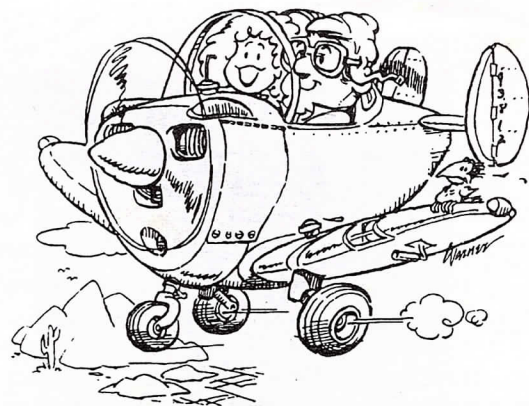


Coupe Capers

Monthly magazine of the Ercoupe Owners Club July 1992



By Dave Vernon, Apartment five, Haymarket Lodge, 28 Park Road, Southport PR9 9LA, England, International tel: +44-704-532327, Fax +44-704-500164

It's warming up, now, and I'm looking forward to a lot of flying this summer. I'll be going to meetings where I'm sure the Mooney Cadet will be a source of great interest to our aviators and spotters.

I live on the coast 20 miles north of Liverpool and, although I keep the Mooney at Blackpool, we do have a strip on the beach at Southport where a 172 gives pleasure rides to the public. The strip is operated by a pal of mine and I call in occasionally when the beach is dry after the tide has gone out. This part of the coast has a very shallow and wide beach -- in fact, many people don't think the tide ever comes right in here at Southport. It does when the spring tides are around and you can see from the photo enclosed that only a small amount of beach is dry.

This photo was taken from [my friend's] 172 and it was a windy day, as you can see from the waves on the sea.

I bought a Flybuddy Global Positioning System when I was at the Sun & Fun. It arrived last week and, although I'm still learning how to operate it, I think it's wonderful. I haven't fitted it to the Mooney, yet, but with it perched on the instrument coaming and the aerial taped to the canopy, it works very well. I'm very pleased with the performance. I'll never get lost again! (I hope.)

Anyway, that's just a short letter to enclose with the photo. I'm still hoping some of you American gents will call me when in England and come and have a fly with me in the Mooney. You're all welcome.

Arkansas picnic for 1992

The Arkansas Picnic (otherwise known as the Great little chicken ranch fly-in picnic) is ON for 1992! September 24-27. See you there!

Volume 21, Number 7, JULY 1992

COUPE CAPERS is published monthly, 12 times a year, by the Ercoupe Owners Club, P.O. Box 15388, Durham, NC 27704. The membership fee is \$20.00 a year which includes the subscription rate of \$18.00 a year. All rights reserved. Reproduction in whole or in part is prohibited. Application to mail as SECOND CLASS MAIL is pending at Durham, NC 27701. Postmaster, please send a change of address form to: COUPE CAPERS in care of, Ercoupe Owners Club, P.O. Box 15388, Durham, NC 27704. National Headquarters is located at, 3557 Roxboro Road, Durham, NC 27704.

Subscription changes, Commercial advertising 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. Those with computers may submit long stories on disk. We can use either 5¼ or 3½ inch disks. Wordstar or ASCII formatted files are preferred.

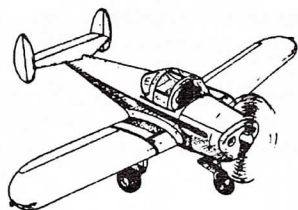
Story deadline: 15th of month preceding.
Member ad deadline: 19th of month preceding.

The fax machine will answer the phone from Noon-12:30 Central time (other times on request).

Fax NOT available July 1-August 7th.

Messages and articles may also be submitted through CompuServe mail to Ed Burkhead 70410,3231.

Editor.....Ed Burkhead



Richmond, Va, fly-in gets washed out

By Skip Carden

All week long the weather man had been promising that we were going to have a great weekend.

Armed with such a positive outlook I began to get ready for the hour and twenty minute flight to Chesterfield County Airport for the combined Ercoupe and Cessna Fly-In.

Friday night I went up and cleaned the 150 up checked the oil, gas and cleaned all the windows and cleaned out the inside in preparation for my Saturday morning flight.

Well that night it seems that a front had decided to lay along the NC-VA border and showed no real signs of movement. The weather channel showed it moving north by late Friday and early Saturday with improving conditions so I was encouraged.

Rising early Saturday morning I switched on the weather channel and saw that the front had not moved as fast as expected and conditions were not to good. As the morning progressed it seemed that if I left on Saturday I would have to drive. Several calls later to Raleigh FSS I decided that even though the sun was shining here that I was going to drive. My last weather report from Richmond was 200' 1/4 mile in drizzle and no improvement expected.

I quickly loaded everything in the car and proceeded up I-85 toward Richmond. Now when the sun is shining and there are few clouds this is a hard thing to do! As I got closer to Richmond I decided that I had indeed made the correct decision as the haze and cloud cover began to increase. Just across the border it really began to worsen and by the time I got to Petersburg things were bad.

I followed Melvin Schaffer's directions and had no trouble finding the airport. When I arrived I found Tom and Deloris Trump with their 150 and Melvin with his Ercoupe and Clark Church's Alon. Tom and Melvin said that Clark had arrived a few minutes earlier and had been picked up by a friend. We were all amazed at his arrival as you could just see the end of the runway!

After talking for a few minutes we decided that it would be almost impossible for anyone else to arrive so we put the planes up and departed for the motel. Later that evening Tom and Deloris called and we met at the Steak and Ale for dinner. We really enjoyed their company and talked planes and cars all evening.

Hoping for better weather on Sunday, the big day, we returned to the motel.

When I woke up Sunday morning and peeked outside I just could see the Interstate about 1/4 mile away in fog and drizzle. Tom had said that he thought that it would burn off by 10:00 and we could go on with our plans. I checked out of the motel around 9:30 and drove the few miles to the airport. The weather was still bad and I saw no hope for any improvement.

When I got to the airport we found that several people had driven in. We all sat around in the terminal and talked airplanes for an hour or more. Deciding that no one would be able to fly in Melvin canceled the dinner plans and called the other speaker and told him that we had been weathered out.

Melvin then took me on a guided tour of the airport and its facilities, which include a banquet room in the basement capable of hosting 300 people. This is one of the finest examples of what a County Airport should be with a beautiful building and all services necessary for encouraging private aviation, which it has. Melvin, Tom and I discussed having another Fly-In and we decided on November as the weather would be more settled at that time.

Melvin and Tom had all the bases covered, the one element that they could not control was what did them in. Thanks fellows and I hope that we can pull it off next time, and thanks to all of you who tried to come and that called and left messages — maybe next time. -Skip-

Coupe Currency Corner

By Bill Coons
Ercoupe 99822
Lombard, IL

"Are you sure there's nothing
SPECIAL I can do for you???"

Have you ever heard those words
from a controller?

Consider this scenario — you are 9 miles from a controlled airport. You tune in ATIS and the ceiling is 1500 feet with 6 miles visibility. ATIS suddenly goes off the air and you wait until they come back with new information. While you are waiting, another aircraft calls the tower for permission to land and is told that the airport just went IFR.

By this time you are just over 5 miles from the airport and must call before entering the traffic area. Of course they will tell you the same thing: "Remain clear of the traffic area and divert to some other airport with VFR conditions."

He is telling you this because the ceiling is dropping and is now 900 feet. Just below the limit for VFR.

But wait a minute. You have the field in sight. You can see all of the runways and could be there in two shakes. So you call the controller and tell him so.

SORRY. "Remain clear of the traffic area."

Now the ceiling seems to drop a little lower and you are not sure if you should try for another airport or not. You are still holding just outside of the Traffic Area and now you start to sweat a bit because this is not what you wanted to hear and you mentally reject it. Now this is ridiculous. You're looking right at the field and see it plain as day, so you call the controller again and tell him so.

"SORRY, the field is IFR. What are your intentions?"

Your intentions are that you can see the field and want to land. Is that asking too much?

So he asks you again "Is there something I can do for you?"

With your finger off the button you tell him "Of course, dopey. Just get me down..."

So the weary controller tries one more time. "Ercoupe 12345 this is Du Page tower are you SURE there's nothing SPECIAL, I say again ****SPECIAL**** I can do for you?"

What he is trying to do of course is to squeeze the words "Special VFR" out of you without putting the words in your mouth.

But you don't catch on and, without another word, you try to make it to another field with the visibility dropping by the minute and wind up as another statistic. In the Aviation Safety magazine it will be noted as flying in IMC conditions.

Far Fetched? Not on your life.

In the first place, I found myself in these same conditions one afternoon, but with an instrument rated pilot in a Commanche. The situation was handled very professionally by both the controller and the pilot. He simply got into the instrument system and asked for a contact approach. We landed and that was that.

But it got me thinking real hard. What would a non-IFR-rated pilot do in those circumstances. Having had my ticket for only 5 years, and attending all of the safety seminars in the area, I know that I would have asked for a SPECIAL VFR. But how about all the guys out in the uncontrolled airports that had never tried to land at a controlled field because it was too much radio work. Would they have remembered?

I was so concerned that upon landing I went directly to the FAA office at the airport and had a good long chat with an inspector. I related my concerns and proceeded to confess that had I been in such a scenario, and had forgotten about the Special VFR approach and the ceiling was descending rapidly, I most assuredly would have declared an emergency and landed.

Then I would put my Coupe in the

hangar take a breather and then go to the tower and argue about it then. This notion of blindly following the orders of a controller can get you killed.

Much to my surprise, the inspector agreed with me. Whenever your life is on the line, declare an emergency. Chances are that there would be very little consequences to pay if any.

In the next month I made it my business to casually present the scene to many, many pilots, young and old alike, and asked them what they would do if confronted with such a situation. Answers ranged from "I wouldn't have been there in the first place", to "Well, in an uncontrolled field you just come on in and land." And of course the old standby, "I stay away from them big airports, They can getcha killed."

You would not believe the number of pilots that had completely forgotten the phrase SPECIAL VFR.

To back up a bit, you must give controllers credit for asking "Is there something SPECIAL I can do for you?" You see they are not allowed to mention the word SPECIAL VFR to you. That is not one of their options. It seems that a while back a controller did just that and the airplane crashed. The pilots family filed a successful lawsuit and from then on the controllers were not allowed to use the terminology.

So it's a good deal, eh? Well, it's OK in the daylight, but don't try it at night. At night you must be instrument rated, current and the airplane must be equipped for IFR flight.

Special VFR clearances are effective only within control zones and of course you must remain clear of clouds.

So please, resist the urge to fly around the big ones once in a while. Just listen to ATIS, Call the tower and come on in and land. It's a good way to get acquainted with the controllers. Who knows, maybe you will be a situation some day when he can do something SPECIAL for you, too.

Scheduling conflicts caught us this month. Ron Kerlin will be back next month.



By Edd Smith
4405 San Carlos St.
Tampa, Florida 33629

Air-to-air photography is not as easy as it looks, but it's not quite as hard as it looks either. It's a matter of having the right camera stuff, not necessarily the expensive camera stuff.

Here are several ways to go about it. Pre-plan the flight to maximize the time aloft. Trying to get a Coast Guard C-130 for the afternoon to shoot pictures of a Coast Guard helicopter is usually pretty difficult. By the same token, trying to get a couple of Ercoupes airborne, to fool around with, is not always as easy as you'd think either.

The pre-planning should consist of the people directly involved in the shoot. Decide where you are going to shoot, at what altitudes, what type of background is to be involved and what type of photographs you are trying to obtain. Placing the aircraft over a specific ground reference point like an airport, lake or using cloud formations to highlight the plane, is another consideration. Work out radio frequencies or hand signals on the ground.

If you are going to be in a TCA or over a controlled field, plan on speaking with the tower supervisor before hand. You may find that they can accommodate the flight during a non-busy time.

Taking air-to-air of a Falcon 200 from a Cessna 172 can certainly be done but, it would have been so much better from a faster and windowless photo platform.

Not only is the Ercoupe an easy platform to photograph from, but it's one of the nicest planes to capture on



Air-to-Air photography

film while it's in flight. As a photo platform, the Ercoupe gives excellent visibility with a wide viewing area free of reflection caused by plexiglass, not to mention forehead grease smears.

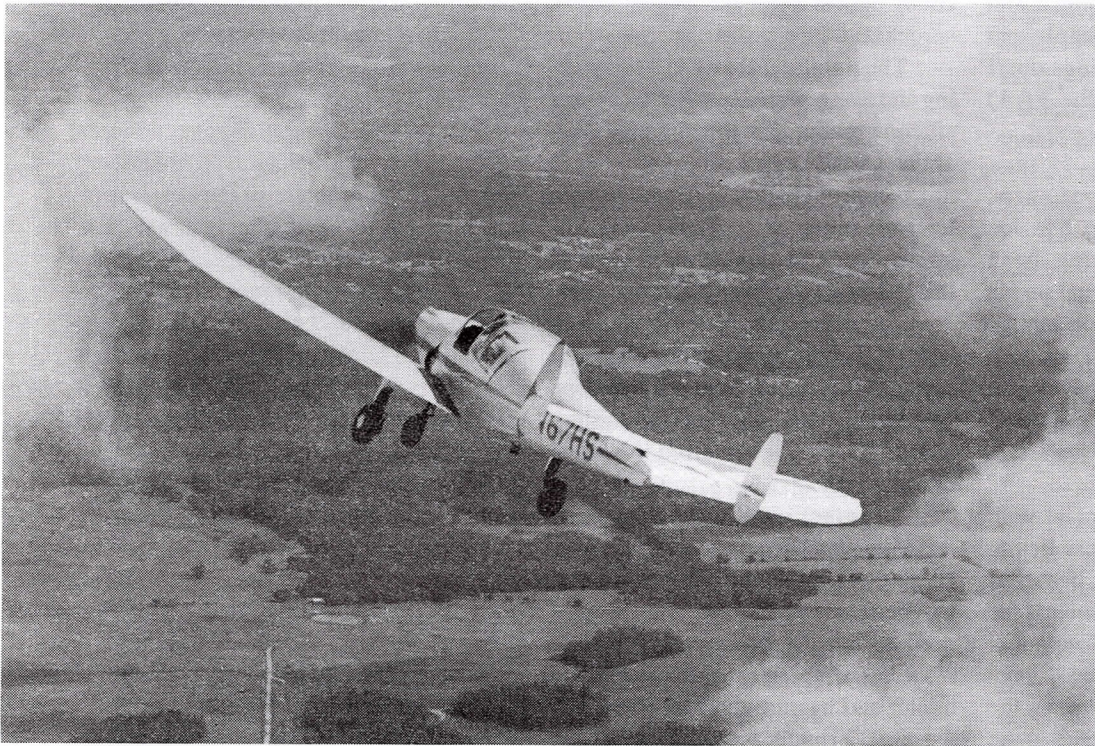
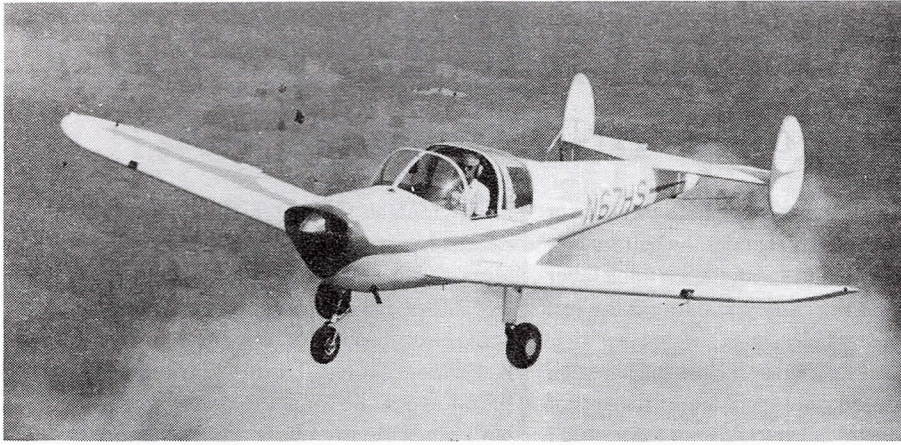
The lens is probably the most important piece of equipment. Using a fixed focal length, 135mm lens seems to be better than a zoom type. Zoom lenses always seem to get my hands in motion before my brain is engaged, and as a result, I'm busy zooming to frame the plane rather than shooting.

Most everybody has, or can borrow, an SLR (where you see through the lens) type of camera. Most SLRs are 35mm cameras and are fine for the job at hand and excellent shots can be obtained. Full frame, good quality shots can be blown up to 8x10 inches and even 16x20 inches and still maintain good clarity.

I would also suggest a camera that can be manually set as to the shutter speed and f/stop setting. Try shooting at 1/200th to 1/500th of a second and an f/stop between f/5.6 and f/16. Try to vary a few shots by changing the speed and the f/stop. Slow shutter speeds will probably result in fuzzy pictures due to airframe vibration. Don't lean the camera or your elbow on the airframe — the vibration will show up in the picture.

Keep the camera in the airplane, unless it's over insured!! Also, if the camera is on a strap around your neck, don't lean out into the slipstream — your neck size will be dramatically reduced.

The current films that are available cover a wide variety of speeds, either in color or black and white. Slow ISO (ASA) films are fine and it's not necessary to use



ISOs of 400 to get superior shots. ISO 64 slide and ISO 100 print along with ISO 25 and ISO 125 black and white print film will produce excellent results.

Shooting the actual photo while in flight seems to be the big problem with most people. Just getting the two planes close enough together for a shoot is tough. Most pilots feel, and rightly so, pretty uncomfortable when getting close to another plane while in flight. Using the longer lens helps.

When looking through the viewfinder, try to get the subject plane to come as close as possible to "fill" up the viewing area. What frequently happens is that the photographer sees the shot and thinks that the picture he sees with the naked eye will be translated to the film. Not so. The standard lens doesn't represent what the naked eye sees in the way of distance. When developed, the picture will be fine, but the plane is likely to be way too small. Enlarging and cropping the negative to make a

growing from the cockpit.

Also, by shooting the whole roll or two, while you and the other Coupe meander around, you'll get a variety of shots. Photos you don't want to enlarge you can give to your relatives. "Let me show you a picture of my grandson's plane!"

Another problem is to keep from chasing each other around the sky. For simple shots, keep the photo plane straight and level. Have the other plane move up into position. To vary the shots, direct the target plane to begin a series of rudder and aileron work to raise and lower the wings.

There are more beautiful Coupes than any other kind of airplane out there. And besides that, this type of flight practice will maintain your flying skills, and you can keep looking for those SLOW FAT TARGETS — the CESSNAS!

large print won't help because graininess will appear.

Remember, film is cheap, so shoot the entire roll, or two, while you are up there. You'll be surprised how many photos are just right except for that one little thing, like a road that seems to come out of the wing or the group of trees that appear to be

Between a rock and a hard place

Mechanic has to satisfy the owner AND make plane safe

By Daryl Maybee, A&P, AI,
EOC member
1209 N. Oakes
Helena, Montana 59601

I think that one of the most difficult jobs a person can have, this side of being the president, is being an aircraft mechanic.

On one side, we get praise and glory when a job is done cheaply and then we get pummeled if things don't work out as customer (or the FAA) thinks they should.

Case in point.

In the May issue of Coupe Capers, in the members letter section, Mr. Joe Kuberka wrote about having been charged \$1450.00 for an annual on his Coupe which he felt was way out of line.

I can sympathize with Mr. Kuberka as this was a costly annual — but, as Paul Harvey would say, here is the rest of the story.

Mr. Kuberka got in contact with me through the Coupe Capers listing for mechanics. He flew his beautiful Coupe over to make arrangements for the annual coming up. His Coupe was one of the prettiest in the area I have seen. His partner brought it over for the annual as Mr. Kuberka had to go to the Desert Storm war (a job I'm sure nobody took pleasure in).

At first, I thought that this Coupe would be an easy annual to accomplish. But, as the floorboards and inspection panels were removed and the inspection itself began, it became quite apparent that there were some real problems.

Under the seat and baggage compartment floor was an assortment of pens, pencils, sun glasses and a kleenex tissue box that had jammed in the rib slot for the side window. Now I know that there are things that do drop down under the seat from time to time — but, the amount of dust and dirt accumulation let me to believe that this stuff had been there for some time.

There was also an inch thick layer of compacted dirt under the battery box in the belly and another inch thick layer of dirt at the same location on the left side of the belly.

Further into the inspection revealed the aileron control chain at the top of the control column was so loose that I could almost push the chain off the sprockets with my thumbs.

The right fuel tank had been leaking and was repaired by a liberal coat of silicone rubber. By this time the sealant had totally come off (as silicone is not fuel-proof) allowing fuel to again leak out. Since this tank is just downstream from the engine exhaust pipe, this left a very real possibility for a fire.

The nose gear scissor lower link bolt was badly worn and in need of replacement. But, instead, someone had wrapped a piece of brass shim around the bolt and stuffed it back in the gear link.

When the Coupe was lifted to check its main gear, the left gear would only come down half way. I thought that maybe it was just stuck. But, when I tried to muscle it down by hand, it wouldn't move. After taking a weighted mallet and beating the gear down (by the tire), I finally was able to get the shock strut apart. The left gear strut was dry and badly galled. The right gear shock strut had about enough fluid in it to fill an eye dropper.

The strut cylinder was also found bent, which caused the gear piston to bind so the gear would hang up. Univair did not have any shock cylinders, but Clayton Wilhelm (Mr. Ercoupe) just happened to have a used one. Clayton was also a big help during this project as he has years of experience with Coupes.

The engine compartment also held many problems that could have caused problems from an inflight fire to a total loss of engine control.

There were many more problems

throughout this Coupe which could have caused harm, or in a few of these problems, death.

All of these problems were listed and a price quoted for repair which Mr. Kuberka accepted. During the repair, I found it took me longer to do the work, but I stuck by my quote and made the repairs with an additional four full days of my own unpaid free time.

I had to convince my boss to allow me to do this.

One thing I should have done, which I do with other annuals, is show the owner the problem so they can see for themselves what's happening. I should have just buttoned up his Coupe and waited till he got home from Saudi — but, I worked to get it out for when he returned home.

My point is this: I take my job as an IA very seriously. But, by the same token, I DO NOT WISH OR DESIRE TO CHEAT ANYONE. Montana is a small state and that kind of stuff gets around pretty quickly.

Besides, the God I serve gets on my case if I do stuff like that.

Mr. Kuberka does have a right to be angry, but I feel his anger is misdirected. All I did was find these problems that could have ended his life. Problems that should not have occurred in the first place, if someone had been doing their job. Yes, maybe there were some things I missed while fixing all these problems. But, if a good inspection and needed repairs were made before they were allowed to get this far, his annual would have been far less traumatic.

I did enjoy meeting Mr. Kuberka and would like to get to know him better as I hope to own my own Ercoupe someday.

I just hope that someday you will understand where I come from as far as keeping your Coupes safe and reliable. They are beautiful machines and deserve to live forever.

The Annual Inspection

By Daryl Maybee, A&P, AI
1209 N. Oakes
Helena, Montana 59601

When an annual is being performed on your aircraft, get involved with as much of it as possible. Even beyond just taking off inspection plates. This way you get to see and feel every part possible — to the point where you start knowing what to look for yourself. Reading a book about something and actually being there getting your hands greasy are two different things. If you can read and get greasy, a lot of the parts and systems start making more sense.

When you are about to have an annual, ask the person doing it how far they go, or "What do you do" during an annual on this type of aircraft.

If they give you an answer like "They're pretty easy," ask them how easy. I have met a few mechanics who thought it wasn't necessary to remove all the inspection panels or floor boards. If they don't think it's necessary, find another mechanic, insist they do remove everything, or help them do it if they allow owner assisted annuals.

If a shop doesn't allow you to help, at least insist that you are allowed to see problem areas yourself before any repairs are made.

Also remember that YOU, the owner, are responsible for the airworthiness and condition of your aircraft. So don't con yourself into cheap annuals. They will ALWAYS cost you in the end.

How I came to be an Ercoupe pilot

By Loy Brewer
26630 Mill Road
Frazeysburg, OH 43822

The date was March 11, 1925. I was 17 years old, so my original student pilot's license says. I learned about flying in a Waco 10 that my dad bought for \$200.00.

It was blessed with a powerful OXX-6, one of the most reliable power plants ever made for an aeroplane. (If you believe that, you will believe anything.) In bringing it home to Lima, Ohio, dad only had seven forced landings between Marion, Ohio, where he bought it and Lima. Water in the gas lines.

Drain out the water and start it up again — the plane had been sitting in a barn for a couple of years and a lot of water had condensed in the gas tanks.

We always used the best fuel in that plane: Standard Oil X-70 automobile gasoline. It sold for the top price of 15¢ per gallon. It only burned about 18 gallons per hour. Actually, we really did use a good oil in it: Kendal 20 hr aircraft oil.

No flying for a while

Back then, money was scarce and I dropped out of flying, got married, raised a family and haven't been in a plane since 1935.

My wife died last July and my sons thought it would be a bright idea for me to get back into flying — one lives in Greenville, N.C., one lives in Indianapolis, and another son only lives about 20 miles away.

In order to visit them, it is one heck of a lot of driving in a car — somewhere around 13 hrs to Greenville, N.C., from here and a good four hours to Indy. But, in an Ercoupe, it is only approximately four hours or so to Greenville.

Medical Certificate battles

Last September, I took my

medical exam and still haven't received the certificate.

I have had to get an electrocardiogram, EGT, my eyes tested twice, two new pairs of glasses, heart echogram, my hearing checked with and without hearing aids, and spent close to a thousand dollars just on medical exams. The doctor stated on his report to the FAA that I was, in his opinion, in excellent health and should be issued my permit — and I still do not have it.

Meanwhile, at the airport

I walked into our local airport to see what was going on and there was this Ercoupe undergoing its annual. This was in January. I mentioned that, "Boy, I sure would like to buy one of them." I had been looking for one since last fall. Mostly between here and Indy, and hadn't found any that were for sale.

The man that owned this one said it was for sale. I asked him "How much?" He told me — to make a long story short, I said, "SOLD!" He was just a little surprised, I think, until I went to get my checkbook — then he believed me.

I am now the owner of 415-C Ercoupe N2818H and sure hope that I will get my student permit soon so I can start flying again.

Actually, I will have to start all over again, because there have been so many changes made since the 30s. And, besides, this plane doesn't have any rudder pedals in it.

Heck, I am still a kid yet, in my prime — I am only 74 years old. Now I kind of like to chase the women. The only problem now is, I would be like a dog chasing cars: what the heck would I do with them if I caught one. But flying, now, that is something altogether different.

Members letters — let's keep in touch

By Laura and Leonard Page

Please omit the ad for the lots for sale.

When we sold the house and chicken houses, we put ourselves in a terrible bind. We thought we'd pay income tax on what we collected from the payments. But, the IRS says we will recapture all the depreciation on the chicken houses in the year of the sale. So, that is between 20 and 25 thousand that we have to pay this year. We can't afford to sell anything else!

Plus, it will take lawyers to sell lots where runway access is involved and we are so depressed, we don't want to get into all that.

We thought for sure we could go to the National this year and now we can't afford it.

The Picnic will go on as usual. The fund will just have to pay for everything. There is nearly \$4,000 in the bank.

Jim Allison will get the flyer to you for the Picnic.

[This is time to put out another request for donations to the Picnic Fund. It may be that \$4,000 is enough for the expenses this year, but ... it would sure be nice to have another thousand cushion!]

A couple of hundred people show up each year at the Picnic. It would be nice if a hundred or so of us (who might go to the Picnic (or who just like the Picnic)) could send a \$10 extra check to: Arkansas Picnic Fund, c/o Leonard & Laura Page, Route 1, Box 287, Belleville, AR 72824, 501-495-2647. Ed.]

By Sterling Muth

P.O. Box 7181, Crescent Branch
Denver, Colorado, 80403-0100

Well, I have finally succeeded in getting my very own Ercoype!!! — a 1947, SN 4649, registration N3948H and I am planning on meeting other Ercoype pilots at the national in July, in Kansas.

What prompts this letter is a request for information.

I have a Continental O-200 on the Ercoype and a climb prop. I would greatly appreciate any performance information any one has on this combination. According to the FAA Approved Airplane Flight Manual for the 415-D (Continental C-85), I did not have sufficient runway to take off today as the density altitude was 7,200 ft and the temp was 70°F. I was on a runway that was 4694 ft long and at full weight.

The sweetheart of a plane used less than half the length of the runway to lift off and climbed out quite smartly. If anyone has any numbers for the O-200 and a climb prop, I would appreciate them.

Second request is for information on flying to Alaska in an Ercoype. I will be flying the Alcan highway at the end of August or beginning of September.

Ultimately, I will be living in Fairbanks and would be interested in hearing from any other Ercoype pilots in Alaska.

Last, I would like to pass on the address of a company

that makes kit avionic packages and a GREAT intercom kit. It is Radio Systems Technology, 13010 Loma Rica Drive, Grass Valley, CA 95945. They can be called at 1-800-824-5978. I built the intercom with no prior experience and it was simple. The intercom has all the bells and whistles that you could want and is quite reasonably priced.

Thanks much and I look forward to the national.

[It may be difficult for others to send you performance information about a Coupe with an O-200 engine and "climb" prop. There aren't too many out there and we don't know what length and pitch your prop is. There can also be variations between planes.]

*I would suggest that you determine the numbers for yourself. I'd recommend the book **Performance Flight Testing** by Hubert "Skip" Smith ISBN 0-8306-2340-X, available from Tab Books. It is, according to its cover blurb, "An easy-to-follow guide to testing aircraft performance, written especially for light plane owners and pilots" I enjoy my copy of the book; it seems to be well written and clear. I occasionally go out to test my plane's performance both to know the answer and to have a fun hour or two of flying, with a purpose. Send us the numbers when you get them.]*

For flying to Alaska, I'd recommend that you check the national flying magazines — I've seen at least two articles on the trip in the last year. We've got about 12 Alaska members — the club directory (which should come out in the next two or three weeks) will give you their names and addresses. Contacting them would probably give you the best information.]

I'd add to your note about RST that their catalog is free. I've got their intercom and didn't have any difficulty building it either. They also have a navcom, marker beacon receiver, audio panel and more. They have now taken over manufacture of the Azure brand of lorans. Ed.]

Coyt Johnston

Pleasant Valley Airport
Snyder, Oklahoma 73566

I have removed the cowl tank from my Coupe and I feel it flies much better now. Landings are considerably lower speed. At the same time I installed the larger instrument panel and filled it with instruments. Avionics include com radio, transponder, 2-place intercom and a Northstar loran.

Sorry to have to miss the national since it is so close to me, but I will be working that week on a job I have each year in Pampa, Texas.

Check Paul's Fly-About Adventures, page eight, top picture and page 14. These were taken at my airport during a fly-in two years ago. In the bottom picture on page 14, the first two planes are mine.

The Coupe goes very well with the Bellanca Viking. Distance is the only thing determining which I fly. Both get a little tender loving care now and then.

We hope to have another fly-in this year. We'll keep you notified.

**By "Doc" J. Olin Perritt, M.D.
Wilmington, N.C.**

I just sold my 1946 Ercoupe 415-D this past weekend and have purchased an Alon A-1-A (1967). I received three calls from potential buyers concerning my add in Coupe Capers even before I received my copy.

The Alon is in Albemarle, N.C. and, would you believe it, I cannot get it for about three weeks because the field is closed for resurfacing of the runway.

[Editor's note: I'd recommend that anyone using the ads to buy a plane upgrade their membership to include first class postage. You then get the issue a week or two ahead of those who have 2nd class postage. A member mentioned to me yesterday that he'd missed buying a plane by three hours even though he called immediately after receiving his copy of the magazine. Ed.]

**By Dave Decker
3307 Astro Drive
Hereford, Arizona**

I just finished talking to a member in Washington (of course I already forgot his name and forgot to write it down) who has a lot of spare parts that are advertised in the April '92 issue.

I bought some of his stuff, including plans to build a split elevator!!! I will be sure to send you the info as soon as I check it out.

His suggestion of an Ercoupe "flea market" makes a lot of sense. We agreed that there has to be something done to lower the cost of parts. Sure, I've heard all the arguments about how Univair has to charge to justify stocking parts, BUT, I almost sold my project Coupe when I learned it will cost \$1,650 for a nose gear!!!!

I was offered enough for the project for me to go out and buy a T-Craft I know that is flying.

Now, probably out there is a guy who has just what I need (which I would like to advertise in the next classified. *[See member ads. Ed.]*

I am 42 years old and have the usual bills that everyone else has to live. I want to remain in aviation, but the prices are killing me and making my wife wonder why she drives a '81 auto with over 100,000 miles on it. I'm sure I'm not alone in my discouragement of having to pay an arm, let alone two feet and various private parts to get this 3 year + project in the air. It makes a guy want to take up another hobby because there is no end in sight on the bills.

OK, enough of my whining, I think you get the message. The only answer I can see is to get those parts out of the back rooms and hangers and get them into the hands of people that need them.

[One of our members, in Missouri (and I'm afraid I didn't write his name down either), is planning to start a parts exchange clearing house. He mentioned doing it as an information service where he collects info on where the stuff

is, not building a warehouse.

There is a strong need for Univair and others to build and sell new parts. There are not (I dearly hope!) enough wrecked Ercoupes to supply the need for parts. But, if those who can afford them buy new parts and those who can't afford new parts scrounge around for those good 45 year old parts, we can Keep the Coupes Flying! Ed.]

**By Ernie Colbert
P.O. Box 52
Arnprior, Ontario, Canada
K7S 3H2**

Attending the Sun-N-Fun dinner was a very enjoyable evening — talking to Uncle Fred and listening to him speak was a really special treat. What a legend!

I am flying my Coupe all over now and really enjoy it a lot. I own a Cessna 150 and a Grumman Traveler but I always head for the Coupe for just flying. Next trip will be to Oshkosh and the Tuesday night dinner. *[See ad in Members Ads section. Ed.]*

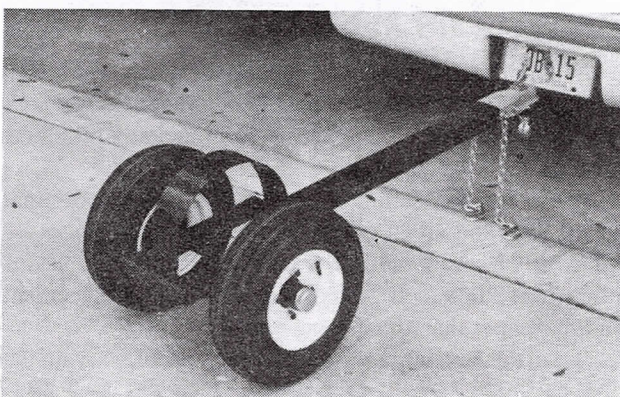
By Warren Sampson

I enjoyed meeting you at Sun-N-Fun at Lakeland, Ed.

If you recall, I mentioned the Dolly I built to get my Aircoupe to the airport, about seven miles from my home.

It really worked great and I thought someone else might be able to use the idea. Here are some pictures which I hope you can use to help someone.

Letters Continued on page 10



Plane for Russian

By Mark Baldwin
1316 Detroit St.
Denver, CO 80206-2413
June 12, 1992

If things go well, the Ercoupe for Vitas Lapenas will be soon flying. The Emily Griffith Opportunity School has targeted the end of June to finish their part. If it's not done by then, perhaps some members out there can help.

The engine is mounted, complete with baffles (beautiful to behold). The plumbing, wiring and cabling of the fuselage is done and the floorboards installed. Most of the instruments are in. The airframe is ready for painting. Still there are some problems.

The search continues for a propeller to fit the C-75-12 (tapered shaft). There are now some prospects for this. A carburetor air box (round filter) is second on the list. Also, the airplane is missing a magnetic compass (windshield center strut mount desired). These are the essentials to complete airworthiness certification.

The school, for the most part, is using instruments and accessories that could be salvaged from the former two airplanes. They have rebuilt and installed the 13 amp generator. The airplane has landing lights in the wheel fairings, a set of navigation lights, a strobe and a rotating beacon. A search is on for some comm/nav equipment. It would therefore be nice to have the 25 amp generator or an alternator. The landing lights are not now connected, due to the electrical load.

Letters Continued from page 9

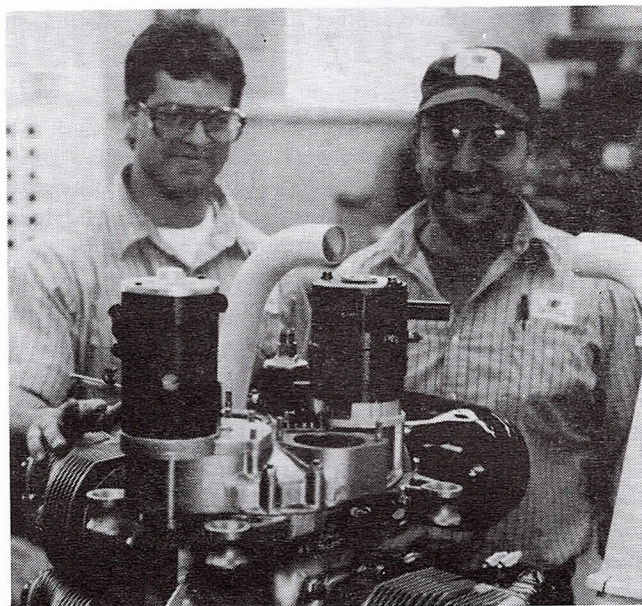
By Bill Plante

I read the letter from George Frebert and your comments with interest, especially the part about gas fumes. When I purchased my Ercoupe 415-C a few years ago, there were definitely gas fumes. The plane had to be annualized immediately after purchase and they said there was a small leak at the fitting attaching to the fuselage tank and said they could fix it with some sealant — or they could remove the tank for inspection and fix it properly. I naturally opted for the proper fix.

When they pulled the tank (the original riveted kind), they found six seam leaks. I had them replace the old tank with a new all-welded one and haven't had any problems since.

My recommendation is that, if you have an original riveted tank and smell fumes, don't take any chances — replace it. I sure wouldn't want one of those old seams letting go at 3,000 feet! And the new nose tank replacement is a lot cheaper than those wing tanks.

True, the new large replacement wing tanks extend the



Students John Storoschuck and Leland Smith during assembly. Photos courtesy of the Emily Griffith Opportunity School, Denver, Colorado.

The airplane has a three inch venturi, vacuum regulator, and a turn/slip indicator. (We think a lightweight directional gyro would be much more useful!)

Some additional funding will be needed to resolve these things and procure some comm/nav. Contributions may be sent to the Vitas Lapenas Fund, c/o Patty Wagstaff Airshows, Unit 293, P.O. Box 36491, Tucson, AZ 85740. Karen Roberts there is taking care of things while Patty is performing in airshows and competing in the world aerobatic circuits. The telephone number in Tucson is 602-682-3938.

I will bring a report to the national.

range, but that's okay if your weight & balance calculations say you can take the extra fuel. With my flying bug, that would mean no passenger. And, on non-fire burns, perhaps George is alluding to chemical burns from the liquid gas. Any doctors care to comment? [Editor's note: I talked to George and, yes, he was talking about chemical burns. He had a relative who was trapped in an auto and was soaked in fuel for an hour or more. The fuel soaked into her clothes and stayed next to her skin. Rescue workers probably were afraid to use power tools to tear open the car for fear of sparks.]

They said she died of extensive 3rd degree burns. Remember that 3rd degree burns are defined as damage to the tissues under the skin, such as muscle. Ed.]

As to the fuselage tank danger on impact, I keep one thing in mind — try to avoid a head-on collision. If I have to go into trees, I'll try to head between two trees, let the wings go and trust the impact will slow the fuselage down. The rule is: never stop flying the plane — so, hopefully, on impact I'll be as close to stall speed as possible. God willing, I'll never have the opportunity to try it out. But, it's wise to consider scenarios and reactions whether you're driving or flying.

Ercoupe test pilot dies at 84

By Fred Weick

Bob Sanders died recently and an obituary is enclosed. He was one of my very best friends, from the NACA days in the early 1930s through the development of the W-1 and the tricycle gear and the Ercoupe. This was followed by the manufacture, with his brother Dick, of the Ercoupe after ERCO stopped production.

He made important contributions to the whole Ercoupe program.

From The Capital
June 2, 1992

Robert Sanders, 84, a pioneer in aeronautics and former owner of an aviation company, died of cancer Sunday at Anne Arundel Medical Center after an illness of two weeks.

A third generation Washingtonian, Mr. Sanders had residences in Washington, D.C., and Annapolis.

He graduated from Central High School in Washington and in 1931 from the Massachusetts Institute of Technology. While in college, he joined the naval Reserve, trained as a naval aviator and was commissioned in 1928.

He worked for the two years at the National Advisory Committee on Aeronautics in the early 1930s, including work on the W-1, which evolved into the Ercoupe. He was employed by Panagra [*sic. Pan American Airways, according to Fred Weick.*] in Lima, Peru, and New York, as an assistant maintenance engineer until 1936 when he joined ERCO, an engineering research company.

Called to active duty in the Navy in 1940, he served as a pilot instructor at Anacostia Naval Base until assigned to the Pacific area where he commanded an airfield in the New Hebrides. After duty on Guadalcanal and Stirling Island, he was assigned to the USS Bon Homme Richard.

Following discharge from the military in 1945, he returned to ERCO as a service manager. In 1947 he formed Sanders Aviation with his brother, Richard, now of Vero Beach, Fla., to produce models of the Ercoupe until production ceased in 1950.

He retired as a commander from the Naval Reserve in 1948 and served as consultant to the Federal Aeronautics Administration until 1965.

He was a director of the Bank of Commerce, of which his father was a co-founder, and the National Savings and Trust and was a trustee of Equitable Life Insurance Co. of Washington.

His memberships included Beta Theta Pi, National Aeroclub of Washington, Aircraft Owners and Pilots Association, Quiet Birdmen and the Annapolis Yacht Club.

In addition to his brother, he is survived by his wife of 43 years, Emily Lindstrom Fry Sanders; two children from a former marriage, Elizabeth Oscanyan of Purcellville, Va., and Charles Sanders of Annapolis; two step children, Dennis Fry and Dayle Beatty of Fort Myers, Fla.; and six grandchildren.

No memorial or funeral services are planned.

Memorial gifts may be made to the Robert Sanders Fund, Office of the Treasurer, Massachusetts Institute of Technology, 238 Main St., Suite 200, Cambridge, MA 02139.

By Ed Burkhead

Many of the people who were able to talk with Bob at last year's National Convention in Locke Haven, Penn., said that he was a joy to talk to.

According to Fred Weick's book, *From the Ground, Up*, while working at the NACA, Bob was part of the group designing and building the W-1. Bob Sanders and Bob Platt, as the only bachelors in the group, spent a lot of time at Fred's house and put a lot of effort into the W-1 project. He and Fred became good friends and, when Bob Sanders left to join Pan American Airways in Lima, Peru, he was a great loss to the group.

Bob, who's uncle was Henry Berliner the owner of ERCO, joined ERCO in the late '30s. When the Model 310, the prototype for the Ercoupe, was first flown and tested in 1938, most of the test flying was done by Bob.

The period when Sanders Aviation was the builder of the Ercoupe is described above.

It was a privilege to talk with Bob last fall as he was helping us prepare the "how to fly an Ercoupe" articles for the December, '91, issue.

We can only wish we had known him better.



YOUR PILOT'S LICENSE

A replica of your pilot's license is photo-etched on a 5" x 7" gold or silver tone metal plate. Then beautifully relief mounted on a red, blue or black velvet background, in an antique gold or silver traditional 8" x 10" frame. An elegant way to display your flying achievement in home or office. When ordering, specify red, blue or black background and gold or silver frame. Send copy of pilot's license and pilot signature in black ink in 3" line.

\$39⁹⁵
PLUS \$3.50 SHIPPING CHARGE



Cock Pit Placards KEY RING

Always Ready in an Emergency!
PLASTIC • EASILY READABLE

- Emergency Engine Checklist
- Airport Traffic Light Signals
- Controlled Airspace Minimums
- V.F.R. Compass/Altitudes
- Radio & Transponder Frequencies
- ICAO Alphabet

*** FREE LOSS PROTECTION**... Each key ring has your personal coded I.D. number. Finder drops key ring in any mail box and BLUE SKY guarantees return to you! **FREE!**

\$5⁹⁵
NO SHIPPING CHARGE

BLUE SKY

13587 MINDORA AVE.
SYLMAR, CA 91342

1-818-367-3342

VISA AND
MASTERCARD **O.K.**

Climb prop and big engine in Colorado

By Carl Link

1660 Bear Mountain Drive
Boulder, Colorado 80303

I note, in the last two issues, the discussion of performance with climb props. Let me share my experience with 93971 which I bought last November.

It has an O-200, with a 6946 climb pitched propeller. I didn't particularly like it at first because, even at 9500 feet, you are RPM limited at cruise. Full throttle cannot be used without exceeding the RPM redline. All of the benefit comes with takeoff and climb.

I can get a shade over 2600 RPM (redline is 2750) during the takeoff roll and climb out. The climb rate without a passenger—1200 pounds more or less—is 5-600 fpm, depending on temperature. At gross, it's about 400 fpm. This isn't terrible considering that I fly out of Boulder Municipal which is 5300 feet above sea level.

I considered getting the prop re-pitched to something that would let me cruise at more than the 100 mph indicated, that I get now. It would, at \$120, be an inexpensive experiment. However, I decided to save my money after my first warm day 1400 pound takeoff. Best rate appears to be 65 mph with a significant dropoff with a five mph change in either direction.

By the way, the guy who wondered about needing rudder pedals if he installed an O-200, needn't worry. I have rudders in mine but they're of little use below about 40 mph on the takeoff roll.

The lack of an official manual for the airplane so equipped doesn't particularly bother me. I assume that it will meet or exceed all of the performance specs in standard Ercoupe manual. I've copied the power setting page out of a 150

manual, which will be of help if I ever fly at lower altitudes.

The most significant difference between this airplane and the 75 hp one, I learned to fly in 30 years ago, is that this airplane will definitely stall. It will break cleanly with little or no wing drop.

I intend to take a picture of my plane in front of the field elevation sign in Leadville on the next cool clear October morning with no wind. I feel certain that, if I can get there, I can get home. I have timed a solid 300 fpm at 9500 feet without a passenger. Boulder, on a hot day, has a density altitude close to that of Leadville on a standard one.

Now, if I could only lose 40 pounds—

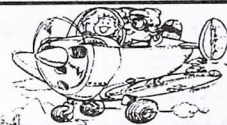
My engine is one of the few in existence with both an engine drive fuel pump and vacuum pump. 150's, of course, were all gravity fed. The fuel pump I recently had repaired, has an extra long arm and lists for about \$1200 from Continental. I am keeping my fingers crossed on that one.

I would appreciate comments from anyone about O-200 equipped Ercoupes.



I'VE NEVER BEEN SO BORED IN MY LIFE.
IT WAS "CESSNA, CESSNA" ALL NIGHT LONG.

Come Fly With Us The Ercoupe Owners Club



Join with other owners and pilots of Ercoupe, Alon, Forney and M-10 Cadet aircraft. The Ercoupe Owners Club was founded to provide a way for owners and pilots of Ercoupes to exchange ideas and make available information on parts, repairs and safe responsible flight. Members enjoy free classified ads in the newspaper, discounts on parts and accessories and special insurance rates.

The Ercoupe Owners Club
PO Box 15388, Durham, NC 27704

FOR OFFICE USE ONLY
MEMBERSHIP NO _____

(Please print or type)

Check here for
First Class Delivery or foreign air-mail
☐ (\$32.00 per year Dues)
Second Class Delivery — U.S. or Canada
☐ (\$20.00 per year Dues)

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____

N # _____ SERIAL # _____

MODEL _____ YEAR MFG. _____

SPECIAL FEATURES: _____

Hints and tips

By Les Slifkin
1316 Loganrita Ave.
Arcadia, Calif., 91006
W/F 818-796-0121 (days)
H/F 818-358-5566 (evenings)

Alon/Mooney owners of A-2s and A-2-As with sliding canopy — if you are having rear window scratching or hard sliding problems, call or write to me. I may be able to help.

By Sam Mills
109 Polk Dr. S.E.
Winter Haven, FL 33884
813-324-6339

Help! I need help to answer the following.

Will wing tanks from an Alon fit a 415-C? Legal? Any special paper work needed?

Does anyone have an STC for mounting the fittings and drilling the main spar for a 415-C to take said seats, etc., from an Alon?

Does anyone have an STC and/or the shop drawings for the installation of a fuel pump, cam shaft driven, in an O-200 Continental? I also need the proper cam shaft number for this installation and info on engine data plate change to cover this change.

WANTED: Information on a workable and effective external antenna for use with a Ray Jefferson PL-99 loran. Has anybody gotten anything to work? Please leave your number on my message service and I'll call you. 206-292-3919 or write c/o SKT, 5206 Ballard NW, Seattle, WA 98107-4865.

By Zig Dawid
From the Region 7 Newsletter
9237 Central Ave.
Orangevale, California 95662

Recently, I've heard and read misleading information concerning the setting (part of rigging the flight controls procedure) of the trim tab. All the info in this discussion will have the AUTHORITY CITED for the information I'll present:

Model 415-C & CD: Aircraft Specification No. A-718, ERCO drawing 415-22031. Note: I don't know if the setting is stated in the above drawing, but if you look at Ercoupe Service Memorandum #25 Sketches 4 & 5, it would seem to appear that there is no up travel of the trim tab.

Model 415-D: Aircraft Specification No. A-787, Elevator trim tab up 0 degrees, down 60 degrees.

Model E & G, Forney models F-1, F-

1A, Alon A-2: Aircraft Specification No. A-787, Elevator trim tab up 10 degrees, down 36 degrees.

Mooney Model M-10: Aircraft Specification No. A-787. Elevator Trim tab up 7 to 10 degrees, down 32 to 36 degrees.

Note: The Sacramento Flight Standards District Office indicated to me that the above authority stated is correct for setting the trim tab. Any other setting is in non-compliance with the Aircraft Specification.

Setting of the trim tab is per instructions in The Ercoupe Service Manual and The Ercoupe Bulletins and Memoranda. The second book has more detailed instructions and I'm sure you'll find it helpful.

Another thought: most of the shops and mechanics DON'T HAVE THE MANUALS. If you are having work done and they don't have the manuals, loan them yours and have the work done in accordance with specifications — after all, you're the one paying the bill. If you have a serious question concernig your Ercoupe, call Bob White at Univair — he is the authority at Univair for the Ercoupe.

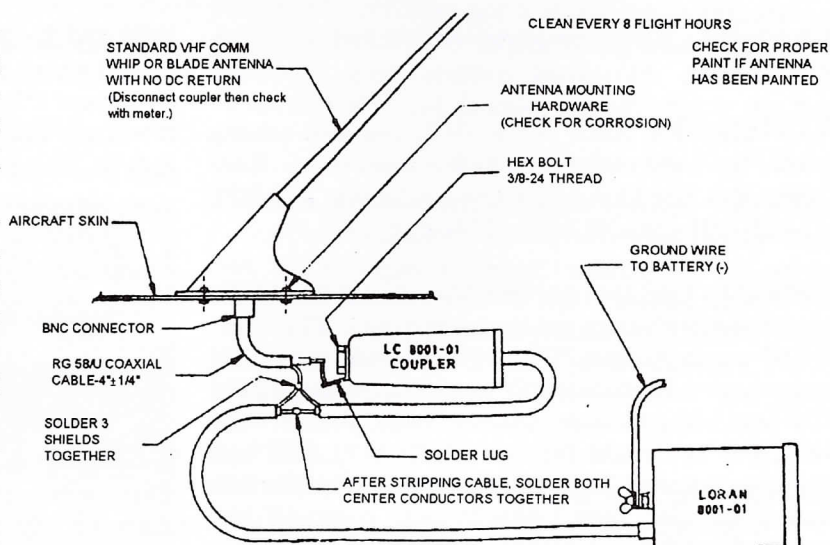
By John E. Cadman, EOC #7
30 Valley Falls Rd.
Vernon, CT 06066

Another rainy day, so I thought I'd dash off a few more comments.

Eisemann mags: parts are still available, so they should go on & on. Do you think you'll never have problems with Slicks?

[Editor's note: Aren't parts that are 45 years old that have cycled 414,000,000 times more likely to break on the next flight than new ones? (Assuming 3,000 hours, 2300 rpm, and one spark/revolution.) Ed.]

I've been using a King marine loran for six happy years. I installed the antenna coupler in a marine "lift & lay" mounting base — it screws in. I bolted the base to the aft side of the cockpit rear wall panel horizontally with through bolts. Then a short run to a BNC connector to a standard VHF aircraft antenna. A VERY simple connection. Enclosed is a copy of a sketch King sent me for aircraft installations.



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.) The editor must receive ads by the 19th of the month before you'd like it to be listed.

WANTED: Ercoupe parts, any and all, as long as they can be used. All offers will be responded to. Please write to: J. Byrd, 1308 Castillo Ave, Burlingame, CA 94010.

FOR SALE: 1946 Ercoupe 415-C, Ser # 4718, N3093H, 1634.5 TT, 631 SMOH, 7 STOH, annual done on 11/15/91. New battery and tires. New Slick mags 4201. Carburetor rebuilt. Paint is stripped for repainting. **Good "project" plane.** \$7,500.

Last September, my grandfather, Art Cleveland, passed away leaving behind a project that was very dear to him — that being a 1946 Ercoupe

He worked many hours restoring a burl wood, hand-made dashboard — it really impressed us all! However, when the airplane was scheduled to be painted is when we lost him.

This project was his alone, so the rest of the family is at a loss as to what to do about it. My grandfather was an avid aviation fan and subscribed to your magazine. Mr. Paul Prentice advised us to contact you to help us sell this airplane.

It would be an "as is, where is" sale. The airplane is located in Flippin, Ark., in their hangar.

Contact Paula Warren, Seymour, Texas, 817-888-2310.

(For information about the plane, call Paul Prentice at 817-565-9185.)

WANTED: For Narco A.D.F. 31A, one loop antenna (bubble type) and cables from loop antenna to set. Ernie Colbert, P.O. Box 52, Arnprior, Ontario, Canada, K7S-3H2, 613-623-7071 voice, 613-623-8796 fax.

FOR SALE: 1968 Alon Aircoupe, Mooney A-2-A, N5486F. White Imron with green and black stripe. 1453 TTAF, 665 SMOH engine. Airmarc 288 audio control panel with 3 light marker beacon, Narco Mark "D" navcom transceiver/ID 825 VOR head with glideslope indicator, Narco 14 nav receiver with GDO 10 "Flight Director" (HSI) VOR head with glideslope indicator, Genave Sigma 1500 ADF receiver with heading indicator, Terra L-Nav 25 loran, Narco AT 50A transponder with Narco AR 850 altitude reporting encoder,

electric compass in addition to magnetic compass, Telex TC 200 intercom with 2 E-951 Electret Microphone headsets. Rams horn control wheels, Telex push-to-talk mic switches on each control wheel, cylinder temp and exhaust temp gauges, spring main landing gear, strobelight (belly mounted) Hoskins Brite Star. Always hangered. \$17,500. Charles Darbonne, 805-466-1020.

FOR SALE: Right wing tank — 9 gallon for Alon A-2 — looks in good condition — used — \$100 + shipping.

WANTED: Cast aluminum dust cap for outer wheel bearing on Alon A-2 — Les Slifkin, 818-358-5566 evenings (California time).

WANTED: Information on fiberglass molding around the base of a bubble windshield — one was pictured in the March, 1991, Capers. Bill Leonard, 231 Eugene St., Rochester, NY 14606, 716-429-6364.

FOR SALE: '46 Ercoupe 415-D, O-200 (100 hp), hangered, fresh annual, auto gas STC, large baggage compartment, rudder pedals, Cessna seats, electric trim tab, modern skyport instrument panel, full IFR, mode C, AT-150, STS loran, Terra navcom. \$12,000 steals this one — firm. Myrna Lombardi, P.O. Box 144, Auburndale, FL 33823, 813-293-8560.

WANTED: Information on a workable and effective external antenna for use with a Ray Jefferson PL-99 loran. Has anybody gotten anything to work? Please leave your number on my message service and I'll call you. 206-292-3919 or write c/o SKT, 5206 Ballard NW, Seattle, WA 98107-4865.

FOR SALE: Beautiful '46 415-C, 1566 TT, 572 SMOH, 85hp. New silver metal flake paint with burgundy Airtex interior. New windows, baggage compartment, instrument lights. Rebuilt mags. New wiring harness. I-Com 720 radio, Locater loran, ELT, fabric wings, no rudder pedals. \$9,500. George Schmalstig, Box 81, London, OH, 614-852-2169.

FOR SALE: West Palm Beach, Florida, old, authentic Spanish style 2 bedroom home in declared Historical Society section. 10 min to P.B.I. Have clear title. \$77,700 cash or will take Coupe as partial payment. Jerry Wagoner, 431 35th St., West Palm Beach, FL 33407, 407-842-9175.



Landing gear spacer problems

By Ed Burkhead

The landing gear spacers that bring the tail up to the designed height when the plane is on the ground do a lot to make the Coupe fly safe in crosswinds. We keep getting comments from people who had difficulty with a wing lifting up on landing or takeoff but, now with the spacers, don't have the problem.

Let me repeat the caution that spacers should not be added until you've replaced the rubber donuts in the landing gear strut. The compression section of the strut (where the donuts go) should be taught against the snap ring — there should be no looseness in the assembly.

Those of you with planes which have had Belleville springs replace the donuts might check to see if the compression section is taut. I've seen some planes with droopy tails that have Belleville springs. Do those springs age? Are they the right size to replace the donuts when they are new?

Once the donut (or spring) assembly is up to snuff, using the spacers to bring the plane's attitude on the ground to level (as measured on the window sill or the tail

to 75") is a good idea. The FAA offices all over the country have acknowledged this by approving form 337s for the spacers.

Here is the problem

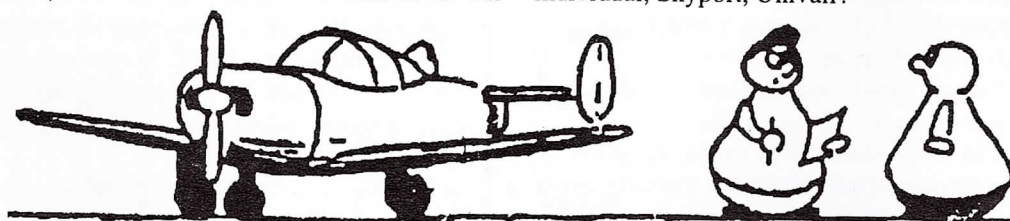
But, where do you get spacers that meet the FAA's standards for metalurgy? At least one Federal Aggravation Agency inspector would not accept the currently available spacers without a metalurgical analysis.

For a long term solution we may need a permanent supply of spacers manufactured under an FAA parts manufacturing authorization (PMA).

Is there someone out there who has a machine shop (or a relationship with one) that has sufficient quality to apply for a PMA?

It seems reasonable that these spacers should be manufactured with a good quality of steel. It seems to me that a hard landing could crack or deform low quality metal. (I heard of someone using brass — that seems too soft to me, but I'm no authority.)

We need a permanent solution from somebody — an individual, Skyport, Univair?



"Lets see ... you, me & 3 gallons of gas!"

Members' Ads

Continued from page 14

FOR SALE: Sensenich M76A49 prop, \$600. Complete exhaust system with muffler for Lycoming O-235, \$400. Jerry, 706-342-7210.

TRADE, BUY OR SELL: One set of stainless steel wing tanks for early model Coupe (pre serial #813 with steel gear). Have one set of aluminum wing tanks for Coupe with Aluminum gear. Call Logan, 219-362-2452 days or 219-462-3218 evenings.

FOR SALE: '46 Ercoupe, O-200 (100 hp), only ten hours since major overhaul. Metalized wings, double fork, Cleveland brakes, auto gas STC, new interior, Ray Jefferson Ioran. Natural aluminum with blue stripe. Lost medical. Best offer over \$11,000. Contact Ray Jackson, Star Rt. 1, Box 143-B, Crescent City, Florida, 904-328-1571 extension 198 (work), 904-467-3245 (home).

WANTED: Left fabric wing for 1946 415-C. Frank Olson, 1308 Castlewood, Friendswood, TX 77546, 713-282-1727 (work), 713-482-9512 (home).

FOR SALE: 1957 Forney F-1, 90 hp, white with red stripes, 1470 TT, 50 SMOH. Engine clean, fresh annual, new windshield, good condition, Escort 110. \$10,500. Bob Farrar, P.O. Box 124, Doctors Inlet, FL 32030, 904-282-1953.

TRADE: Restored classic car for Ercoupe. '63 Falcon Futura Convertible, fully restored to original factory condition. 260 V8 engine, automatic transmission. Red exterior and interior with white power top. Excellent, reliable and fun to drive. Car is valued at approximately \$10,000. Would like to trade for Ercoupe of equal or near equal value. Gerald Bordelon, 2874 Old Elm Lane, Germantown, TN. 38138. 901-755-2992.

WANTED: Ercoupe, low time, rag-wing, good condition. Ernie Marschke, Sussex, Wisconsin, 414-246-6961.

Upcoming Events

*This includes early-in-the-month events — even though some of you may not get this in time, some people will.
Send us notices EARLY! Read the event list EARLY!*

National Ercoupe Owners Club Convention, 1992, Newton, Kansas, July 1-5th, Wed-Sat, See information pages in this issue! Fly-in director: Shirley Brittian, Newton, Ks. 316-284-0145. Shirley plans to keep the costs low — so plan on coming! Volunteers needed!

Montana, Kalispell, **July 10-12th**, Safety Expo. More than 40 seminars including mountain flying, pinch hitter, survival and 3 hrs free flight instruction for pilots participating in Wings program. One of instructors for wings is John Fradet, a Coupe flyer. Chance for free FAA "courtesy" inspection and/or checkride. Programs for kids of all ages. Call 800-638-3101 for info on mountain flying and pinch hitter courses or more info. Call 800-247-9707 or 800-858-5439 for room reservation and identify self as "6th Expo" participant.

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

California, Santa Rosa, **July 12th**, Sunday.

California, Kernville (LO5), **August 1-2nd**, Camp out with Sunday brunch. Inner tube river.

California, Carmel Valley, **August 2nd**, Sunday. Plan to arrive at 1 p.m. for better weather.

National event — Oshkosh, Wisconsin, August 4th, Ercoupe Owners Club Banquet, Tuesday evening, Westhaven Golf Club, 6 p.m., call Shanklands 419-255-2956.

North Carolina, Dare County Regional Airport, **August 21-22nd**, 5 mi. SW of Kitty Hawk. Airshow, antiques, classics, warbirds, homebuilts, biplanes, judging on the 21st, information and registration 919-473-5011.

Oregon, Tillamook, **August 29th**, Contact Mark Brewer, 503-692-8052.

California, Apple Valley (APV), **September 6th**, Sunday. North Central States, **September 12-13th**, All states in flying distance of Baraboo, Wisconsin. Coupe Colorama Campout. Camp on field or use local low-cost motel. Prizes, bus tours of Cirrus aviation, Intl. Crane Foundation and Circus World Museum. Saturday banquet. Pancake breakfast Sunday open to public. Call 715-842-7814 or 612-295-2118 for more information.

Michigan, Clinton, Honey Acres, **September 13th**, Sunday. Smooth 3700 foot grass strip, bring your own tie-downs. CTAF 122.9. **Mode C waiver in effect — enter and exit from west at 2500 ft. or below.** N42°04.6', W083°59.2' Lunch-diner at 2:00 p.m. — bring a dish to pass. Swap and shop — planes and parts, any equipment and parts welcome — for large items, bring info. Give-away items welcome! You may bring items in early. Contacts are Marv & Ruth Dunlap, Region 6 West director, 313-231-3392.

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 definitely scheduled.

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

California, Willows, **October 17th**, Saturday.

Southwest multi-region at North Las Vegas, Nevada (VGT), October 23-25th, Friday-Sunday. All California and Nevada wings. Halloween costume gala.

California, Boonville, **November 1st**, Sunday.

California, Catalina (AVX), **November 8th**, Sunday.

California, Bakersfield Muni (L45), **December 6th**.

1st Class Postage option

By Skip Carden

We've received inquiries about the cost of first class postage. We charge \$12.00 more than the regular (2nd class) rate. Here's the breakdown:

Postage costs for the heavy newsletters and envelope run 75¢ to \$1.04.

Other costs include the envelope (10¢) and the expense of maintaining a separate mailing list (\$5/year/person — about 40¢/issue).

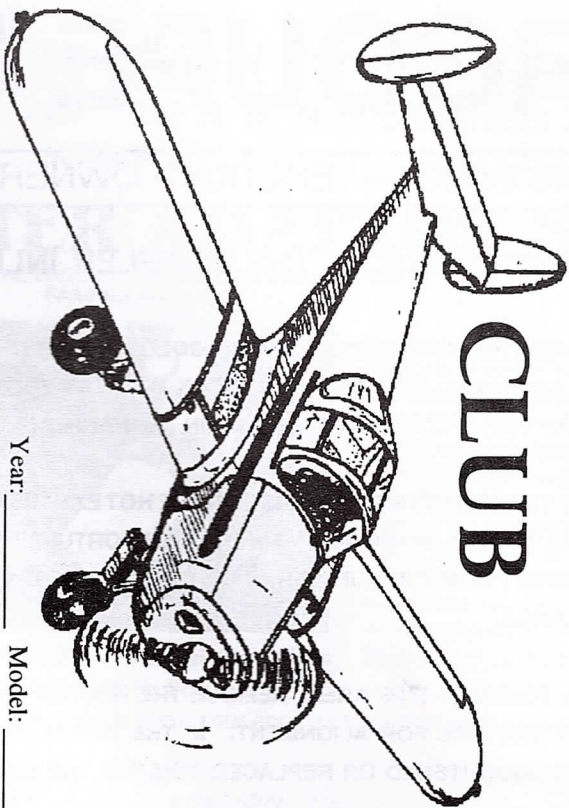
So, there you have 40¢ + 10¢ + 75¢(to \$1.04) = \$1.25 - \$1.54. For \$12.00 extra, you get a bargain.

Don't cut up your Capers!

Take the facing page to your local photo-copy place and have them make copies on the CARD-STOCK color of your choice.

ERCOUPE OWNERS

CLUB



You are invited to look as
much as you like

BUT ...

PLEASE DO NOT TOUCH

Year: _____
Ercoupe/Fomey/Alon/Mooney
N-number: _____

Model: _____
Max speed: _____
Max cruise speed: _____
Max gross weight: _____
Empty weight: _____

Owner: _____
Address: _____
City: _____ St. _____ Zip _____
Phone: _____

This plane is a member of the family of planes known as Ercoupe or Aircoupe. The Ercoupe was designed between 1936 and 1940, with the first flight of the prototype in 1937. Before WW2, 112 were built and approximately 5,000 were made immediately after the war. About 400 more were built between 1958 and 1969. The original name was derived from the name of the company, ERCO, which stood for Engineering and Research Corporation. When later companies manufactured the plane, it was called the Aircoupe.

Designed by Fred Weick and a small team, the Ercoupe was the first plane to incorporate much of the original research that Weick performed as the assistant chief of the NACA aerodynamics division. These new features include the inability to be held in a spin, the tricycle landing gear to improve landing and take-off safety, the fully cowed engine, and a control system in

which the rudders are linked to the ailerons to simplify controlling the airplane. All these features were invented by Fred Weick and his team.

Basic flying characteristics are the same as modern aircraft with one exception. In the Ercoupes with linked rudders/ailerons, in a cross-wind, the airplane is landed in a wing-level crab. Though the landing gear is sturdy, it is not abnormally strong and certainly doesn't "swivel." Yet, due to the natural geometry of a tricycle with a swiveling nose wheel, the airplane immediately lines up with the direction of travel after touchdown. Two-control Ercoupes fly with a demonstrated cross-wind component of 25 mph. Some Coupers regularly fly with even stronger crosswinds.

Ercoupes/Aircoupes carry up to about 500-550 lbs useful load and fly from 100-114 mph burning from 4.5-5.5 gallons of fuel per hour.

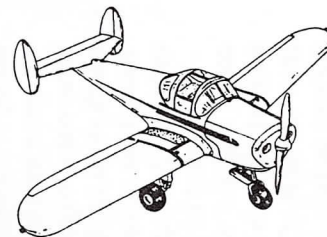
The Ercoupe 415-C and CD have a maximum gross weight of 1260 lbs and were built from 1940-1947. The Ercoupe 415-D, E & G have a maximum gross weight of 1400 lbs and were built from 1947-1950. They fly about 100-108 mph.

The Fomey F-1 and F-1A, Alon A-2, Mooney A-2-A Alon Cadet and Mooney M-10 Cadet versions all have a gross weight of 1450 lbs. They fly about 105-114 mph. Fomey Aircoupes were made from 1958-1959, Alon made planes from 1965-1967, Mooney made the A-2-A (Alon style) Cadet in 1968 and the Mooney M-10 Cadet (with a "Mooney" tail) was made from 1969-1970.

For FUN FLYING, nothing else is better!

The Ercoupe Owners Club supports all models of Coupes and may be reached by writing to P.O. Box 15388, Durham, NC 27704 or by calling 919-471-9492.

ERCOUPE INSPECTION NOTES

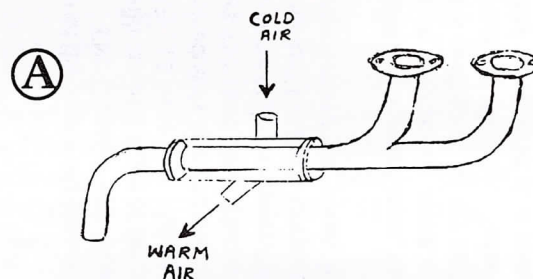


ILLINOIS WING — ERCOUCPE OWNERS CLUB

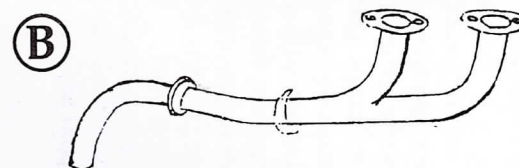
NUMBER 6

EXHAUST LEAKS AT THE MUFFLER INLET

(A) DURING WINTERTIME OPERATIONS, VERY COLD AIR ENTERS THE HEATER ON THE EXHAUST STACK. IT PICKS UP HEAT FROM THE EXHAUST PIPE THEN FLOWS INTO THE CABIN AS WARM AIR.



(B) AFTER MANY YEARS OF COLD AIR BLAST ON THE HOT EXHAUST PIPE, THE PIPE WILL HAVE A TENDENCY TO BEND. UNFORTUNATELY, IT WILL BEND AWAY FROM THE MUFFLER. THIS CAUSES A LEAK AT THE MUFFLER FLANGE.



IF A LEAK IS FOUND IN THIS AREA, REMOVE THE HEATER SHROUD AND INSPECT THE PIPE FOR ALIGNMENT. IF THE PIPE IS BENT, IT SHOULD BE STRAIGHTENED OR REPLACED TO STOP THE EXHAUST LEAK.

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.)

ERCOUCPE 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-'94, RR#2, Orangeville, Ontario, Canada, L9W 2Y, 519-941-4113.

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

Region 4, ID, MT, WY, Ruban W. Jodsaas-'94, 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-'94, RD 2, 460 Taylor Drive, Cedar Valley, PA, 18034, 215-838-9942.

Region 6-WEST, IN, MI, OH, Marvin Dunlap-'94, 8181 E. M-36, Whitmore Lake, MI, 48189, 313-231-3392

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, F. Tim Yoder-'94, P.O. Box 17269, Fountain Hills, AZ, 85269, 602-837-1463

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-'94, 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-'94 (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.)

PROTECT YOUR CONTINENTAL!!

C-85-12, C-90-12, -14, -16 & O-200 ENGINES

with a

NEW OIL FILTER ADAPTOR KIT

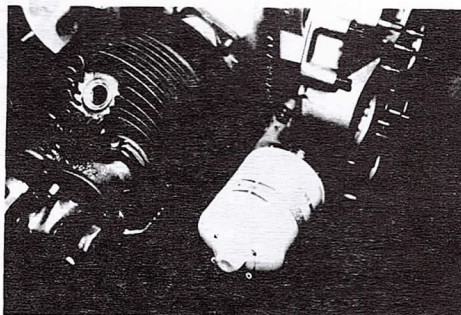
MOUNTS DIRECTLY ON THE ENGINE - QUICK & EASY INSTALLATION
FAA/PMA Approved

• Run Cleaner!!

Clean engine oil is essential to long engine life. The full flow filter removes lead deposits, dirt, carbon & other contaminants that are injurious to your engine.

• Run Cooler!!

Customers have reported their oil temperatures are running 10 to 15 degrees cooler after installation of kit. A **bonus** for you in lower operating temp.



• Run Longer!!

Eliminate oil contaminants that can cause sticking valves & accelerated wear of crankshaft, cam, lifters & cylinders. **Add** many hours to the **life** of **your engine**.

• Run Cheaper!!

Perhaps the most worthy advantage of the full flow oil filter is that it permits longer periods of operation between oil changes. Oil change interval can be increased **25 to 100% & saves you money.**



only \$189.50 complete
(nothing else to buy)



ORDERING: Call Toll Free 1-800-521-0333 — We need to know your engine model and **your airplane model and year of manufacture!!**

- Cessna's 120-140-150
- Ercoupes
- Homebuilts

EL RENO AVIATION, Inc.

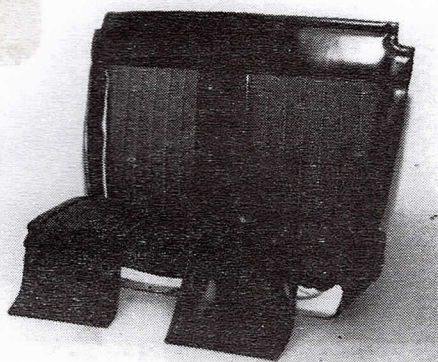
- Aeronca
- Luscombe
- Taylorcraft

1004 SOUTH COUNTRY CLUB ROAD

P.O. BOX 760

EL RENO, OKLAHOMA 73036-0760

*Fly high with a
quality Airtex interior*



airtex

Ercoupe replacement assemblies

Cushion set (with 1 pc. bottom cushion)	\$289.00*
Wall Panel Set	222.00
Carpet Set	67.00
Baggage Compartment	35.00
Baggage Compartment	150.00
Window Channel welts -per pair-	31.00
Firewall Cover	35.00

*add 25% for premium fabrics

Free catalog of complete line. Fabric selection guide showing actual sample colors and styles of materials: \$3.00

*Complete interior assemblies for do-it-yourself installation.
Custom quality at economical prices.*

airtex PRODUCTS, INC.

259 Lower Morrisville Rd., Dept. CN, Fallsington, PA 19054 ★ 215-295-4115 ★ FAX 800-394-1247 (50 states)



ERCOUPE OWNERS CLUB
P.O. BOX 15388
DURHAM, NC 27704



SECOND CLASS
U.S. POSTAGE
PAID
DURHAM, NC 27701

Mailed: June 30, 1992



Fly-About Adventures and the Ercoupe

By Paul Prentice

Unsolicited review by Michael Amerlan:
"There are many insights in the book, i.e. the undervaluation of the Coupe, new statistical data fuel and maintenance tips, aviation safety and, finally, a philosophical indulgence by the author which is quite welcome in its unique and universal vision. The author's extensive experience and research pulls no punches and shouldn't."

Review by Ed Burthead:

"Paul is a good story teller. He considers the Ercoupe to be fun long distance transportation. That feeling shows as he talks about his trips."

Uniquely different and in full color — Enjoy your Coupe! Send \$17.95 to Fly-About, P.O. Box 51144, Denton, TX 76206

Metal Polish Metal Polish

Roit of Minnesota

8891 Airport Rd.

Blaine, Minn. 55434

Business: 612-784-2362

Residence: 612-489-5450

VERN BROWN

Skyport

Aircoupe Services

Division of FRA Enterprises Inc.



SKYPORT is a distributorship specializing in, and limited to, ERCOUCOPE/AIRCOCUPE.

SKYPORT service includes knowledgeable, careful attention to your order and an attempt to make everything you may require for your COUPE available from this single source.

PHONE: 1-800-624-5312

32032 Washington Ave. Rochester, Wis. 53167

ERCOUPE OWNERS... Univair is the Ercoupe Factory

We can supply more Ercoupe parts than anyone else.

Our Ercoupe parts are manufactured in our own plant using much of the same tooling and jigs that were originally used to build your Ercoupe, Forney, Alon and M-10 aircraft.

Come to UNIVAIR first for your parts needs. We also supply thousands of distributor items such as: McCrea Tires, Randolph Finishes, Ceconite, Concorde Batteries, Continental Engine Parts, Whelen Lighting Systems, Grimes Lights, Air Maze Air & Oil Filters, Real Gaskets and Mirror Glaze.

UNIVAIR's General Catalog is available for \$5. The catalog cost is credited to your first order of \$50 or more. Our FREE inventory Price List is available at your request.



UNIVAIR



UNIVAIR AIRCRAFT CORPORATION

2500 Himalaya Road, Dept. CC

Aurora, Colorado 80011

Telephone: (303) 375-8882

FAX: (303) 375-8888

Telex: 317327

Touch of Class available again!



"The Ercoupe — A Touch of Class"

AUTHOR — FRANK R. SALETTL. 500 pages. Hardbound. Covers the complete history of the Ercoupe from 1934 to 1970 — and beyond. Send your check or M.O. for \$50.00 (U.S. Funds only) to: June R. Kirk, 44 West Hulet Drive, Chandler, Arizona 85224. Allow 14 days for insured delivery. Outside U.S. include \$5.00 for postage.