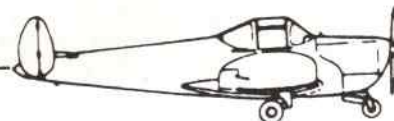


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 10, Number 8, January 1982

Telephone 919-471-9492

Editor: Skip Carden

AREA NEWS

Region 2

Skip,

Time to renew the old dues? Procrastination is getting the best of me. I was in the process of writing a letter when Jack bought the farm. That same week, my brother got it too. 1981 has been a tough year to survive.

Baha 1981 is water over the Dam. We had 8 airplanes this year! 5 Coupes, a Cessna 150, A Comanche, and a Bonanza. Walt Bacon & friend Don, Bill "Coupe Moose" Jacobi, Joe Figueras & wife, Bell, Gary Dallugge and girlfriend Sally, myself and wife comprised the "Coupes Over Baha" armada. Federal avgas was 80 cents to 85 cents per gallon! Avgas from private sources ranged from \$1.50 to \$2.00 per gallon. The private fields only had 100LL but the Federal fields had 80 oct. I flew a total of 23.3 hours. About 18 of them were at or below 50 feet MSL! We had tail winds everywhere we went! What a beautiful trip! Gary and I would "Resume the Resume" flying in and out of all the coves. At times Joe Figueras and the 150 would join in to make 4 airplanes on the deck.

I have to laugh, after a couple of hours of flying down the beach, the 150, Figueras and Dallugge started cutting the corners and flying across the bays instead of following the shoreline. Guess what? They all have rudder pedals! They were tired of making co-ordinated turns! I had a camera in one hand and the controls in the other! Let's hear it for the merits of rudder pedals! Everyone had a great time. Gary and I went fishing at Loretto on the way back. We both caught 40 pound "Rooster fish." Cow-a-bunga! I could write a book on each of the Baha trips.

I just received the Coupe Capers in the mail. Oh Boy, a national in Denver! Last time I was all set only to be let down at the last minute. Denver's a great place to be around the 4th of July! The So. Cal. Coupe Group should turn out in force!

Joe Brooks

Region 7

REGION 7 SISTER-CITIES FLY-IN. March 20, 1982, 2:00 P.M. PROMPT! Laredo, Texas, Laredo International Airport. Hosts: Mrs. Betty Morgan and Hector Soliz, P.O. Box 74, Encinal, Texas 78019 (512) 948-5258.

Region 7 will have our first fly-in for 1982 in Laredo, Texas. Coupers and guests and anyone else looking for a good time will land at the Laredo International Airport (see Brownsville sectional). Park aircraft and meet at Morgan's Aviation Services. It's near the center of the ramp, west of the runways. Look for the Exxon sign. Morgan's will provide courtesy cars, 100LL, oil and one-shot-free of their "Border Kool-Aid"!!!

ACTIVITIES: Saturday, March 20 at 2:00 Prompt. A 4-5 hour guided tour of Laredo and Nuevo Laredo, Mexico. Sight-seeing, cocktail hour and dinner. There will be lots of time for south of the border shopping. Price for the whole affair: \$25/person. Tour conducted by Good Neighbor Tours of Laredo (512) 724-7054 or 724-1000. Members are urged to BE ON TIME as the tour starts promptly at 2 PM. Payment will be made as you board the bus.

LODGING: Members are urged to room at the Ramada Inn. Reservations should be made on an individual basis no later than February 28. Mention that you are a couper with EOC. Courtesy cars will take you to and from the motel. Reservations: Ms. Sally Edwards, Ramada Inn, 5900 San Bernado, Laredo, Texas 78041 (512) 722-8133. (Singles: \$34./Doubles: \$40).

FOR MORE INFORMATION on this terrific fly-in, contact Glen Becker, (512) 379-4709, Rt. 2, Box 326, Seguin, Texas 78155.

REGION 9

VIRGINIA COUPE CHATTER

Here we go again with our bi-monthly Virginia Wing Coupe Chatter. Enough money has been contributed by a few members allowing me to send this and several more issues to you.

Once again I urge those of you who have not responded to do so right away. PLEASE DON'T PUT IT OFF! I'm not concerned as much about the amount received as I am the number of Virginia E.O.C.

members who would like to use this newsletter as a means of staying in contact. A positive response from more of you is necessary to justify the time and effort it takes to get this to you.

To my knowledge I'm the only Virginia Couper to make it to the Antique/Classic Fly-In in Camden, SC, October 16. Winds gusting 30 to 40 mph grounded my Coupe but not my VW.

Bill McMann of Danville called, and we planned to meet and fly down together. But it seems the imminent addition to his family grounded him for this trip. Best wishes to possibly a future Couper!

Skip and Carolyn Carden flew their "Cherocoupe" in, and I met many NC and SC coupers.

Connie Sullivan with A.I.U. Insurance Company had his newly re-built and just painted "jewel" there along with about 10 other coupes.

While in Camden, Skip and I talked about the possibility of having a joint VA/NC Fly-In in the near future. We agreed that the South Boston area might be ideal. I'm sure Miles Clayton will welcome us.

Bill McMann bragged about his newly painted and refurbished Coupe (N2841H) as being the best in the State. I feel the same about my (N272 "Hare Coupe"), and I'm sure the rest of you are quite proud of yours. I'm going to set up this Fly-In quite soon so we can really SHOW & TELL!

Got an interesting note from Gene Dofflemeyer, Luray. He is one lucky fellow- seems he can taxi ol' N3946H (when it's flying) from his backyard to the N end of 22, and he's about ready to go. I listen to ATIS on 118.65, switch to ground and clearance delivery on 121.9, give aircraft type, location on field, destination, course desired, and intended altitude. In machine gun order I'm given clearance to active runway- transponder squawk code, initial heading after lift-off, maximum altitude while in Roanoke TRSA and departure control frequency. Usually from RW 33, I'm given a right turn to 050 and ordered to contact departure control; then 090; then proceed on course if cruise altitude is attained. I realize all this is for my own safety as well as the safety of others, but, it sure does take some of the fun out of flying.

Jay Lowden, Covington, also sent a nice note and included a fine story of the many trials encountered in setting up a new banking facility (The State Bank of the Alleghenies). From late 1976 to the present time, Jay has been much too busy to buy an airplane, find a suitable landing site, and get active in flying. Hope his now successful banking venture will give this flying bank president time to get more into actual fly flying again.

Also of interest is information sent by Claude Bennington, Winchester. He stated that nice airport facilities are available in Shenandoah Valley, Fredricksburg, and Winchester. His Coupe (N99056) has undoubtedly hit the pavement at these airports, so he should know. Claude is a member of the C.A.P. and is the State Director of Communication for them. I'm hoping to take advantage of his offer to host a Fly-In in Winchester sometime next year. Thanks Claude.

Old faithful, Hiram Martin, Lynchburg, writes that he loves meeting with coupers and talking coupe talk. He just fixed his shimmy damper and boasts about how good it works now. I've met Hiram who is a valuable person for any of us to get to know. He is retired from Baltimore Gas Company and has owned Coupe (N99182) for many years. He can usually come up with ideas on how to fix most coupe problems.

This about does it for this time. Again- I hope more of you will choose to participate in getting this newsletter out. If you think this is worthwhile and haven't sent in your contribution- please do so now. Don't put it off and eventually forget it. We need more participation if our Coupe Chatter is to be successful.

Best wishes to all of you for the Holiday Season!

WANTED:

A Good Used Transponder - Claude Bennington, 2938 Pleasant Valley Road, Winchester, VA 22601 (703) 662-3526.

A set of Kenney Wheel Fairings for a '46 415-C Twin Fork - Carter Bradley, 4818 Norwood St., SW, Roanoke, VA 24018 (703) 774-4829.

FOR SALE:
1946 Ercoupe 415-C, 85 Continental, bucket seats, Mark III, ceconite wings, two-year paint, rudder pedals - Bob Armbrust, 118 Sussex Place, Danville, VA 24541 (804) 793-7673.

Carter Bradley

4818 Norwood St., SW, Roanoke, VA 24018

P.S. If Skip and I can set up the VA/NC coupe Fly-In, I will notify you as far in advance as possible.

AREA NEWS

Arizona Coupe Groupe

Again I must report it's very heart warming to open the mail and find how close knit the Ercoupe is on a national basis. Checks for the

Jack Harkness Fund have been received since our last month report, from the following: Fred & Dorothy Weick, Verde Beach, Fla; Robert & Hilda Whipperman, Harbor City, Ca; Steven & Linda Thorndill, Techachapi, Ca; E.R. & Anna Mae Dermody, Racine, Wi; Harvey & Rita Hicks, Anthony, N.M.; John & Janet Baade, White Bear Lake, MN; Bob & Alice Meek, Phoenix, Az; Diane & Ruoy & Sons, Tarzana, Ca; William & Sandra Jones, Normal, Ill; Burt A. Ellegaard, Shakopee, MN and Carl Hall.

We are very appreciative of all the checks received. The wings are currently being recovered by Club Member, Harlen Daubs and Del Denham and they are also talking to the Stitts Representative for assistance on the material.

The engine has been torn down by club member, Bob Ferguson and being mec'd for usable parts and a price estimate for rebuilding.

The fund now has \$495.00 in it. If you're about to send a check, make it out to "Jack Harkness Fund" and mail it to Skip at Ercoupe Owners Club, P.O. Box 15058, Durham, North Carolina 27704. The checks will be forwarded to the Arizona Coupe Group.

For our December club news we spent a rather quiet month. Our Xmas party went off as planned. However, Shirley Harkness was unable to attend as her car tangled with a van at one of our busy Phoenix intersections and Shirley received a broken arm and cuts on the face. Currently Shirley has an 18 mo. old granddaughter in the hospital with a severe heart problem.

Flying for the month was on an individual basis with club members scattering all over Arizona for breakfast, lunch and Xmas shopping. It was rumormongered that a couple of flyers wives forced them to fly just to get them out of the house.

The Arizona group hopes that everyone had a Merry Christmas and a Happy New Year.

Ron Jewett



PICNIC AT WAYNE OLSON'S HOUSE

Dear Skip:

Looks like another year has passed and it's time for dues again. Gosh, just don't know where the time goes. We all out here in Calif. have had another good year and are looking for an even better one this coming "82." We are having a get together Sunday, the 3rd at Apple Valley to set up for the next 12 months as we always try and find some new spot each month to keep things fun.

We sure are getting a lot of new Coupe owners and am surprised at the number of phone calls I get each week, people asking where they can buy one, or just asking a lot of questions about them and where can we get parts. I am glad that the interest in the Coupe is so good as it will sure help keeping them in the air.

Was with Jack Owens yesterday and he is going to tear down his engine so that it will be reading for the National Fly-In at Colorado this year. Started working on the boys already to get the Coupes ready for that big event. Can't wait myself.

Spent part of the day with good old Dave Kenney the other day and picked up one of his Neat Alon Stingers to put on my Coupe. Sure helps the looks of the rear end of a coupe. Sent to Col. Buck Buchanan in Okemos, Mi. for the lens and he does a real good job on making them. He also sent me some real Keen ercoupe pins like I have never seen before, man what a guy! He also makes the plans for a nice sand or bead blast machine.

My boss, Bob Elliott, who started flying last Dec. 12th has logged over 170 hours already. He is the type of fellow that says, "don't let the engine ever get cold." He is always ready when we have a get together and he said he can't wait until we get to Colorado. He bought the Coupe to learn to fly and he sure does!

Well, Skip, enough for now and will write later.

KCF

Wayne Olson

P.S. Would be nice if you could include the N Numbers with the owner's name in the New Directory as it makes it easy to remember a person by the N Number. Anyway I can always remember an Ercoupe by its numbers.

Thanks,

If we can get the Computer to print it that way we will. Expect the California boys to all come to Colorado.

Skip

PHOTOS FROM ARKANSAS FLY-IN



NEWS RELEASE

HALES CORNERS, Wis. (December 24, 1981) - Chances are nobody will write a song about the two "birds" donated to the EAA Aviation Foundation on the twelfth day of Christmas 1981. No matter. Aviation enthusiasts around the world can still sing the praises of Texas oilman, Wilson C. (Connie) Edwards, who presented two rare warbird aircraft to the museum.

One is a Lockheed P-38 Lightning, restored to its original configuration. The other is a Chance Vought F4U-4 Corsair with original rocket rails and armament markings.

Edwards said both are in perfect condition for museum display with slightly more than 1,000 hours of airframe time recorded. The P-38 was in the last fifty fighters of this category produced and is

considered one of the most outstanding of its type still in existence, according to the owner of Edwards Petroleum Company, Big Springs, Texas. Edwards said he wanted the EAA Foundation to have the two famed aircraft because, "EAA has without doubt, the best reputation for preserving and maintaining WW II aircraft for public display."

Tom Poberezny, EAA Aviation Foundation president, said the P-38 and Corsair will be a welcome addition to the museum's warbird section, which includes such rare aircraft as the oldest North American XP-51 Mustang in existence, a WW II Boeing B-17 Flying Fortress, and a Messerschmitt ME-109 fighter.

"When you consider that there are very few aircraft of this era still available in their original condition, the significance of the P-38 and Corsair donated by Mr. Edwards becomes apparent," said Poberezny.

Officials expect to add the two warbirds to the Foundation's collection of over 200 other aircraft by early 1982.

MORE ON GEORGE AND MABEL

Dear Skip,

In a recent letter, Dave Edens makes reference to the latest "George and Mabel" story with some showing of pique, and no wonder. Dave created the characters, George and Mabel, in December 1976. In "Dirty Old Coupe Fly-In" George was characterized as a complete, mono-maniacal Erco Coupe fanatic. Mabel was seen to be his puzzled, long suffering, exasperated co-pilot.

Randy Jones, of Zanesville, Ohio, wrote to say that "Dirty Old Coupe Fly-In" was the funniest thing he'd ever read. That was quite a compliment, since Jones is himself a writer for the Zanesville "Times-Recorder." Then in June, 1977, Jones appropriated the characters for a story "The Further Adventures of George and Mabel" in which George is shown to be such a Coupe Capers reader that he can't even go to the bathroom without it. David Edens had his children kidnapped and even the F.B.I. couldn't help.

Then to compound the felony, Dave Kenney wrote and said, "I might as well try my hand at one of these." And he wrote "George and Mabel Bomb Out at Tahlequah," July, 1977, Coupe Capers. At least Dave had the good manners to give Edens some credit. He subtitled his story with "Apologies to Dave Edens." Little enough recompense, for the theft of such fine characters. In his story the characterization of George and Mabel was consistent with the earlier stories. In this story George and Mabel are seen flying home from the great 1976 bi-centennial fly-in that the E.O.C. had in Tahlequah. They make reference to the funny things that happened that year.

Nor were George and Mabel spared even then. I, Chuck Ferris, stole the characters, without so much as a by-your-leave, for three more adventures. I can only say, in defense, that by now George and Mabel were type-cast as Erco Coupe Fan and Erco Coupe Fanny, and were ideal characters to use in Erco Coupe stories. They appeared in "U.F.E.," March 1978, "Mabel Takes a Flying Lesson," Holiday Issue 1979, and "George, Mabel and the Coupe Cat," August, 1981. In "U.F.E.," George accidentally paints his 'coupe with Barney Vincelette's luminous paint and creates a panic by flying at night. In "Flying Lesson" I stole some of Leonard Page's fly-in yarns, embellished them, put him and Laura in them, and re-created as fiction the actual experience of one poor coupe wife who found herself at the controls of a runaway coupe. Both the real person and Mabel landed uninjured, though the real Coupe did not fare so well. In "Coupe Cat," George and Mabel try to transport a cat in their coupe with devastating results. I thought I had made up the idea out of whole cloth, but later an E.O.C. member wrote in to say, "That really happened to me."

Dr. Lee DeForest, the inventor of broadcast technology, once wrote the Broadcasters of America with the plaintive "Gentlemen, what have you done with my child?"

So, David Edens, you too may ask us, "What have you done with my children?"

Dave, we have adopted them. We love irascible George, and we love long-suffering Mabel, and we identify with both of them. In fact, I want to hear more about them, David, it is time for their creator to re-claim them and tell us more of their adventures.

Sincerely,
Your plagiaristic Contributor,
Chuck Ferris

P.S. I also stole characters from Sir Arthur Conan Doyle, and HE didn't object.

WHERE ARE THEY NOW???

It was August of 1947 that the ERCO Factory, in an effort to boost sagging sales, offered \$10,000.00 in the form of three Erco Coupes, in what was then a large give-away contest.

The 'N' numbers of the three Erco Coupes were: NC94664; NC94665 and NC94668.

(See: "THE ERCOUPE—A TOUCH OF CLASS, VOL I," page 223).

Also, in 1958, AOPA offered two Forney Aircooups in a membership contest. The winners were: Ralph A. Hawley, of Granada Hills,

Calif., and Martin Postal, of New York, N.Y. The 'N' numbers of these two Forneys are unknown. But: where are these two Forneys now? (See ERCOUPE—TOUCH OF CLASS, page 308).

And, in 1962, Air Products, Inc., of Carlsbad, N.M. gave away one 'Carlsbad Coupe', N3040G. We know that Gary Dallugge of Thousand Oaks, California, now owns it. But, who was the winner of the contest, and who owned it before Gary? (See *ibid*, pages 363, 364).

Where are the three Erco Coupes and two Forneys now, and who owns them?

And, does anyone know of any other give-away contests in which Erco Coupes, Forneys, Air Products, Alons or Mooneys were involved?

Frank Saletri, Esq.

FIRESTONE GEAR

5207 Bayberry Lane
Greensboro, NC 27405
November 16, 1981

Dear Skip:

In 1951 the CAA contracted with Cornell Avionautical Laboratory, Inc. (now Calspan Corp.) to conduct taxi, take-off, and landing test of an Erco Coupe equipped with a cross-wind landing gear developed by the Firestone Aircraft Co. in 1947. This was a part of an experimental program, funded by the CAA, to try to develop a suitable cross-wind landing gear.

Firestone selected an elastically restrained type of gear in which the two main wheels were not interconnected, but each was restrained in caster by rubber in shear. They found that the single brake pedal system was unsatisfactory because of objectionable aircraft rolling moment that could not be corrected with the standard break system. The break system was modified to individual wheel breaking and delivered to the CAA in this configuration.

The CAA decided that the incorporation of individual wheel breaking was an undesirable complication for a two control airplane, and directed Mr. J.H. Geisse, who also developed a cross-wind gear for the Erco Coupe, to return the plane to its original breaking system. Mr. Geisse also modified the Firestone gear by removing the elastic restraint, from the main gear, and installing a cross bar linkage as shown in the attached sketch.

I have attached a copy of the conclusions which were reached by Cornell's engineering staff. It would appear to me from reading their report, that the advantages of such a gear would not offset the increased cost, weight, and maintenance required. Mr. Weick was right again when he used the old rule of thumb "keep it simple."

Regards,
Orin Harding N94395

Ref: Cornell Aeronautical Laboratory, Inc.
Report No. BC-717-F-1 "Taxi, Take-Off and
Landing Test of an Erco Coupe Airplane Equipped
With a Cross-Wind Landing Gear" by W.O.
Breuhaas, dated 28 August 1951.

CONCLUSIONS

1. Based on qualitative observations, the landing characteristics of the cross-wind gear equipped Erco Coupe are satisfactory, and are better than those of the standard Erco Coupe.

2. Based on qualitative observations, the take-off characteristics of the cross-wind gear equipped Erco Coupe are generally satisfactory. However a roll angle develops during take-offs at speeds above the minimum take-off speed. A difference of opinion exists among the observers whether this roll angle is greater or less than that of a standard Erco Coupe under similar conditions. The roll which occurred during a high speed take-off was rated from undesirable to objectionable, but all observers agreed that it was not dangerous.

3. The absence of the necessity for the nose-wheel to supply a side force during a cross-wind take-off with the cross-wind landing gear enables this airplane to operate from a slippery runway in such a wind when a standard Erco Coupe could not be prevented from weather-cocking into the wind and leaving the runway.

4. The absence of tire scuffing during cross-wind operation with the cross-wind gear reduces tire wear, and is reassuring to the pilot.

5. Due to the relative amounts of lateral control wheel deflection required at take-off, the cross-wind Erco Coupe has a greater tendency to roll immediately following take-off than does the standard Erco Coupe. However due to the fact that the cross-wind gear Erco Coupe leaves the runway at the proper crab angle, it does not experience the sudden change of heading which is characteristic of the standard Erco Coupe as it leaves the runway during a cross-wind take-off.

6. The nose-wheel of the cross-wind Erco Coupe may be raised from the runway shortly before reaching take-off speed in a cross-wind without altering the course of the airplane down the runway. This is not true of the standard Erco Coupe, and the cross-wind Erco Coupe thus has an advantage when operating from a soft field.

7. The cross-wind Erco Coupe can be landed in a cross-wind with the nose-wheel held clear of the runway. Such a landing in a standard Erco Coupe results in an objectionable rolling tendency. Thus the cross-wind Erco Coupe can be landed at a lower speed than the standard ship in

FROM THE MAIL BOX

Dear Skip:

Fred Weick's article is a much needed, excellent capsule of knowledge most of us either needed or to be reminded of when we pilot.

It recalls the following I tacked years ago to my first aircraft, an Aeronca 7AC.

"Maintain thee thy flying speed, lest the earth rise up to smite thee.

Anon.

Perhaps it should be standard equipment on every panel along with the check list.

Thanks for publishing the ad to sell my coupe which, unhappily, I must of necessity do.

Sincerely,
Allan Gelbin

Dear Skip,

First off, I have a nose cowl mounting ring that you can have for the Club Ercoupe. It is here in Florida and if someone is down this way they can pick it up as it would be difficult to ship due to size of crate involved.

Reference Barney Vincelette's letter regarding removal of header tank from the front of the aircraft, the only way this could be done is to change the NAS3A1 carb to a pressure carb as specified in Stromberg manual parts list No. 380172-1 with fuel pressure controlled between 2 to 4 psi. This entails a minor change in the carb, namely only the needle and seat and readjusting the fuel level. I have a carb service manual with all the details, if you want a copy of the section I will gladly send it to you.

One must realize that in removing the tank an hour of fuel is lost and that a fuel gauge should be installed on each wing tank, also, an electric auxillary pump would have to be installed to be used in case of failure of the mechanical pump and also used on take off for the same reason. Some smart Coupe owner could probably come up with an idea for an aux fuel tank to make up for the loss of the fuel normally in the front tank like a pair of small tanks in the wings between two of the nose ribs with a manual controlled valve to the cross over so that the fuel could feed into the system.

This would probably entail an S.T.C. so if one of our enterprising suppliers was to work up a kit, I think it would go if only for the added safety involved.

Talked to Joe McCawley re Sun and Fun. He doesn't know the answer so I will try to get the info from Lakeland somehow.

Regards,
Larry Blauvelt

Thanks for the nose cowl ring. I will try to pick it up. The tank problem is being worked on by several of us and hopefully will be resolved soon. I am sorry to say that we will not be at Sun 'N Fun this year. Lack of attendance in past years and increasing cost have forced us to cancel this event. Seems Coupers don't mix well with High Density Traffic. We fly for fun!

Skip

Dear Skip,

The June issue of the Reader's Digest has a short story about an Ercoupe and a picture of an Ercoupe. Page 123, titled "My Flying Daze."

My coupe is back in the air with a fresh annual. During the inspection, my I.A. found several cracks in the bracket that the battery box sits on. These cracks were in the rear of the battery box mount and just above the rear spar where it is bolted to. We had the cracks welded and all four corners welded. Each corner is held together with one rivet. We also put a double plate between the battery box and the mount that it sits on. The other "Coupers" should check for this same problem.

Keep the Coupes Flying Safely
Walt Bacon

Dear Skip,

Enclosed you will find a copy of a letter sent to me by the new owner of my old Ercoupe N93735. I purchased it 9/79 and sold it 6/80 with but 20 hours flown in it during that time and it was "annualized" the week I bought it. Most of the reason I sold the plane was because the trim & wing heaviness couldn't be solved by any A&P in my area as most aren't familiar with it. The other reason was I was just too big for it (235 lbs.) with another person aboard. Anyway, the reason I'm passing this along is because, as an (ex) Club Member, you printed my Coupe problems in the newsletter and I did get several offers of correction suggestions. One of the letters I received did mention the center section skin being riveted incorrectly as a possible problem, which, as the letter shows was the problem. This letter came from a guy in Canada, I think. I would like to thank those people who wrote to me for trying to help. Maybe others might be more alert now to look for belly skin repairs. I hope this will be of some help to someone.

Sincerely,
Earl H. Myers

Dear Earl:

Thanks for sending picture of my coupe. I flew it all last summer without any problems and after the annual in September, took it home and tore it down to the last nut and bolt, stripped all the paint off and

brought it in for the winter.

I didn't quite plan to do a total rebuild on it, but that's the way it worked out. It's all back together now except for the wings. I'm waiting for nice weather so I can paint it.

So far I've put in a complete new interior, new glass, new instrument panel with a lot of new instruments, new wiring, rebuilt all the control systems, landing gear, all engine accessories, added a strobe and Kenney wheel pants, and a million little detail things too numerous to mention. The airplane was really a ROUGH cut diamond.

The trim problem was built in when the ship was repaired after it was put in in Ohio by one of the previous owners. The left center section at the rear had a piece of skin replaced about a 1 foot x 2 foot piece (on the bottom).

When this was put in, the back portion of the airfoil was allowed to curve upwards when it was riveted (about 3/4"). This in effect put in a control deflection I noticed when I was sighting down the trailing edge of the left aileron.

Another thing was the ailerons were put on the wrong side of the rear edge of the wings. In other words, the hinges were on the top surface instead of being on the bottom, or underside.

I don't expect my coupe will be a show piece, but it will be one of the best ones around. I hope to be done around the end of April.

Dear Skip,

I sure enjoyed the Dec. issue of capers and am looking forward to coming to Colo. in '82. I'm wondering what I can do in order to fire up some get-together interest in my northeast Texas region, or who I need to contact so I'll be notified when things are going to happen.

I was wondering what all categories are used in awarding trophies at the National Fly-In. Hope there's one for the oldest coupe, mine is Serial No. 38, manufactured on 1-28-41.

Enclosed please find check for seat belts. If you've sold out of belts, keep the check for next year's dues. I also need to run an ad. I'll put in on the back.

Thanks,
Rod Bennett

3506 Paramount, Ft. Worth, TX 76117

Rod, contact Jana Ross, 8323 Westglen, Houston, TX 77063.

Skip

Dear Skip,

I took these pictures in the museum at the Confederate Air Force Headquarters in Harlingen, Texas.

It appears that ERCO had made their own propeller, obviously something they produced during the war.

Frank Hart

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

FOR SALE

Have Forney Aircoupe (F-1A) with only 640 hours both engine and airframe. Excellent condition. Full panel including, Narco Mark 12A and new Narco Transponder. No rudder pedals. Will trade for Alon Aircoupe in comparable condition. Don Ultang (515) 277-3917 or 10 S.W. 34th St., Des Moines, IA 50312.

1946 Ercoupe, 75 H.P. Fresh Dec. Annual, Narko MK 3 90 channel Nav. Com. 50 hrs. STOH, Chrome clys, clean aircraft \$5500.00. Jacksonville, Florida 904/355-7463 days 904/384-3054 evenings. Harold Buchanan.

C-85-12 tapered shaft 1350 TT on case, 0 SMOH. All cylinders replaced. Extensive overhaul by professional A&P. Less starter and gen. All studs, Hub etc. in very good shape, not "beat-up." Logs and related documentation. Will crate. \$2600.00 firm (plus shipping). Steve Franseen, Denver, 303-922-6081 evenings.

1959 Aircoupe Forney F1, Excellent condition, 90 hp 2325 TT, 341 since top, 100 oct. valves, factory pedals, bucket seats, FIA panel, hand brake, Alon trim control, new cowls (\$400.00 worth) stripped for paint, new annual. \$6850. This is your chance to have a plane with your personal N number. Phone Bob Venn, 312-395-2873 or 312-395-5353.

1946 Ercoupe 415C-85 H.P., N-41884. Annualized June '81 TT=2,544. 715 since Top O'Haul Good compression, Escort 110 Nav/Com, forked nose, belly strobe, tinted overhead & rear plexiglass, flat hat shelf.

Clean, recently re-upholstered, interior. ELT, nite light, vented battery box. Original logs. Silver with red-orange trim, white wing tips; fresh paint. In good overall condition. \$5950.00 Uses 4.5-5 gallons/Hr. @ 108 mph cruise. A.J. Gelbin, 4507-H Edwards Mill Rd., Raleigh, N.C. 27612 (919) 781-7173 (no collects).

1969 Cessna 150 665 S.M.O.H. 300 Nav Com ELT New Annual 12-82. All AD's listed and complied with. Will trade for Ercoupe Forney or Alon or \$6800.00. Larry Chastain, 18503 Austin, Jonestown, Texas 78641, (512) 267-2868.

Alon Spinner with backplate \$25.00; Alon rams horn control wheels \$40.00 pr.; vacuum turn and bank (doghouse style) \$40.00; AN style artificial horizon \$40.00; AN style D.G. \$40.00; 3-1/8" R.C. Allen Vertical Card D.G. \$70.00; 3-1/8" Italian lightweight Vertical Card D.G. \$80.00; 3-1/8" Blue Face artificial horizon \$100.00; Cessna Cardinal Control Wheels drilled to fit Ercoupe shaft \$25.00 pr.; New shielded ignition fairings for older Coupe \$10.00 pr. Jerry Cook, 39 Country Club Drive, Union Point, GA 30669 (404) 486-4606.

1971 Cherokee 140 TT 3920 Nov. 81 Annual, SMOH 920, Narco Radios, new seat covers and tires. Asking \$8950.00. Rod Bennett, 3506 Paramount, Fort Worth, Texas 76117 (817) 838-6187.

1966 Alon 1320TT frame and eng. Wing tip strobes, King 140 720 radio, King Transponder. New paint and interior. Trophy plane. Sell or trade on Cherokee 180. Call 815-432-4865.

1947 Ercoupe 415CD, 85 hp, 1244 TT, tinted glass - sun roof-Cleveland brakes-new tires-new annual-full panel-2 radios (1) 160 King w/glide

slope, (1) 150B King Transponder-Strobe-New Velour interior-Original Silver-no paint-razorback covered wings-2 yrs. old- compression 78-78-76-76 - ground adjustable prop. \$8,500.00 firm. May trade for 172-182 or 180 Cherokee. Will pay difference. Can be seen-Gallatin Tenn. Airport near Nashville. Victor Cardis, 119 Hill Crest Rd., Goodlettsville, Tn. 37072, 615-859-1575.

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1948 415E Ser. No. 4983, Low A&E, 152 STO.H. All new glass. New battery, new interior, new Imron paint. Xpndr. RT-667, Narco VC-27, Cessna 300, ELT-10. R. Comp. 8VA, ARC 516A, Equip for x country & niteflite Ing. lights EA. wing, for information and pictures call 813-773-2302 or write Robert Dowdy, RR 1, Box 8E, Wauchula, FL. 33873..

1946 415-C 85 HP, new paint, new battery, compass, and altimeter, approx. 120 hrs. S.M.O.H. double nose fork, new nose wheel tire. Tinted sun roof. First \$5,600.00 takes it. William (Bill) Price, phone (813) 488-2093 before 8:00 a.m. or after 6:00 p.m.

1946 415C-85 HP, N41884. Annualed June '81 TT=2,544. 715 since Top O'Haul, Good compression, Escort 110 Nav/Com, forked nose, belly strobe, tinted overhead & rear plexiglass, flat hat shelf. Clean, recently re-upholstered, interior. ELT, nite light, vented battery box. Original logs. Silver with red-orange trim, white wing tips; fresh paint. In good overall condition. Ready to fly - \$5950.00. Uses 4.5-5 gallons/Hr. @ 108 mph cruise. A.J. Gelbin, 4507-H Edwards Mill Road, Raleigh, N.C. 27612, (919) 781-7173 (No collects).



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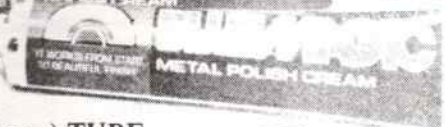
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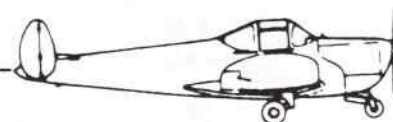
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