mine.

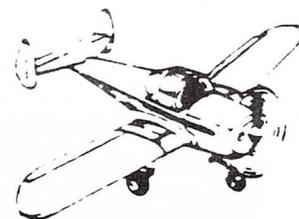
Your information on using silicone brake fluid is good. The fluid is marked DOT 5. I have used it in old cars and the coupe for several years. The big advantage in old cars is that it doesn't pickup moisture and as a result the brake cylinders and pistons don't corrode. Another advantage is that it doesn't damage paint if spilled on it. If anyone has trouble finding a source, they should be able to find it at places that sell motorcycle parts since many motorcycles use silicone brake fluid.

A few months ago my starter, Delco-Remy 1109656, was rebuilt. This starter is on the C-75 that was on the original engine in 1946. The bushing for the clutch assembly could not be located. The bushing is Delco 1908540.

Univair and El Reno Aviation did not have this bushing. If you know of a source, I would like to know about it.

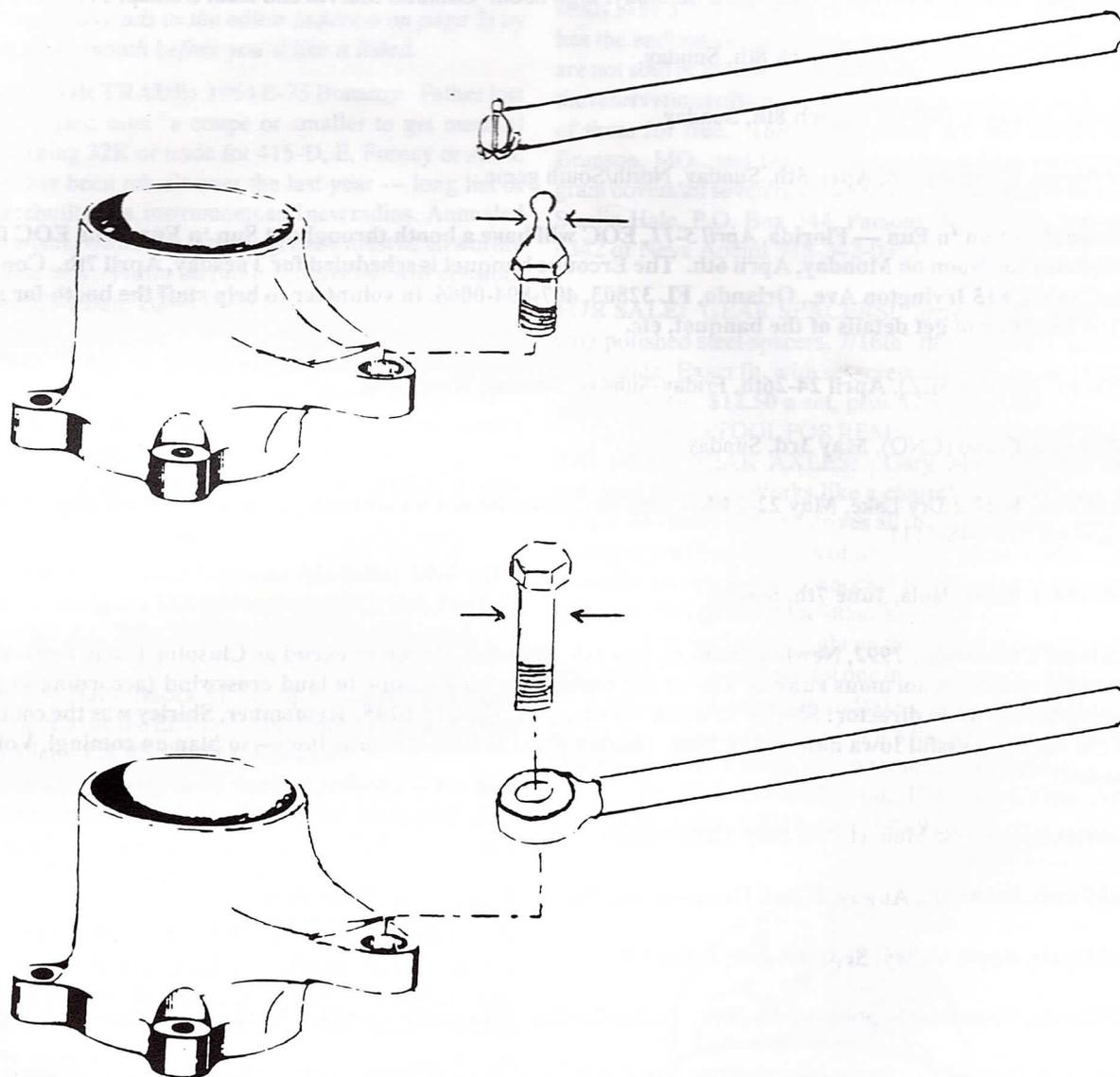
ERCOUPE

INSPECTION NOTES



ILLINOIS WING - ERCOUCPE OWNERS CLUB

NUMBER 2



EARLY STYLE STEERING ROD AND BALL ASSEMBLY HAVE BEEN KNOWN TO BREAK AFTER REPEATED HARD LANDINGS OR A SEVERE SHOCK TO THE STEERING LINKAGE. THE BREAKAGE WILL OCCUR AT THE NARROW PART OF THE STEERING BALL STUD AND WILL CAUSE A COMPLETE LOSS OF CONTROL OF THE AIRCRAFT.

INSPECT AIRCRAFT TO DETERMINE WHICH TYPE OF STEERING ROD IS INSTALLED. IF THE OLD STYLE IS INSTALLED, IT IS HIGHLY RECOMMENDED TO REPLACE IT WITH THE NEW STYLE STEERING ROD AND BOLT KIT FMK 101 AND FMK 101N.

Upcoming Events

(This includes mid-month events — even though some of you may not get this in time, some people will. Send us notices EARLY!)

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.

National — Sun 'n Fun — Florida, April 5-11, EOC will have a booth throughout Sun 'n Fun. The EOC forum is scheduled for Noon on Monday, April 6th. The Ercoupe banquet is scheduled for Tuesday, April 7th. Contact Joe McCawley, 615 Irvington Ave., Orlando, FL 32803, 407-894-0066. to volunteer to help staff the booth for a day or a few hours or to get details of the banquet, etc.

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.

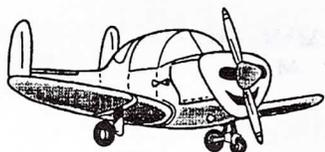
California, Rosamond, **October 4th**, Sunday.

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.

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 OR TRADE: 1954 E-35 Bonanza. Father lost medical — Doc says “a coupe or smaller to get medical back.” Asking 32K or trade for 415-D, E, Forney or Alon. Bonanza has been rebuilt over the last year — long list of new and rebuilt parts, instruments and new radios. Annualized — fresh annual with sale. If trading, trade must be airworthy and flyable now. Prefer no rudder pedals but will consider all offers. Call Dan, 208-832-7831.

WANTED: Either the plastic model itself or info where to get one of an Aircoupe — they were given away as raffle prizes at the Sedona 91 fly-in. I won a T-shirt but want a model kit. Thought it would be easy to find — wrong!! Les Slifkin, 1316 Loganrita Ave, Arcadia, CA 91006, 818-358-5566.

FOR SALE: Nova Tech Novastar Air-O-Ear VHF radio with omni; Omnigator MK III Navcom ARC. Bob Trail, 65 Stillman Hill Rd., Winsted, CT 06098, 203-379-2355.

WANTED: Back issues of “Coupe Capers” and other printed material on the Ercoupe. Glen Mills, P.O. Box 3393, Mission Viejo, CA 92690, 714-768-0585.

[If you don't get a bite from a member selling you the back issues, write to our archivists: Center for Archival Collections, 5th Floor University Library, Bowling Green State University, Bowling Green, OH 43403. Ed.]

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.

FOR SALE: GEAR SPACERS! Increase tail height 10" with polished steel spacers, 7/16th" 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.



**"LADY, THAT WAS A REAL NICE LOOKING LANDING...
FOR A PLANE THAT'S NOW A TOTAL WRECK."**

Attention Regional Directors!

We'd like to publish a listing of all state and area wing leaders.

Please mail a list of YOUR wing leaders to the Coupe Capers office.

Club Things

The following items are available from Fran Heath, 710 South Woodbine Dr., Sapulpa, Oklahoma 74066 (918) 224-0644.

Bumper Stickers.....	FREE
Paint Sheets.....	FREE
Club Patches.....	\$ 1.50 ea.
Vinyl (Club) Decals.....	\$.70 ea. (P.P.)
Club Directory.....	\$ 1.00 (P.P.)

ERCOUPE JEWELRY

(all items in Gold and Silver color please specify color!)

Tie Tacks.....	\$ 3.75 ea.
Stick Pins.....	\$ 4.20 ea.
Necklaces.....	\$ 4.50 ea.
Lapel Pins.....	\$ 3.20 ea.
Charms.....	3.50 ea.
Earrings.....	\$ 4.70 ea.
(Wire, Clip & Clasp)	
Fly-In Plaques (1976-1980).....	\$ 7.90 ea. (P.P.)

EOC WING JEWELRY

Large Wings – gold or silver color.....	\$ 4.50 ea. (P.P.)
Lapel pin wings – gold or silver color.....	\$ 3.75 ea. (P.P.)
Stick pin wings – gold or silver color.....	\$ 4.20 ea. (P.P.)
Tie Tack wings – gold or silver color.....	\$ 3.75 ea. (P.P.)

EOC DIRECTORS

Region 1, CT, MA, ME, NH, NY, RI, VT, Dick Murphy-'93, 114 Academy St., Malone NY 12593, 518-483-2486.

Region 2, CANADA, Peter C. Philips-'92, RR#2, Orangeville, Ontario, Canada, L9W 2Y, 519-941-4113.

Region 3, OR, WA, AK, Bob Rakozy-'93, #4 Bartok Place, Lake Oswego, OR 97013, 503-236-4218.

Region 4, ID, MT, WY, Ruban W. Jodsaas-'92, Box 396, Coldstrip, MT 59323, 406-748-2217.

Region 5, MN, ND, SD, WI, Russ Jensen-'93, 386 N. Wabash, Suite 1300, St. Paul MN 55102, 512-298-1055.

Region 6-EAST, DC, DE, MD, NJ, PA, WV, Steve Kish-'92, RD 2, 460 Taylor Drive, Cedar Valley, PA, 18034, 215-838-9942.

Region 6-WEST, IN, MI, OH, Jon Hiles-'92 6711 Emerald Ave., Enon OH, 45323, 513-864-1041

Region 7, CA, NV, Zig Dawid-'93, 9237 Central Ave. Orangevale, CA 95662, 916-988-3129

Region 8, AZ, CO (Western side of Rockies), UT, NM, JO-AN R. Cooper-'92, 2210 West Cactus Wren Dr. Phoenix AZ, 85021-7727 602-995-4177

Region 9, CO (Eastern side of Rockies), IA, IL, KS, MO, NE, Shirley Brittan-'93, 623 Rolling Hills Dr., Newton, KS 67114, 316-284-0145

Region 10, DC, KY, NC, SC, TN, VA, Roy Wright, 106 Gail Dr. Mauldin, SC 29662, 803-458-9119.

Region 11, AR, LA, OK, TX, Leonard Page-'93, Rt. 1, Belleville, AR 72824, 501-495-2647.

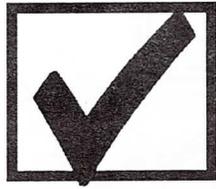
Region 12, AL, FL, GA, MS, PR, Joe B. McCawley-'92 (CHAIRMAN) 615 Irvington Ave., Orlando FL 32803, 407-894-0066.

HONORARY LIFE MEMBER-Fred E. Weick, 2 Dolphin Dr., Vero Beach, FL 32960, 305-562-3878.

Supply Officer-Fran Heath, 710 S. Woodbine Dr., Sapulpa, OK 74066, 918-224-0644.

EXECUTIVE DIRECTOR—Skip Carden, P.O. Box 15388, Durham, N.C. 27704, 919-471-9492 (*Executive Director is selected by Regional Directors.*)

Cut and mail, cut and mail



Board of Directors Election '92

(This entire page may be cut out and mailed as a ballot.)

No sitting director notified Skip that she/he was no longer willing to serve so, in the uncontested regions, the current director is confirmed for another two-year term.

The only region which made nominations for election of the regional director was Region 6 West. Members in *Indiana, Michigan and Ohio* are STRONGLY encouraged to vote for either:

____ Marvin Dunlap

or

____ Jon Hiles, incumbent director

Capers feedback

Your preferences in the contents and style of the Coupe Capers are important to us. Please fill out and return this form to tell us what you'd like more (or less) of in the Capers.

Our ability to add more of something will depend on submissions from the members. But, if something is desired, we can specifically solicit that type of contents.

If you think everything is perfect, please let us know that, as well. Your vote for the status quo would balance other votes for big changes.

It's up to you.

FORMAT

The current "magazine" format

- a. is perfect.
- b. doesn't matter.
- c. wastes space — use packed newsletter format.

PHOTOGRAPHS

- a. Limit photos to good ones.
- b. Use judgment — good and marginal both.
- c. Use all photos sent in — even bad ones.
- d. Keep large cover photo.
- e. Stop using large cover photo (use space for text).

OTHER SUGGESTIONS

CONTENT QUANTITY & MIX

- a. More contents even if dues go up.
- b. Same contents even if dues go up.
- c. Keep dues same even if it reduces contents.
- d. About the same mix as now.
- e. Change the mix to:

(Circle for more, X for less)

- 1. More hints and tips.
- 2. More personality features.
- 3. More fly-in reports.
- 4. More letters.
- 5. More technical articles.
- 6. More humorous features.

CURRENCY CORNER

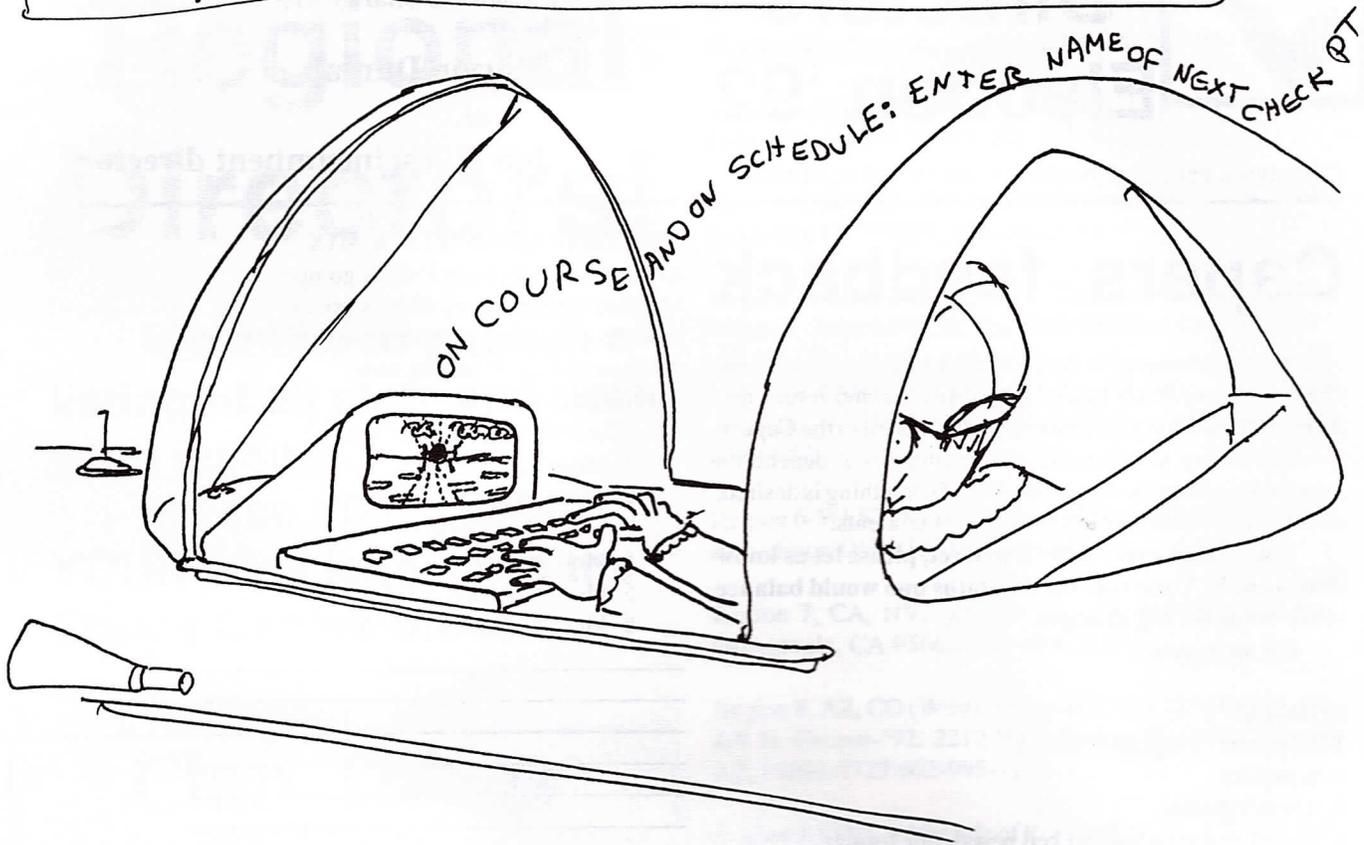
- a. Be more technically specific.
- b. Perfect, keep them coming.
- c. Too technical, simplify.
- d. Drop it — not worth the space.

MATERIALS

- a. Use slick paper, color, even if dues go up.
- b. Use slick paper, even if dues go up.
- c. Use slick paper only if dues don't go up.
- d. Get more advertisers and improve quality.
- e. Continue current paper quality.
- f. Lower paper quality, use money for more pages.
- g. Keep dues same, do best you can with quality.

Cut and mail, cut and mail, cut and mail, cut and mail, cut and mail cut

FLYING THE 1946 ER COUPE IN
1996 WITH THE LATEST MOD



Fold, stamp, mail -- fold, stamp, mail

**Ercoupe Owners Club
Election and Capers
Feedback ballot**

Post office will not deliver
without stamp



**Ercoupe Owners Club -- ballot
P.O. Box 15388
Durham, NC 27704**

ERCOUPE JACKETS AND GOLF CAPS

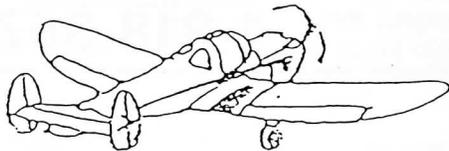
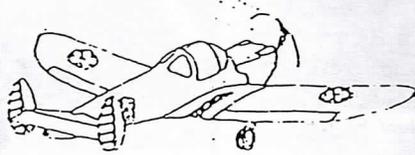
COMPUTER MACHINE EMBROIDERED EMBLEMS ON QUALITY JACKETS BY HARTWELL, AND BEST QUALITY GOLF CAPS.

Three designs to pick from - ERCOUPE IN Silver with red stripe.
 YO-55 ERCOUPE in silver with marking on tail and early military stars or same design with yellow (training colors) wings. (YO-55-Y Experimental, O Observation, 55 military number assigned to Ercoupe. The design was not accepted by the military because of the low wing design. Nevertheless ONE was built and submitted to the Army Air Corps.)

ALLOW FOUR TO SIX WEEKS DELIVERY

JACKETS

Jackets by Hartwell - Poplin Award
 80% polyester/20% cotton - Flannel
 or Quilt Lined - Reinforced slash pockets
 Rib knit collar, cuffs, and waist band
 Water repellent - Machine washable
 Choice of Ercoupe emblem included.
 SEE Caps for different designs. Size
 Adult S - M - L - XL - XXL. Colors
 Silver grey - Navy Blue - Black - Red
 Royal Blue - Tan.
 Flannel lined \$65.00 + \$5.00 S/H
 Quilt lined \$70.00 + \$5.00 S/H
 Texas Residents add 8.25% sales tax.



CAPS

Caps are finest quality fabric Golf
 Caps - Choice of emblem - Emblem
 same on Jackets & Caps (smaller)

Ercoupe-Silver w/red stripe
 YO-55-Silver w/red stripe
 YO-55-Yellow wings/silver w/military

CAPS - \$12.00 + \$5.00
 S/H - Texas Residents add 8.25% tax.

BRYAN AVIATION, INC.
 c/o Gene Holligan
 4201 Willow Oak
 Bryan, Texas 77802
 (409) 774-7701

JACKET (Size) _____ (Color) _____

(Lining) _____ Emblem _____

CAP Reg. Fit-all (Color) _____ Emblem _____

Mail To: _____

Address: _____

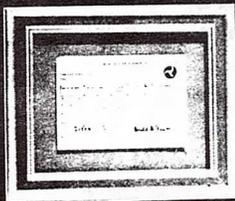
City/State/Zip: _____

Payment: Check/Money Order/Credit card - Visa
 Master Card- Discover. Card # _____

Exp. date: _____ Signature _____

Sun N Fun APRIL 5th. - 12th.

Come by EOC Booth



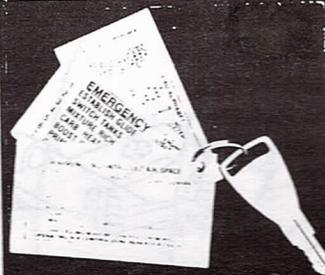
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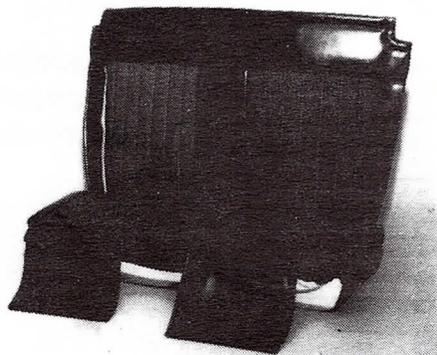
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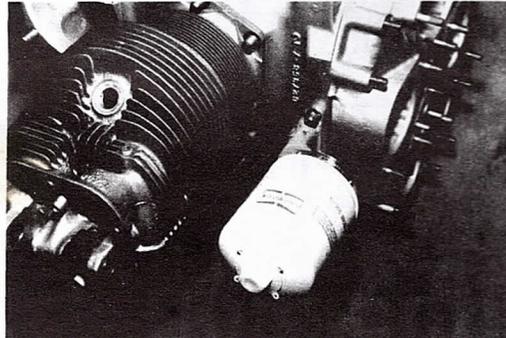
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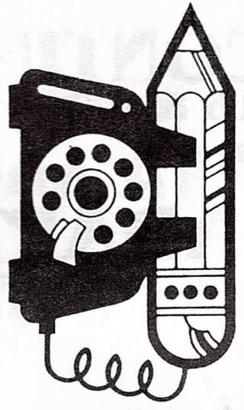
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