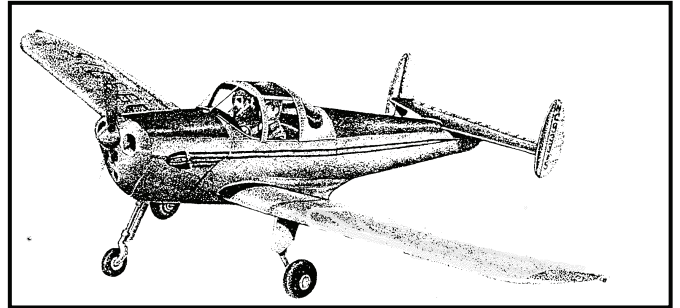


Coupe Capers

Volume 37, No. 9 September 2008

Ercoupe Owners Club Monthly Magazine
37th Anniversary



Coupe parking area at Oshkosh, Wisconsin



More Wausau Coupes...

Left side: N87445-46 415-C; N94191-46 415-C; N99052-46 415-CD
Right side: N6500Q-66 Alon A2; N93609-46 15-D
Photos courtesy of: Darlene Bynum, OK and John Roach, IL

INSIDE THIS ISSUE:

EOC at AirVenture & Wausau Coupes	1-2
Door Coupe/EASA Leisure Pilots License	3
2009 EOC Convention choices	4
LSA Weight Limit Letter/N2757H story	5
Calendar/New Members	6
NTSB reports//Regional News/NV Halloween Party	7-8
Brakes/Regional Director Nominations	9
For Sale/Advertisers	10-15

Ercoupes at AirVenture Oshkosh, Wisconsin

By John Roach, Illinois - N2427H, '46 415-C

Think back through all of your aviation experiences: What's the largest number of Ercoupes you have ever seen lined up on a taxiway, engines running, waiting for take-off? On Sunday July 27, 2008 if you were in Wausau, Wisconsin, you could have seen thirty seven. And not only were they all poised for departure, they were all focused on one destination: AirVenture 2008. It was a sight that will be long remembered by each of the pilots as well as the many observers on the ground.

Flight leader Syd Cohen had briefed the flight to include one circle of downtown Wausau to allow time for all the aircraft to join up. Well, there is an old saying about the best laid plans. The departures probably took more than twice as long as Syd had planned. Thus, the beginning of the trip looked more like a swarm than an in-trail flight. However, as the group departed the Wausau area on a southeast heading, things began to look more orderly. By the time we reached Ripon, seventy some miles away, we almost had an in-trail formation. At Ripon we turned due East until abeam runway 36. Then we each turned North and were cleared to land on about a nine mile final.

Despite the quartering crosswind, our arrival seemed much more coordinated than our departure from Wausau. Most pilots landed slightly long so they could taxi to AeroShell Square then follow our escorts to our reserved parking in the Vintage Aircraft parking area. I've flown into Oshkosh many times in several different aircraft. This flight was one that I'll always remember, even long after my active flying days are over.

AirVenture 2008 was somewhat unique. The thunderstorms that typically arrive at least once during the show, delayed their arrival this year. While the 2008 weather was just about as good as it gets, I haven't seen the figures, but my feeling is that the attendance was slightly down from past years. Things didn't seem as crowded along the flight line and in the lines for dinner. Perhaps the high gasoline costs had an impact. But as usual, there was plenty to see and lots of people to talk with. That's one of the highpoints of Oshkosh for me as unique aircraft are everywhere. And somewhere on the grounds there is someone who can answer just about any answerable aviation question you can think of.

I took my camera with me, but never got around to taking any pictures. I was too busy. So if you want pictures of AirVenture 2008, just connect to the EAA web site (eaa.org) and hunt them down. (Try http://www.airventure.org/2008/avtoday_index.html You'll find not only lots of pictures but online copies of the free, daily newspaper with articles about all sorts of Airventure happenings.)

I spent my mornings at the Ercoupe table in the type club tent. Most days we had a constant stream of visitors. Many were people interested in purchasing Coupes; espe-

cially those that are sport pilot eligible. One of these folks was a little put out that we didn't have a whole listing of for sale Coupes as a hand out. I got the distinct impression that Ercoupes, especially those eligible to be flown under the sport pilot rules are still in demand. The message might be, "Pay attention to your Coupe and its maintenance because aircraft in good condition are easier to sell and do get higher prices." John Wright Sr. spent a lot of time answering specific maintenance questions for owners who stopped by. John is a great resource and his ability to teach as he questions you about your problem is a wonderful skill. Many previous Ercoupe owners also stopped to chat. Most of them saying how much they missed their Coupes and wishing they still owned them. We also managed to sell tee shirts, including some left over from the Nationals in Wausau.

The Ercoupe Maintenance Seminar on Wednesday morning included a discussion of the wing spar corrosion problem. This ongoing problem potentially endangers every Coupe. While you can't prevent the problem as its roots lay in the manufacturing processes of the mid-1940s, it's important that each owner insist on regular, through inspections to prevent an incident that could unnecessarily cost the lives of a pilot and a passenger.

Following our annual Airventure Ercoupe Banquet Wednesday evening the ranks of Ercoupes began to thin out. There were fewer visitors to our table in the type club tent. And our reserved parking area was becoming sprinkled with Tri-Pacers and Cessnas. Just a week before, many of the departing Ercoupes had been landing at Wausau. It had truly been a wonderful week – good weather, good friends, and memorable experiences. All made possible by a man who, years ago, wanted to design a safe, affordable, easy to fly airplane that almost anybody could learn to fly. Thanks, Fred.

AirVenture also gives me a chance to meet and chat with all of the vendors I buy supplies from throughout the year. There were the folks from Univair, my aircraft insurance company, and many others to hunt out and say hello. After recovering my wings this spring, I made a special effort to find Dondi and Jim Miller who supplied not only the materials but excellent technical support to a newbie in the fabric process. Talk about always being there when you need them.

There's one additional Airventure 2008 highlight that needs mentioning. The Vintage Aircraft Association presented Ward Marsh of Dixon, California the award for the Outstanding Ercoupe. Congratulations Ward.

Over the years, I've found that the friends one can make and the information one can discover are the real values of AirVenture. Sure it's a great air show and it's nice to wander and look closely at aircraft you've only seen in pictures. Plus flying anywhere in a Coupe is about the most fun you can have with your clothes on. But, it's the people – those who come each year as well as those who work so hard to make it all happen – that add the real value. All you had to do to see that value was look at people's faces. It's the same look that I saw on each face of thirty six pilots as they were tying down their Coupes on Sunday. I hope to see each of you again at AirVenture 2009.

“Door Coupe” Alive and Well...

By Karl Jackson, Texas

As a new member (04/08) of EOC, I just downloaded and read the articles by Skip about the original "Door Coupe" as modified by Howard Treadwell in 1972.

I am the current owner of N87292 and I can assure you that it was NOT destroyed in a crash despite what another member previously reported. This aircraft passed through several hands, last flew in '91, lost it's low-time C-85 and propeller soon after, and had sat, untouched inside a workshop for the last ten years. The last log book entry was 8/25/95 when AD95-18-04 was carried out on the metalized wings.

Current plans call for compliance with the main spar AD, an update to 0-200 power, Cleveland wheel and brake conversion, refurbishment of avionics and a return to service before 2010 or as the budget allows.

Any information, early photos, original documents pertaining to this unique aircraft would be greatly appreciated. Karl - actionjackson54@juno.com or (361) 851-9148.



EASA Leisure Pilots License

By Mike Willis, UK

Over the past few years a group within EASA has been drafting a new pilots license, the Leisure Pilots License (LPL). This is based on the UK National PPL (NPPL) in that it requires fewer training hours, making it more affordable to acquire. However its major use, I understand, has been to allow those of us unable to obtain a Class 2 medical to still be able to fly.

For the NPPL you simply ask your doctor to sign a form that you meet the medical requirements for a UK drivers license. To carry passengers you need to be able to meet the requirements for professional driving (Group 2 – trucks and busses), but if you are only able to get a normal car license you can still fly solo or with another pilot. Getting your medical from your doctor is much cheaper than a Class 2 medical. Ironically it is considered safer, as your doctor understands your medical history thoroughly, whereas when you take a Class 2 medical only simple tests and questions

are asked and it relies on the honesty of your answers. I also understand not one accident has been attributed to the 'reduced' NPPL medical standards since it was introduced.

So, the good news is that if the LPL happens then pilots in all European member states will be able to use this license if they wish, and fly around Europe. The 'standard' ICAO license will still exist and enable flying anywhere in the world.

The bad news for me concerns the revised medical requirements for the LPL, which will eventually replace the UK NPPL. As the medical rules for driving vary widely in each European country, they have specifically defined the medical rules for this license. However, they exclude some conditions and it has been accepted that a small number of current NPPL pilots will be sacrificed to get these rules through. So it could be that around 2012 there will be an Ercoupe for sale!

EOC Convention 2009 Vote for your Choice...

As most of you know we were scheduled to go to Vicksburg, Mississippi in 2009. It seems that the young lady that made the presentation and the convention bureau made a lot of promises they could not keep. In fact when I inquired about the convention and the arrangements they sent me a list of telephone numbers to call to set it up! This was just a month or so before Wausau.

Dayton, Ohio had called me several times and wanted to propose that we come there in 2010. They had been calling me every few months and asked that I present their proposal at the Board Meeting. Also one of our members suggested that we contact Mt. Vernon, IL about hosting the convention. I contacted them and found out that they had hosted the KR convention for the last four years and were again hosting it this year.

I carried the Dayton proposal to the Wausau convention and had intended to present it for consideration. After looking it over carefully I noted that all the rooms were in the 100.00+ range. Knowing that this was out of the range of a lot of our members, I suggested to the Board that I contact Dayton about rooms that were more in line with what we had been paying. It was decided that I should contact both Dayton and Mt. Vernon and present the results to the EOC members in the magazine and let them vote as to which location they wanted for 2009 and we would use the runner up in 2010.

Qualifications are as follows:

Dayton, Ohio

The host airport will be the Moraine Airpark home of EAA Chapter 48 located on the bend of the Greater Miami River and outside of the Dayton TCA. The runways are 08 and 26 3500' x 100'elev 720' paved taxiways, beacon, radio facilities and a weather station. It is also near the Wright Brothers Seaplane Base. Moraine is the closest airport to Dayton and is an aviation airport. Moraine has 100ll fuel and a clubhouse that is open to you 24 hrs. for your group. We have only 6 hard surface tie downs but we have plenty of space for you in the grass. We will be offering a .10 per gallon discount on your fuel. There will be 24 hr. security to watch all the planes on the field. We also have a Company Car for short trips that may help your group. Camping is available on the field.

Things to do and see in Dayton:

1. US Airforce Museum
2. Carillion Historical Park
3. Imax Theatre
4. Dayton Aviation Heritage National Historical Park (Wright Brothers Cycle Shop – Dunbar House State Memorial – Wright Flyer III – Huffman Prairie Flying Field)

Accommodations:

Crown Plaza – Located in downtown Dayton, 5 miles from airport, Complimentary transportation within a 5 mile radius from 7am-11pm Standard room \$79.00 per night = tax (13%).

Holiday Inn, Dayton Mall – I-75 and I-675 Free Transporta-

tion within a 5 mile radius Moraine Airpark is less than 5 miles. Across from Dayton Mall which offers over 150 Shops, Restaurants and movie Theaters and within walking distance to other attractions Rooms \$79.00 + 13% Tax single or double. Complimentary parking RVs and Motorcoaches.

Holiday Inn Dryden Road - Also off of I-75, Free Transportation within 5 miles (3.2 miles from Moraine Airpark) Rooms 89.00+ Tax.

All the above have facilities for our banquet as well as restaurants on site.

Mt. Vernon, Illinois

Airport Mt. Vernon Outland Airport KMVN class E airspace Located 3 miles east of the city. Runways 5-23, 6698'x 150' runways 15-33 3149'x100 Elevation 480' Unicom 123.0. The class E airspace would provide a great location for the EOC Convention. We have 9.25 acres of ramp space with 48 permanent tie down spaces. The city of Mt. Vernon is located at the intersection of Interstates I-57 and I-64. Mt. Vernon is 65 miles from St. Louis, 150 miles from Louisville, Nashville and Indianapolis and 200 miles from Memphis and Chicago.

Grandma's Landing is located inside the Koziara Terminal and is becoming famous for their food. Grandma's is open 7 days a week from 11:00am-8:00pm Monday through Saturday and 11:00am – 3:00pm on Sunday.

Things to do and see in Mt. Vernon:

1. Genkota Winery
2. Jefferson County Historical Village
3. Mt. Vernon Raceway
4. Mitchell Museum
4. Walking tour of Mt. Vernon
5. SRT Aviation dealers for JABIRU and Expedition Aircraft.

Accommodations:

There are over 1200 rooms and 60 restaurants in the city of Mt. Vernon. The accommodations and dining options in Mt. Vernon can fit anyone's budget. Many of the hotels offer free transportation to and from the airport. FREE Camping is available at the lake shelter. Limited shower facilities are also available on field. Mt. Vernon has hosted the KR Convention for 5 years. Please visit the KR Gathering website at <http://www.krgathering.org> for a prospective of KMVN.

PLEASE READ THE ABOVE CAREFULLY!

Select the location that you think might best suit the EOC Convention needs for 2009.

Vote for the location by sending me an email or post card with your name and the name of your selection. Send email to coupeclub@aol.com or post card to Ercoupe Owners Club, 52 Hunters Lane, Timberlake, NC 27583-8781.

Votes will be accepted until October 30th. 2008. The results will appear on the web site and in the November *Coupe Capers* newsletter.

- Skip -

Member Letters...

LSA Weight Limit Letter to AOPA

From John Brier, Maine - N26C, '58 F1
Hello,

I am a member of AOPA since 2001. I am 67 years old. I currently own two aircraft. A Cessna Cardinal, and a 1958 Forney Aircoupe. As you know, only the C model Aircoupe meets current LSA weight standards. My Forney, with identical flight, maintenance, and ultra simplicity is excluded because it weighs 80 lbs more than the C model. Of course this is because the Forney has metal wings--even better and SAFER than the fabric wing on the C model. I want to keep the Forney and someday fly it legally as an LSA pilot.

What is being done by AOPA to try and get the FAA's irrational mind set about the arbitrary weight rules changed? Frankly, I believe this 1320 pound max weight rule was used to prevent the inclusion of highly popular and numerous two seaters that exist today. I am thinking of the Cessna 150,152 models. In essence the FAA has created a new segment of the market out there in aircraft that are not AFFORDABLE TO THE AVERAGE GENERAL AVIATION PILOT. It is my belief that this is hurting GA, not fostering it as the FAA states. I am seriously thinking of storing my Forney when it reaches TBO (200 hours from now) and waiting before over haul to see if the FAA ever changes this. Am I being delusional? I wrote to EAA and their snide reply was to be happy with what has been accomplished.

Best regards, John Brier

AOPA Response

John,

Thanks for contacting AOPA's Pilot Information Center. Ever since Sport Pilot came to be four years ago, one of the biggest question marks was the weight limit. We have received numerous member inquiries regarding weight limitations these past four years.

On April 15th this year, FAA proposed 22 changes to the Sport rule. Just this past Wednesday, AOPA submitted its formal comments, including a request that FAA review the weight limit issue and consider increasing it to allow many more simple, fixed gear aircraft to flown under Sport pilot privileges. Interestingly enough, we used the Cessna 150 as an example in our request, which I have linked below for you: <http://download.aopa.org/epilot/2008/080813sport.pdf>

Best Regards,

Craig Brown

Senior Technical Specialist ATP/CFI/A&P/AGI

<http://www.aopa.org> 800-872-2672

N2757H and how it found me...

By David Hoobler, Florida

To begin with, my Dad a flight instructor and career pilot introduced me to aviation at the age of 15 soloing me at 16 at Tamiami Fl. in a J-3 Cub, so began my love for flying.

Forty years later I wasn't searching for an airplane that was the safest or flew over 100mph at 6gph, or that my grandsons could fly with their short legs, or a vintage model that was way ahead of it's time in 1946. I was just hoping to find a classic that a guy like me could afford to buy and maintain. Well, I got that and a whole lot more.

There was this little airplane in a North Carolina garage whose owner was hoping to find a good home for it. That owner and now friend is Larry Coppernoll, who has worked on and flown Coupes for years as well as having a deep knowledge and appreciation for this aircraft. My journey to N.C. began at the '04 Sun-N-Fun in the Vintage staging area meeting a pilot/owner John Miller who told me of 2757's where-about and how to contact the owner (Larry) who happens to be an IA.

I arrived at the Coppernoll's in May with a friendly reception and I didn't expect to feel the way I did when the garage door opened and I first laid eyes on the wingless aluminum beauty. My love for Cub's just had been jilted. We settled on the nineteen thousand cost for a finished airplane with me helping if you could call it that. For the next year and a half, I squeezed in three/four or so day stays (with Lola my wife) when it worked out for Larry and Diana.

The work continued, as I learned a whole new appreciation for the art of sanding, and dealing with the thin skinned finger tips and paint remover hot spots, etc. I was there for the better part of fuselage painting, but missed the graduation from the garage to the hangar, although Lola & I did take it for a test drive down the lane while it was still wingless, the neighbors thought that was cute and we didn't hurt any local dogs who wondered whether they should chase that strange car or not.

Finally in July of last year the Coupe was ready. I caught a one way up, Larry flew back to Winter Haven (GIF) with me and the rest is, well you know, if you have a Coupe. We put it out to one of our grandson's on what we should call it and he immediately said "Couper" and so it is. "Couper" is providing the Ercoupe enjoyment that I believe is definitely one of a kind fun!



WELCOME NEW MEMBERS

Regional Directors and Wing Leaders please take note of these new members, add them to your list and contact them for your events.

David Carter, 48W407 Immelman Ln, Hampshire, IL 60140
George Smundin, 8020 Harrison Ave, Munster, IN 46321
Jack Bennett, PO Box 364, Dekalb, IL 60115
Lynn Berkebile/Rick Robinette, 428 Cypress Way, Twin Falls, ID 83301
Bill Spellman, 1408 Josephine St, Waukesha, WI 53186
Ken Phillips, 1269 Hester Ave, San Jose, CA 95126
Tom Hogue, 1717 St Hwy 137, Brownfield, TX 79316
Ryan Stobbe, N5695 Lakeview Dr, Green Lake, WI 54941
Justin Dauck, PO Box 519, Whiteriver, AZ 85941
Walter Carey, 1665 Grange Hall Rd, Beavercreek, OH 45432
K J Loumakis, 1988 5th St, Chamblee, GA 30341
Duke Tonry, 1693 Chattanooga Ct, Claremont, CA 91711
Harry Smith, 4344 Magnolia Ave, Leesburg, FL 34748
Karl Garman, 6723 Creekside Dr NE #8, Cedar Rapids, IA 52402
Tom Galassi, 19083 Evergreen Ln, Petersburg, IL 62675
Paul Wagner, 243 Crosswind Rd, Toney, AL 35773
John M Wright, 508 W Main St, Cherryvale, KS 67335
Bill Swartwout, 412 E Randall St, Baltimore, MD 21230
Kenneth Fannin, 82 Timber Ridge Dr, Beckley, WV 25801
Dr D E Kessinger, PO Box 9333, Laguna Beach, CA 92652



New Coupe E-Mailers

Permission is required for the E-Mailers List. E-mail permission and information to: coupecaper@aol.com

David Carter - N5488E, '65 A-22 - dnjcarter@evi.net
George Smundin - N7568C, '59 F1 - gyrogeo@yahoo.com
Jack Bennett - N2916H, '46 415-C - piper50w@earthlink.net
L Berkebile/R Robinette - N2386H, '46 415-D
bonedocmua@hotmail.com
Bill Spellman - mand6spell@aol.com
Ken Phillips - N5478F, '68 A-2A - allknowinglamu@netscape.net
Tom Hogue - N3155H, '47 415-CD
marvahogue@windstream.net
Ryan Stobbe - ryan@modernoverhead.com
Justin Dauck - dauckj@wis.wels.net
Walter Carey - careywf@sbcglobal.net
K J Loumakis - N99576, '46 415-C - jack@loumakis.com
Duke Tonry - N6569Q, '65 A2 - duke@claylacy.com
Harry Smith - N2879H, '46 415-C - smithhfnfib@gmail.com
Karl Garman - N2627H, '46 415-C - karl.e.garman@gmail.com
Paul Wagner - N93694, '46 415-C - pwags66@yahoo.com
John M Wright - N5830M, '46 415-C - wrightj60@excite.com
Bill Swartwout - bill@orioles.org
Dr D E Kessinger - kessingerx@yahoo.com
Correction: Curtis Smith - machtwo@cybermesa.com

EOC Website - www.ercoupe.org
Coupe Capers online from April 2003
Be an Electronic Member and print out your "Coupe Capers" from the club website.
Contact: Membership Officer at coupecaper@aol.com

2008 Calendar of Events (*EOC Coupe Events)



*Sept 13—Reg 7, EOC Fly-out, Oceano Apt- L52, Pismo Beach, CA
Sept 13—Reg 11, TX Coupers, Texas A&M Flying Club, pancake bkft, 8-11 am, College Station-CLL, TX
Sept 13-14—Reg 10, GA Ercoupe "Tiger Flight " will do fly-overs/static display, North Georgia Transportation Expo, Rome, GA
Sept 19-20—Reg 11 TX Coupers, Under the Wire Fly-in, Flying V Ranch-T26, Louise, TX
*Sept 19-21—Reg 9, Iowa Regional Fly-in, Knoxville-OXV, IA
*Sept 21—UK Coupers Meet Up, Solent Aviation Society Fly-In, Popham, UK (weather permitting)
*Sept 27—Reg 13, IN Coupers, 12 N, Annual Wood/Fabric/Tailwheels Fly-in & Chautauqua Arts Festival, Lee Bottem Apt-64I, Hanover, IN
*Sept 27—Reg 7, SoCal, Chapter 1 Fly-in, Flabob Apt, CA
*Sept 28—Reg 3, OR Coupers, monthly mtg, 1 pm lunch, Florence, OR
Oct 4—Reg 5, WI Coupers, Fall Color GPS Search Tour, 8 am-2:30 pm, Rio Creek Apt-WI28, Rio Creek, WI
*Oct 5—Reg 13, IN Coupers, Annual Fly in, 12N, Noblesville-I8O, IN
*Oct 13—Reg 8, AZ Coupers, monthly mtg, Famous Dave's, Mesa, AZ
*Oct 25—Reg 11, TX Coupers, Reklaw Fly in, TX
Nov 6-8—AOPA Expo, San Jose, CA
*Nov 8 - SoCal Coupers, Veterans Day Fly in, Flabob Apt, CA
*Nov 29—NorCal coupers, EOC Fly-out lunch, Harris Ranch, CA

New Wing Leaders

Larry Snyder - N99340, '46 415-C
5338 Highway V
Washington, Missouri 63090
636-583-6605 or lesnyd@charter.net

Europe - UK

Mike Willis - G-HARY, '66 Alon A2
11 Glebe Way
Histon, Cambridge CB24 9HJ - UK
mike@ercoupe.co.uk - www.ercoupe.co.uk

Welcome to our new volunteers!

Retiring Wing Leader

William Whitlock, Missouri

A big "Thank You" to William who has served faithfully the past four years as the Missouri Wing Leader.

NTSB Identification: LAX08CA186.
14 CFR Part 91: General Aviation
Accident Monday, June 16, 2008 in Sandpoint, ID
Probable Cause Approval Date: 7/30/2008
Aircraft: Alon A2, registration: N1018S
Injuries: 2 Uninjured.

The pilot reported that he was performing touch-and-go landings on runway 01. Following the third landing, right at liftoff on departure (70 to 75 mph), the right wing struck a deer. The airplane veered right, and the pilot was unable to regain control. The airplane impacted the airport's perimeter fence. Both wings were damaged, the empennage was nearly separated from the fuselage, and the empennage was broken at two locations. The sun had set approximately 40 minutes before the accident.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows: The airplane struck a deer on the runway while performing touch-and-go landings. Contributing to the accident was the dusk light condition.

NTSB Identification: CHI08CA208.
14 CFR Part 91: General Aviation
Accident Wednesday, July 23, 2008 in
West Jefferson, OH
Aircraft: Ercoupe 415-G, registration: N94413
Injuries: 1 Serious, 1 Minor.

The airplane impacted trees and terrain during takeoff about 500 feet from the departure end of a private grass airstrip during a personal flight that was en route to obtain fuel at the destination airport. The airplane wings were crushed rearward along the leading edge, the empennage was separated from the airframe, and the firewall was wrinkled. The airplane was not equipped with shoulder harnesses. The pilot sustained serious injuries that included a broken right arm and left leg and the passenger sustained serious facial and ankle injuries. Examination of the airplane revealed there was no usable fuel in either wing tank and header tank. Also, there was no residual fuel in the header tank to engine fuel lines. According to the Federal Aviation Administration, the airplane's center of gravity, with no usable fuel aboard, was aft of its limit. The pilot's flight review and medical certificate were expired at the time of the accident.

NTSB Identification: SEA08CA167.
14 CFR Part 91: General Aviation
Accident Saturday, July 26, 2008 in Corona, CA
Aircraft: Ercoupe 415-C, registration: N93614
Injuries: 2 Uninjured.

The pilot provided a written statement to the Safety Board investigator. He reported that he departed from runway 25 during gusty wind conditions. At 800 feet above ground level, he turned the airplane onto the crosswind leg and the left wing went down. The pilot recovered the airplane,

added full throttle, and the airplane continued to descend. The pilot pulled back on the yoke to make the airplane climb; however, the airplane continued to descend. The airplane impacted trees and sustained substantial damage. According to the nearest aviation weather reporting system that was located at the airport, winds were from 290 degrees at 16 knots, gusting to 21 knots. The Federal Aviation Administration inspector examined the airplane and found no mechanical anomalies that would have resulted in a loss of airplane control.

NTSB Identification: CHI08CA233.
14 CFR Part 91: General Aviation
Accident Saturday, August 02, 2008 in Cedarburg, WI
Aircraft: Ercoupe 415-C, registration: N93963
Injuries: 1 Minor.

The pilot reported that during takeoff the airplane was "struck by wind shear" from its right side. He reported that the airplane "lost perhaps 20' - 30' of altitude" and that he "could not avoid impact with the tree." The pilot reported that there were no mechanical malfunctions with the airplane during the accident flight.

NTSB Identification: MIA08LA164
14 CFR Part 91: General Aviation
Accident occurred Wednesday, August 13, 2008
in Arcadia, FL
Aircraft: Ercoupe 415-C, registration: N94339
Injuries: 1 Fatal.

On August 13, 2008, at 1415 eastern daylight time, an Ercoupe 415-C, N94339, incurred substantial damage when it collided with a tree during takeoff from a private airstrip in Arcadia, Florida. The pilot was killed. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was operated by the pilot, under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight.

A witness stated to a DeSoto County Sheriff's Office representative that the pilot routinely flew into the property from Venice, Florida, where he resided and had a hangar. On the day of the accident, the witness observed the airplane depart toward the west. During the takeoff, it appeared to the witness that the airplane encountered a downdraft causing it to lose altitude. The witness added that it looked like the pilot attempted to reestablish a climb, but was unable to clear an oak tree. The airplane clipped the tree, entered an uncontrolled descent, and came to rest inverted on the ground.

The pilot held a commercial pilot certificate with an airplane single engine land rating. He was issued a second-class medical certificate in May of 2005, with a limitation of must have available glasses for near vision.



Regional News

Region 6 – Pennsylvania News



We had a great time at this years Air Show at Smoketown, PA on Aug. 9, 2008 There were two twin Ercoupes and two Mooney M10s (almost never see two M10s together). This picture is the two M10s parked together. The M10, N9542V on the right is owned by Lou Moroughan, Md. and the M10, N9514V ("Miss Mooney") on the left is owned by me, Theone Andrew, Md. Great time was had by all and we hope to see more Ercoupes at next years Smoketown Air Show!
.....Theone Andrew, PA

Embry Riddle Aeronautical University Fred E Weick Endowed Scholarship Recipients

I would like to express my appreciation for the Fred E. Weick Scholarship. It is difficult for me to afford this school and extra money is always welcome. I am doing very well in my classes and plan on going to grad school if I can afford it. The money saved because of this scholarship may make the difference. My ultimate goal is to work in the private space industry, and I have been staying very involved on campus to help me achieve this. Currently I am working on a hybrid rocket motor for completion with other universities and plan on doing many other projects with groups on campus during my time here. I am proud of my school and thrilled to see you supporting the students that go here.

.....Brennan Koziara, Florida Campus

Thank you very much for your generosity in making this scholarship available to me. I love Embry-Riddle and without financial assistance such as this scholarship, I would not be able to attend. My name is Patrick Boyle and I am an Aerospace Engineering major at the Prescott Campus. Currently I am in my third year at ERAU anticipating graduating in May 2009. After graduation, I hope to earn my Master's degree at the National Institute of Aerospace while working at NASA Langley. I hope to conduct research and design in the field of applied aerodynamics. Again, I greatly appreciate this financial gift and the honor that comes with being named the recipient of the Fred E. Weick Endowed Scholarship.

.....Patrick Boyle, Arizona Campus

The 22nd North Las Vegas International Ercoupe Fly In and Halloween Party October 31- Nov. 1-2, 2008

Unfortunately Max Doubrava and his faithful few will be unable to host the Halloween Party this year.

Twenty (20) rooms have been reserved at the Goldstrike Hotel & Casino in Jean, NV. For those intrepid flyers that plan to spend a weekend in Las Vegas remember October 31 is a holiday in Nevada!

JoAn Cooper, AZ Wing Leader and Dan Hall, CA Interim Director are working on filling in for Max and the Nevada group this year.

[Editor: Many thanks to Max and Jean and all their 'Coupe helpers over the past 21 years for their faithful service planning the Nevada Ercoupe Halloween Party.]

2008

Iowa
Regional
Fly-in



Ercoupe
&
Cessna 150
September 19-21
Knoxville-OXV, Iowa
Come and Join the Fun!

Info:

Jack Arthur
515-778-8833
sky3044g@wildbluepella.org

Mike Abrahams
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ppcmike@hotmail.com

Give Me A Brake!

As we all know the factory brakes on an Ercoupe are marginal at best with parts becoming hard to locate and very expensive. For years I have been an advocate of Cleveland Brake Conversions for Coupes. Having owned one so equipped I can vouch for their effectiveness. The other weak link in the brake system is the master cylinder, which over the years has become worn, leaky and hard if not impossible to repair. I am not sure whether replacements are available or not. The other weak link is the brake pedal. Most of the ones that I have had were very worn and wobbly. They also do not have a lot of mechanical advantage (leverage). So what do we have available to remedy this situation?

The answer is a hand brake! Now I know what most of you are thinking, the hand brakes between the seats used with rudder pedals and the ones that have converted the parking brake are all poor solutions. Recently I had the opportunity to fly a 415-C that belongs to a buddy of mine. This particular Coupe had a rudder pedal conversion and hand brake. It was unlike any other that I have seen in that it was located in the center of the panel below the throttle. It was a long bar that reminded me of a Piper Cherokee hand brake. I was amazed at how well it worked! Being an old Cherokee pilot I had no problem with the hand brake operation.

On the way back home I thought what a good idea this type of hand brake was. Not only does it have a great deal of mechanical advantage (leverage) but it also uses a readily available master cylinder. I began to search through our 337 file and yes there it was! The conversion to a hand brake from a Cherokee. It used stock Piper Parts and is designed to stop and hold a much heavier airplane plus there is a parking brake lever to hold the plane on run-up. I also looked on the web site under Members Only, 337 file and it is also posted there.

If you are serious about your brakes then take a look at the 337. It has all the info and drawings. I know that the FAA is funky about prior 337s but I think that they would take this one in a heartbeat as it uses stock Piper parts.

And finally a word on the Ercoupe Parking Brake operation. The Ercoupe parking brake (The handle in the middle of the dash) should work as follows. To apply the parking brake first depress the foot brake as hard as you can then pull the handle out in a vertical position. You should hear and or feel a ratchet sound. This is a spring that engages notches in the handle. The handle should be pulled as far as it will travel and then released.

If the handle will not stay in that position then the ratchet spring is broken and or the notches in the handle are worn out. If it stays out test it by applying full power and of course be ready to apply the foot brake should it snap back which will release the brakes.

The parking brake was not designed to be used as a primary braking system. It has little mechanical advantage (leverage). To release the parking brake just rotate the handle to the left or right this will release the ratchet spring and allow the handle to return to its home position. If the handle will not return properly check the spring on the firewall bell crank. It is probably broken and or missing.

— Skip —

Call for 2009-2010 Regional Director Nominations By EOC Board of Directors

All members of the EOC are invited to nominate members from their Region or volunteer their own services to serve a two year term as a Regional Director. **Regional Directors are up for election every two years.** For Guidelines contact Skip Carden.

2009-2010 Regions Up For Election

Region 1: Dick Murphy
(CT, MA, ME, NH, NY, RI, VT)

Region 2: (Canada)

Region 3: Joey Simpson
(OR, WA, AK)

Region 5: Syd Cohen
(MN, ND, SC, WI)

Region 7: (California)

Region 8: (AZ, CO (W Rockies), NV, UT, NM)

Region 9: John Wright, Sr. AP/IA
(CO (E Rockies), IA, IL, KS, MO, NE)

Region 11: Mark Hardin AP/IA/CFI
(AR, LA, OK, TX)

Incumbents are assumed to be running for re-election unless notification by letter or E-mail is sent to Skip Carden, EOC Executive Director.

CLOSING DATE FOR
REGIONAL DIRECTOR NOMINATIONS
MONDAY, NOVEMBER 3, 2008

Send nominations to:
Skip Carden, EOC Executive Director
52 Hunters Lane, Timberlake, NC 27583
coupeclub@aol.com

MEMBERS' ADS

Buy, Sell, Trade

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'66 Alon A2 Aircoupe, S#A-103, N6503Q, 2121 TT, 215 SMOH, all AD's complied with, last annual 11-4-07. Slick Mags, spin-on oil filter, oil tank heater, strobe, Ldg. Lgts. Val 760 com, inter-com, Mode C xpndr, 2 headsets, auto fuel STC. Canopy cover, tie down, good tires, both wing tanks rebuilt. Very pristine Alon, 9+ in/out. Hangared Ashland Co Airport (3G4), Ohio. First \$22,999 takes it. Purchaser responsible for delivery. Jeffrey, OH. 419-289-3046 or flyjeff@zoominternet.net.



'46 415-C (LSA) Just completed professional ground up \$100K+ museum quality restoration, NDI'd, vintage panel, polished, C85, John Wright annual, expensive, email or call for more details. thomas.croft@sbcglobal.net or 314-777-4056.

'46 415-D 85 HP. 1700 TTAF, 1100 SMOH, CLEVELAND BRAKES MANY EXTRAS WILL SELL WITH FRESH ANNUAL. LOST MED. CALL 480-415-4343 BILL, ARIZONA \$18,000.00.

The Ercoupe Rescue Cooperative (ERCOOP) is dedicated to finding new loving and caring homes for displaced airplanes (Ercoupe, Aircoupe, Alon, Forney). We specialize in Sport Pilot eligible planes, and are not above rescuing Piper Cubs. We also hope to com-

Personal ads are free to all members of the Ercoupe Owners Club. NO COMMERCIAL ADS PLEASE! The cost to non-members is \$5.00 per month in advance. Repeat ads must be sent in each month. NO PHONE ADS! Ads must be received by 10th of month preceding next months publication. MAIL: EOC, PO Box 7117, Ocean Isle Beach, NC 28469-1117. Fax 910-575-2758 or E-mail: coupecaper@aol.com

municate best practices and possible adoption references. To learn more, go to: <http://www.dfn.com/eaachapter1193/ERChomePage.htm> Percy G. Wood, PPASEL, A&P in training, Roswell, New Mexico, USA.

PARTS:

FUEL PUMPS – We recently sold Dad's Alon and 415-C and in his stock of spare parts were three fuel pumps. Two appear to be either new or remanufactured and one was removed from the 415-C (a 12F) and boxed and labeled, "Removed valve. Pump Good." I have no idea what that means but it appears intact with all parts. The other two are a C90-16F for the Alon and a C90-12F for the 415C. All three have been stored in a climate controlled closet, wrapped in their boxes. Dad heard these were getting hard to find so he bought extras—that's the way he was! I'll sell all three for \$425 plus shipping. Individually priced at \$200 each and \$75 for the used one (plus shipping). Email for pictures. Mark, 931-797-8136 or mproctor@blueplanetpromotions.com

Aviation News...

A FUEL-SAVING MESSAGE FROM YOUR ASI

The airspeed indicator (ASI) can tell you a great deal about how to fly more efficiently, but few pilots know how to decode its drag-reducing, fuel-saving, and range-extending message. According to Jack Norris, an aerospace engineer and technical director for the 1986 *Voyager* around-the-world flight, a simple, mechanical ASI (and an understanding of the aerodynamic drag chart and an airplane's best rate of climb speed) is all we need to maximize speed vs. drag. Minimizing drag is the key to reducing fuel burn and extending range.

- AOPA -

FAA INTENDS TO REDUCE VOR NETWORK SOON

The FAA has confirmed to AOPA that it is making plans to reduce the network of VORs across the country, beginning in 2010. However, AOPA members are not quite convinced that a widespread VOR reduction is acceptable. Survey information shows that only about half of AOPA members believe a significant number of VORs can be eliminated without affecting their flight operations.

- AOPA -

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[Current members who either own a coupe or are familiar with them.]

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907-376-6897, fax 907-376-6815

John Wright, Sr, 958 Flossmoor Rd, Springfield, IL 62707
217-546-0585

Carl Ziegler, PO Box 594, Hugo, MN 55038
651-982-2972 planamech@yahoo.com

Ercoupe Archive Bowling Green State University, OH

CAC has 35 plus years of Ercoupe Owners Club material; Fred Weick's material and The Ercoupe: A Touch of Class by F. Saletri on file. For a fee you can receive copies of anything in the Ercoupe Archive. Jerome Library - 5th floor.

Contact:
Stephen Charter, Reference Archivist
Center for Archival Collections (CAC)
Bowling Green, OH 43403
419-372-2411
e-mail: scharte@bgnnet.bgsu.edu
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Coupe Capers: Ads Deadline: 10th of month preceding
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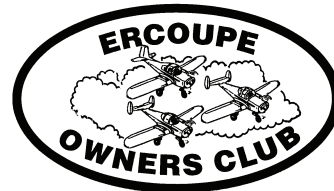
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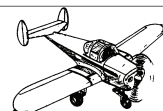
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(Monthly Rate)

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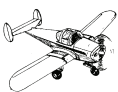
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September 2008
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Join with other owners and pilots of Ercoupe, Alon, Forney and M-10 Cadet aircraft.

The EOC 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.

Mail to: Ercoupe Owners Club
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September '08

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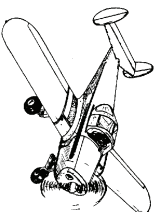
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September 2008



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KEEP COUPES FLYING!

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