

COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 7, Number 11, April 1979

EDITOR: SKIP CARDEN

PRESIDENT'S PARAGRAH

I must say I'm impressed! The enthusiasm shown for this years fly-ins is really more than we could have hoped for. Skip says he's received both verbal and written praise of the Ercoupers' turnout at Sun & Fun in Florida, and Jim Fohr has given really encouraging reports of all the fly-ins he's attended in the Midwest and Eastern Regions. Now, of course, there's a whole new schedule growing. Jack Harkness has a great gathering planned for the Southwest in April; John Wright is full of plans for his Regional Fly-in in early May; Bill Berning has his Shenandoah bash on the calendar again for Memorial Day weekend; and Wayne Olson keeps his group in a constant whirl! And that's not even including the more local or Wing area gatherings we're hearing about. Those of you who are working out the details for planning the get-togethers deserve a big vote of thanks from all of us. And, believe me, the planners sincerely appreciate all of you who attend these events and make their efforts worthwhile. Our Regional Fly-ins are the perfect warm-up for the Big Event at Greeley, Colo. and we're looking forward to watching these Regional groups pour in to exchange personalities, ideas, problems and solutions.

Meanwhile, plans for our National Fly-in are rolling right along. There will be a flyer and PREREGISTRATION FORM attached to your Coupe Capers soon. If you'll fill out the form and send it and your registration fee to Judy Labash (address on the form) we'll be able to better arrange adequate facilities at the airport and university.

Jim Fohr (address in Coupe Capers) will be in charge of Judging and Trophies. Any of you with suggestions or requests regarding the judges or judging procedures please contact Jim NOW or forever hold your peace.

The daytime flight-to-and-tour-of Univair on Saturday will be arranged and led by Jack Harkness. He's already got details well in hand with Univair folks. He will have a sign-up arranged for you when you get to Greeley.

As you can see we're putting your Regional Directors to work. We have plans for several of the others — they just don't know it yet.

I might mention now that we're planning a trophy at Greeley for the Best Model Ercoupe. So start your gluing and painting and bring along your "little Coupe" as well. Skip says the model kits are selling at a great rate so we hope to have a big number of entries to judge.

Also, don't forget to bring a snapshot of yourself to put in the windshield of your plane. It's a big help to people who want to ask you about your Coupe but don't know you by name.

Finally, if any of you have questions regarding your flight route to Greeley, ability of your Coupe to get you there, or possible flight companions, I suggest you contact your Regional Director. As I explained before, the altitude for those coming from the East just isn't an issue. We West Coast dwellers have crossed these same mountain ranges getting to Tahlequah and experienced no difficulty. Stick to the mountain passes and, if in doubt, land and ask the local pilots' advice — that's what we did our first time across. Any of you from California who have questions will undoubtedly get the best advice from Wayne Olson. Most important, fly in the cool part of the day to avoid density altitude problems.

It's beautiful — you'll love it — we'll see you there!

Roy Wright, Pres.

BALLOON BUSTER HARD AT WORK!

Dear Skip,

The March issue was the best ever! The new format allows space for lots of letters....great.

Especially liked the Ercoupe Air Force report. My own civilian coupe has been hard at work ridding the skies of the dreaded scourge of Mickey Mouse balloons. My cockpit entrance will soon show the silhouettes of two of the helium filled little beasties.

My first encounter with one of the little floating marauders was over Disneyland, California. Perhaps it was because it was on its home ground that it escaped me...or perhaps it was because it took me by surprise. By the time I had said, "What the h— is that?" it had gone by. (Have you ever been attacked by a Mickey Mouse balloon at 90 mph?)

Some other near-misses have occurred, too. San Fernando Airport is next to a week-end "swap meet." This carnival-type activity provides a frequent number of "bogies," since the neighborhood children can't seem to keep a good hold on the strings of their new toys. The little tykes probably weep bitterly when they see me "scramble" 16H and take off in pursuit of the rubber rodents. The prevailing winds carry the escapees right over the threshold.

"What kind of an approach was that!" laughed Dick Groff once when I landed. He hadn't seen the balloon...he had only seen me break off my approach and go tearing off over the hangers after the prey. It escaped.

Another escaped because my wife screamed. We were cruising smoothly along in calm air. I spotted a Mickey Mouse go by. I put the coupe into a steep bank instantly...for the attack, you see. Only...I forgot to warn my wife, who hadn't seen the balloon. Her reaction was also instantaneous...and put all notions of a balloon burst out of my head.

Once when targets were scarce, I took some toy balloons along in the cockpit. I blew one up...no mean feat in the thin air aloft...(Makes you dizzy)...and threw it out of the cockpit. Then I turned for the attack. I don't know where it was hiding, but I never saw it again. Nor the two after that.

But I have two kills. They explode with a satisfying "bang" that makes it all worthwhile. After one kill, my passenger...a young man with steady nerves...found a little red string wound around the propeller shaft. He started to remove it. "Leave it there," I said. "That's my trophy."

Thanks, Skip, to you and the E.O.C. for subsidizing our local newsletter, The Ercoupe Driver. I hope other regions can participate in this function of the club. We will try to keep the Southern California skies free of toy balloons and filled with 'coupes.

Chuck Ferris
8750 Paso Robles Ave.
Northridge, Ca. 91325

A-LIGHT-IN-THE- DARKNESS

It appears the FAA is granting a mere 30-day extension to the response period for Norm 78-19. This miserly act of throwing a few crumbs to the people in the face of over 20,000 letters of protest is another sign of their insensitivity.

Now for the good news: Congressman Gene Snyder (Kentucky) has introduced a bill in the House of Representatives that reads in part:

The Federal Aviation Administrator "shall not prescribe any rule, regulation or order

affecting the use of navigable airspace by civil aircraft of any category requiring the installation of any navigation aid, appliance or pertients aboard civil aircraft of any category as a condition for the use of navigable airspace unless (1) he has first appeared before the appropriate committees of Congress in open public hearings to explain the purposes of the rule, regulation or order he proposes to prescribe, and (2) unless he was provided not less than 120 days for receiving public comments on any such proposed rule, regulation or order."

Bi-partisan co-sponsors of Bill Number HR 2418 include Elwood Hillis (Indiana), Dawson Mathis (Georgia), Gene Taylor (Missouri), Steve Symms (Idaho), Jim Abdner (South Dakota), Carroll Hubbard (Kentucky), Arlan Stangelans (Minnesota), Keith Sebelius (Kansas), Tom Hagedorn (Minnesota), and Larry Hopkins (Kentucky).

The bill was turned over to the House Public Works and Transportation Committee, Harold T. Johnson (California), Chairman, and will go to the Aviation Subcommittee headed by Glenn Anderson (California).

Please phone your Congressional Representative immediately and urge him to co-sponsor bill HR 2418 if he hasn't already. All he has to do is sign his name to it. You can reach your representative through the Congressional switchboard number 202-224-3121. Encourage swift action on the bill. Then call as many pilots and all others interested in aviation as you can and ask them to do the same.

This is the kind of Congressional response that could turn the tide. Time is critical.

I am encouraged by this kind of awareness and aggressive movement in Congress, and appreciate your help.

Sincerely,
Paul H. Poberezny, President
Experimental Aircraft Association

P.S. I appreciate all of the replies and copies of letters that the members have mailed in. With your help maybe we can meet and overcome this unfair act. Wonder what would happen if all the pilots picketed the airports, in their airplanes - thus tying them up to ALL traffic - "We Shall Overcome" - Protest and civil disobedience may be our last and only resort.

Skip

AREA NEWS

REGION 1

Dear Northwest Coupers,

The first topic of our newsletter always seems to be weather, but I guess that really indicates our flying time. The last time we talked to Skip he was knee deep in North Carolina snow; Jack Harkness was basking in 70 degrees in Phoenix; we're just sitting here watching Spring begin in Oregon. But our little twin-tailer has its wax on and is ready for any ray of sun.

We've heard from a few local Coupers this month: Fern Blocker has sold her Coupe and is now living in McMinnville...hope she'll still join us for some gatherings in Albany; Ray Coovert is still awaiting maintenance on his "Lil Wop" but hopes to get in the air eventually; Bill and Betty Mault sent snapshots taken at the Jan. gathering for our scrapbook and we than them so much; Larry Dyer has sold his Coupe but we haven't found the new owner's name yet; just yesterday we met Dell Weber here at Dietz Airpark in N94333 which used to be owned by Al Henderson - glad to locate that plane again and meet the new owner - Dell lives in Newburg. We were sorry to read about Jerry Strong having to set down his recently acquired Coupe in the snow in Eastern Oregon, but called McMinnville Aviation and were told he wasn't seriously injured—sure glad to hear he's O.K.

According to Daryle Lessard's last report his Washington Coupers are going strong despite the weather. They had 15 at their January lunch at Arlington, mostly driving (John Clark, Jeff Homidge and family even making a 2½ hr. ferry trip and drive from Victoria, Canada to get there!). Bob and Dolores Packett were there with pictures of their partially restored Coupe. And the ever faithful and always willing Jim Frey and Clark & Peggy Minor drove in from Seattle. Daryle has a really interested and personable group going up there and those of you who haven't yet swung by for lunch with them should give yourselves a treat.

Our Oregon group had 21 attending on Feb. 17 at Albany. We, Art Doll, and Dan Smart & Jo Johnson flew Coupes in; Clark & Bella Mohr flew in their unCoupe. The rest of the gang drove due either to local weather or circumstances. Jack Stevens drove down from the Portland area; Damewoods, Leppins, Roscoes, and Malcolm & Laurie Gibson drove from the southerly direction; Hal & Helen Looper drove in from the coast; and Gordon & Miriam Shortreed drove all the way from Prineville to meet the group. We were also pleased that the Shortreeds stopped by our home later in the day so we were able to visit longer and

hear more about their Coupe and the plans for improving it.

Roy had brought along the parts for his new wing leveler and explained the "inner workings." It's all over my head but should be great when it's completed and installed.

Then, once again, the talk turned to Greeley. Since we need to leave earlier to get things rolling at the fly-in, our plans are still to leave Redmond early a.m. Wed. June 27, stopping at Burns and Boise for gas, and Burley overnight; Thurs. overfly Pocatello, gas at Bear Lake, overfly Rock Springs, gas at Rawlins, and arrive Greeley. But Daryl's Seattle crowd will be leaving Auburn, Was. at 7:00 a.m. on Thurs. June 28, stopping at Baker, Ore. for gas, Boise for lunch, and Jackpot, Nev. overnight; Friday gas at Rock Springs, Rawlins, Laramie, arrive Greeley - flying by OMNI headings all the way. Any of you who prefer that schedule would be welcome to join that group at any point you care to arrange with Daryle. As a third choice, if you want to follow our visual route but on the following day, let us know and Roy will give you the details.

See you at Albany as usual on Sat. March 17 at noon.

Roy & Eileen Wright

'COUPE SCOOP

At last! 1978 is behind us and '79 SPRING FLY-IN will soon be upon us. Keep in mind our first Ercoupe Region 11 fly-in will be held at Braden's Flying Service in Easton, Pa. (May 5-6)

We are contemplating having this fly-in in April, please give me your ideas about this, such as; are there any other fly-ins taking place at that time, or any other pertinent information to having fly-in during the month of April. I would like to know if you will be attending fly-in.

I have completed the selection for State Representatives for our Region 11 and they will be handling all future correspondence in their areas.

In Connecticut & Massachusetts contact:

Mr. Ernie Baker

11 High Street

Norwell, Mass 02061

Phone-617-878-5462

Met Ernie at Oshkosh last two years. He likes to travel by car or plane. He is a big air show buff.

In New York contact:

Mr. Al Woods

Wash. & West Aves.

Sarasota Spgs, N.Y.

Phone-518-584-9555

Al is contemplating a fly-in in the fall, he is

anticipating 65 Coupes, will advise at a later date the particulars.

In Maine, Vermont, and New Hampshire contact:

Mr. Webster Fox
424 Alphine
Oaklands, Me 04963
Phone-207-465-3204

I met Webster at Sun 'n Fun in Fla. He is a terrific person and loves Ercoupes. Webster has already contacted four or five Coupe enthusiasts in Maine and said he will be attending fly-in, so give Webster a call.

In New Jersey contact:

Mr. Jack Powell
Rt 72 Manahawkin Airport
Manahawkin, N.J.
Phone-609-597-4152

Jack is rebuilding an Ercoupe completely. He is a mechanic and willing to give any help in New Jersey to Ercoupe owners.

As we are all aware, it is difficult at times to have maintenance done on an Ercoupe, because of lack of knowledge by some mechanics to the simplicity of the system. They are usually looking for something that is not there. If anyone in their region has had some experience with any A&E or A&I pertaining to maintenance of their aircraft, drop me a note so that this information can be circulated to Coupe owners.

I know, through my own experience, it took some time before I found someone not out looking for a high income source in doing maintenance on Ercoupes.

We are now compiling a list of parts available for Ercoupe repairs. If you are interested in a parts list such as this and have parts available, please contact me and give me your list.

HELPFUL HINT OF THE MONTH!

If your engine has been up-graded to 85 hp from 75 hp be sure that the baffle that directs the air flow to the oil sump has been installed. This is vital for cooling.

To all members who own an Ercoupe, I would like to have a photograph of your Coupe, and a little background information on how you put your aircraft together and how long you owned the aircraft. To the members that subscribe to "Coupe Capers" and are not coupe owners but would like to own one, I would appreciate your reason for your interest in wanting an Ercoupe, this will help in laying a foundation for our Regional Fly-in.

There is one experience I would like to convey to you that might help you. When I purchased my

Ercoupe, this was my first airplane, I was not aware of problems that could befall one who wasn't familiar with all parts of an aircraft. Information has been compiled over the years by people that have bought and sold aircraft and know what to look for. Basically, I found when you are looking for an airplane: (1) Try to purchase aircraft in complete form, means all together and not apart; (2) Be sure to have all log books for airplane as well as engine. When buying an Ercoupe, try to purchase it when it is still certified for flight and not out of license; (3) have a current list of all the AD's, check log book engine and airframe. Be sure that the AD's have been complied with; (4) if at all possible, have an A-I and A&E accompany you to see aircraft. It would be a good idea to be sure that the A&I and A&E have some knowledge of Ercoupes, there are a few of them that will say that "well, we know about airplanes and one is the same as the other," but this is not always true. It is better to have an A-I and A&E that have some knowledge of Ercoupes; (5) never assume anything, example: pulling the prop through for compression, if one cylinder doesn't feel right, have compression test run, after all, you are the one purchasing the aircraft and probably the one that has to ferry it out, so in most cases, you want to be sure that the airplane will get off the ground.

When I purchased my Ercoupe, it was totally apart being re-built. The engine looked very clean, but obviously something clean doesn't necessarily mean that it is in working order. I found out later that the crank was bad. Other parts were bad that showed up later; brakes and engine mount were bad, instrument panel needed internal work, nose wheel strut was in poor condition.

AN EXAMPLE:

If you are purchasing an Ercoupe which is torn apart, be sure to buy a parts manual that shows in detail all parts required. When I started checking the engine, I found that all the baffling was not there and to replace it would be quite expensive. The parts manual will give you an idea of the internal engine compartment parts, that you might not notice until you start to rebuild. A good service manual will be very beneficial to you on how aircraft should be handled in transportation and general servicing, while the aircraft is being stored for rebuilding.

Completed trip to Sun 'n Fun, took eleven and one-half hours down and thirteen and one-half hours back. One does pay for tail winds, doesn't one, on return trip. Approximately 25 Ercoupes flew in, which was the largest total of one type of aircraft to attend

the fly-in. Close to 80 Coupe owner enthusiasts registered.

The weather was marginal part of the week, high winds and cold temperatures, but Friday and Saturday were the best days of all. We had two Coupes from Maine, one from New York.

I must say that the trip to Florida was an easy one due to the simplicity of the course, ocean on one side and land on the other.

That's all for now until we gather more scoop for our Coupe Scoop!!!

P.S. Information will soon be distributed to all airports concerning Spring Fly-In.

Don Stretch
Editor

COMING EVENTS

Attention Virginia Coupers!! Last outing on Sunday, March 11, got blown away, so let's try again. Sunday, April 22nd, an informal brunch at Hummel Airport. It's a great time to convene the Virginia Ercoupe Wing for some summer flight planning. Hummel is 35 miles North of Newport News (Patrick Henry Field) on the 60 degree Radial from HARCUM VOR (108.8). For those in Northern Virginia, we will meet at Manassas at 0930, and gaggle down to Hummel around 1000, arriving there NLT 1130. See you there!

Sincerely,
Col. Jack Crater
2502 Ryegate Lane
Alexandria, Va. 22308
(703) 360-3954

P.S. Gather at Piedmont at Manassas

FLORIDA FLY-IN

There will be an Ercoupe Fly-In at the Sun & Fun Site, Lakeland, Fla., on April 21 & 22. Hamburgers and rolls and coffee will be on hand for sale and everybody bring anything else they would like to make up their lunch to go along with their hamburgers.

This Fly-In is in conjunction with the Antique Classic fly-in being held at the same time as their guests.

Ye all come and have a good time.

Milt & Ruth Jobes

SOUTHWESTERN FLY-IN

The Arizona Group will have their annual Fly-In April 21st and 22nd, 1979. It will be held again at the

Litchfield Airport. Jim Ward, president of the Phoenix group, said that there will be special awards for all who register. Also he will be able to help with your Motel reservations. They have had some special awards made and I am sure they will be as outstanding as the ones last year. For more details contact Jim Ward, 801 N. Litchfield Rd., Goodyear, Ariz. 85338, phone 602-932-2638. Make Plans To Attend - This One Will Be A Really Great Affair!

NORTH CAROLINA COUPERS ATTENTION!!
Chapter 3 Antique and Classic Division will have their annual Spring Fly-In May 4-5 at Burlington, North Carolina. Lots of good times old airplane movies and a good place for you to be that weekend. Headquarters will be the Ramada Inn in Burlington (make your own reservations). As usual, there will be awards and trophies given out at the banquet Saturday Night and we will see that there are some special awards for those special Coupes, so come on down and enjoy the fellowship. Wing Leader Fred Fisher will be in contact with you later.

MID-WEST SPRING FLY-IN

May 5th-6th, in conjunction with Star Chief Aviation to be held in Jacksonville, Ill. John and Rita Wright invite all to attend this one. There will be an Airshow by Charlie Wells, food on the field and lots of fun and Couping. Please make your own reservations at Holiday Inn, 217-245-9571 or Motel "6" 217-243-5322. For more information contact John and Rita Wright at 4 Flossmoor RR6, Springfield, Ill. 62707 or call 217-546-0585 or 546-3547.

ERCOUPE OWNERS CLUB

MIDWESTERN FLY-IN

Shenandoah, Iowa

Memorial Day Weekend

May 25, 26 & 27, 1979

Bill Berning, Berning Cafe

Shenandoah, Iowa 51601

712-246-1623

FRIDAY NIGHT, Early arrival, FREE Barbecue at Airport and registration until dusk.

SATURDAY MORNING, FREE Coffee and home made rolls until 11 A.M. Registration all day. Afternoon tour for women - Early May Garden Center and Henry Fields Garden Center. Pilot Safety Seminar by well known pilot, story teller and past investigator for damaged aircraft for this area, you'll really enjoy meeting this fellow who goes back to World War II Days. Tour Larry Greenwalt's art studio, Reknown National Artist. Slides on Greeley Colo., and information on the National Fly-In. Judging of aircraft

for all trophies and classes until dusk.

SATURDAY NIGHT, Banquet and awarding of trophies. Cocktail hour, 6:30 to 7:30, donations. Banquet 7:30 until ??? - \$8.00 a couple.

SUNDAY MORNING, Church of your choice. Spot landings, Bomb Drop. Departure.

Camping Available, we have 80 fuel, bring own tie downs.

(possible T.V. coverage with a good advance registration turnout)

MOTEL ACCOMMODATIONS: Single \$15.00, no need for this one, certainly can double up. Double \$17.00. Two double beds - 4 people \$26.00, this is \$5.50 apiece (can make arrangements on registration). Pool and sauna.

HELP NEEDED

I replaced my hat-rack baggage compartment with a larger one sold on the market by Skyport. A Mr. Sloan with the FAA out of New Orleans would not clear my plane for an airworthiness certificate even though Mr. German said he had sold over one hundred of these. Please advise, as I need help with this. The plane in question is a 1946 Ercoupe, 415D....NISP.

Joe Sulton

437 Easy St.

Thibodaux, La. 70301

FROZE UP!

I'm glad to join and I'm looking forward to meeting a lot of you at the Iowa, Illinois and Colorado fly-ins.

I've had my Coupe for three weeks now and am as happy as a clam. My Coupe is a '47 mod 415 CD that has been changed to a 415-D, serial number 4503.

The only problem so far was a bit of excitement on my third flight. After a thorough preflight including draining the tanks for water, I flew a pleasant two hour loop ending in a plowed field covered by a foot of snow. After two hours of flying the last thing I expected was gas line freeze. As I glided down thoughts of the six hours since my check ride, my investment in a new plane, and the six o'clock evening news flashed through my head. However, in spite of a rather short ground roll we seemed to have absolutely zero damage. Once my mechanic had removed the ice and checked it out, a convenient highway (directly crosswind of course) sent me on my way.

So, henceforth, my gas tanks will always include gas line antifreeze!!!

All the best, I'll see you at the fly-ins.

Edwin C. Burkhead

5703 SW 2nd St.

Des Moines, Iowa 50315

This is not a bad idea as the anti freeze will also absorb the water in the system.

Skip

HELP NEEDED

Dear Skip,

I received your membership packet and I am kicking myself for not joining E.O.C. three years ago at the time I purchased my 'Coupe. I want to thank you and all the others who have made this club possible.

I would like to ask the following questions and obtain information from other Ercoupe owners who have knowledge and can help me with these items:

1. Fuel pump for my Ercoupe which has the 75 hp engine looks a lot like an old '37 model Chevrolet pump. (Is it?) If not, is there an automotive part that will fit this component?

2. My 35 hp Continental has been updated to 85 hp in as much as the carburetor and the jets have been modified to VSTC, now, my A & I tells me that there are some baffle requirements also. Could anybody give me a drawing or information whereby I might be able to manufacture these baffles myself? I understand that these baffles are for oil cooling purposes only. Is there any other method authorized to perform this purpose on the 75 hp engine?

3. In the wing of my Ercoupe there is a fitting for a landing light. It is a plug-in type and the nameplate indicates it was made by Grimes. Does anyone have information on these type of lights, such as availability, desirability, etc.?

Thank you again

James A. Setts

204 Airbase Subdv.

Columbus, Mo. 39701

FOR SALE

I have a Corben Jr. Ace. It seats 2, has dual controls, a very nice panel, professional paint job, custom matching interior, new pants, new prop (metal), new windshield and new spark plugs. The powerplant is a Lycoming O-290-D of 125 horsepower. This airplane has 68 hours TT on the airframe and 68 hours SMOH on the engine. This airplane has all restrictions removed and flies great. Anyone who may be interested in this aircraft can write me or call 614-454-2063.

I will sell this aircraft outright or would trade it for a clean 'Coupe with a nice paint job and low-time-since-major engine. I don't give a hoot about

AD NOTE

79-05-02 LITHIUM SULFUR DIOXIDE BATTERIES: Amendment 39-3422. Applies to all Lithium Sulfur Dioxide (Li SO₂) batteries installed in aircraft or equipment used in aircraft.

Li SO₂ batteries have been used in, but not necessarily limited to, the following Emergency Locator Transmitters (ELT's):

Communications Components Corporation
Model CIR 10 all serial numbers
Battery pack BP-60, BP-60A, and BP-60B
Model CIR 11-2 all serial numbers
Battery pack BP-60-11, BP-60-11A
and BP-60-11B

Cessna Aircraft Co.

Part number C-585511-0103

Part number C-559510-0202

Part number C-559510-0209

Dorne and Margolin

Model DMELT 6 serial number
1 and subsequent

Garrett Manufacturing Limited

Part Number 627810-1

Serial Number 108 through 24-94

Part Number 627810-2

Serial Number 101 through 113

Part Number 627810-3

Serial Number 101 through 255

Leigh Systems

Model Sharc 7

Pointer Incorporated

Model 2000

Model 2000 Series Mod A

Model 3000

Model 3000 Series Mod A

Model 3000-2

Lithium battery pack-P/N P2018,

P2018 HSP, P2018 HSM, M2018,

M2018 HSP, and M2018 HSM

In addition, Li SO₂ batteries have been used in other aircraft equipment including other ELT's, emergency lighting, slide rafts, and flashlights.

Compliance is required within the next 30 days after the effective date of this AD, unless already accomplished.

To prevent fire, venting violently, explosion, corrosion, or leakage of gas associated with Li SO₂

batteries, accomplish the following:

(a) Remove all lithium sulfur dioxide (Li SO₂) batteries from U.S.-registered civil aircraft.

(b) Remove all ELT's powered by Li SO₂ batteries from U.S.-registered civil aircraft.

(c) Notwithstanding FAR Section 91.52(f)(10)(ii), an aircraft from which an ELT powered by Li SO₂ batteries has been removed to comply with this AD may operate for a period not to exceed 180 days without an ELT required by FAR Sections 91.52(a) and (b).

(d) Upon removal of the ELT from the aircraft, comply with the recordkeeping and placarding requirements of FAR Section 91.52(f)(10)(i).

This amendment becomes effective February 26, 1979.

FOR FURTHER INFORMATION CONTACT:

Mr. Chris Christie, Technical Standards Branch, Engineering and Manufacturing Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D. C. 20591; telephone (202) 426-8374.

FROM FEBRUARY AVCO LYCOMING FLYER

SPARK PLUG FOULING

What can the pilot do to reduce lead fouling of spark plugs?

The spark plug people will list the following items as conducive to lead fouling: "Poor fuel vaporization, rich mixture at ground idle, high T.E.L. content in fuel, or engine operating too cold."

The pilot can't do anything about poor fuel vaporization or high T.E.L. content in the fuel, so what can he do?

1. By use of the spark plug recommendation charts, be certain the proper plugs are installed. Tip: Don't simply replace with same part number of those removed. Previous mechanic may have installed wrong plugs. Reference Service Instruction No. 1042.

2. Don't accept an over rich carburetor or fuel injector at idle or off idle engine speeds. Have a mechanic adjust mixture.

3. After a flooded start, slowing run the engine to high power burning off harmful lead deposits, then return engine to normal power.

4. When parked for any reason, avoid closed throttle idle. Set engine at 1200 RPM. The fuel contains a lead scavenging agent, but it only functions

with a spark plug nose cone temperature of a minimum of 800 degrees F (425 degrees C). To have a minimum of 800 degrees F nose cone temperature you must have a minimum of 1200 engine RPM. Besides, the engine will run cooler and smoother and the alternator/generator will put out more at 1200 RPM. (Taxiing exempt. Accept whatever RPM required).

5. Use normal recommended leaning technique at cruise conditions *regardless of altitude*.

6. Avoid fast, low power let down from altitude whenever possible. Plan ahead. Descent with power. Avoid sudden cooling.

7. Avoid closed throttle landing approaches whenever possible. Use a slight amount of power. Remember carburetors and injectors are set slightly rich at closed throttle idle.

8. Keep engine operating temperatures in the normal operating range. Too many people think the lower the temperatures the better. Not so. Keep cylinder head temperatures in normal operating range by use of normal power and proper leaning and use oil cooler baffles to keep oil temperature up in winter.

9. If fouling persists, swap top and bottom plugs every 25 to 30 hours.

10. With application of alternate air or carburetor heat — re-lean the mixture.

POST OFFICE LOSES POSTER

Believe it or not, we have been waiting for almost two weeks for delivery of a poster to be inserted in this months Coupe Capers, but seems that the old U.S. Post Office had some other ideas. So, rather than delay Coupe Capers any longer, we are inserting this Late Page to fill out the issue. Probably by the time I get it in the mail they will get around to delivering it! Anyway, that's what really happened and here is what was left over - - -.

NATIONAL FLY-IN June 29, 30 - July 1st

I have had several inquiries about the time and place for the Ercoupe Owners Club National Fly-In. Seems that my little notices on the back of the Capers went unnoticed, so here is the latest poop...Bus transportation to and from field.

The final details on the Forum and other programs are yet to be finalized, but here are some of the highlights:

AOPA Safety Film - Fred Weick - Joe McCawley - Chuck Ferris Slide Show, Jon Hiles Maintenance.

PROPOSED SCHEDULE OF EVENTS

FRIDAY, JUNE 29 all day 9:00 - 5:00 p.m. at the Greeley (Weld Co.) Airport. Arrivals registration. Food available midday at the field. Evening open for dorm sessions or take in the annual Greeley Rodeo.

SATURDAY, JUNE 30 all day 9:00 - 5:00 p.m. at the airport. Registration. Food available midday at the field. Univair Tours 9:30 a.m. and 1:00 p.m. On-field maintenance forum. Rodeo in progress. 7:30 evening forum at University.

SUNDAY, JULY 1 all day 9:00 - 5:00 p.m. at the airport. Food available midday at the field. Field forums on mountain flying, space, weather. Aircraft judging all day on field.

7:00 p.m. Happy Hour

7:30 p.m. Banquet and Awards presentation.

MONDAY, JULY 2 Departure.

Costs: Pre-registration \$8.00 per Pilot, \$4.00 per passenger. On field \$10.00 and \$5.00. Accommodations \$5.00 per person per night (2 to a room), breakfast \$1.45 each, dinner \$3.00 -- pay when served. Banquet, July 1st — \$5.75 per person. Awards will be along the same lines as in the past. The Judges will have a score sheet on each airplane if you want to know how you rated. There will also be a limited edition all metal Ercoupe Trophy head for certain awards.

FROM THE MAILBOX

February 26th, 1979

Dear Sir:

Greetings to all and thank you for the wonderful information and enjoyable reading of COUPE CAPERS. Lives may well be saved through checking out the STEERING SYSTEM on all Ercoupes and I hope you stress that again and again!!!

Enclosed are membership dues for 3/79 through 3/80 of \$15.00. Also, a check for the Fred E. Weick Fund and I wish I could give much more but illness has kept us financially down but we are up on Christ! My daughter has a wall banner---GET HIGH ON CHRIST!!!! It is great!

My wife is still hospitalized following what started out as major cancer surgery and by a miracle they found none after examining all the removed tissue! That is PRAISE THE LORD! I broke my ankle Dec. 4th and just learning to walk on the cast! Doctor says we will both be well within the coming eight weeks! You know- PRAISE THE LORD!

Again, thank you and greet all! I am learning to type all over as fingers were not useable for over a month. All is well.

Rev. Harold W. Underdahl
Route 5
Fergus Falls, Minnesota 56537

P.S.--My Ercoupe N87209 is ready for spring flying just as soon as winter goes away. I am itching to get up as soon as my cast gets off!

Yes, Reverend, Praise the Lord, seems that a man is truly rich who has the blessings that you have had and can smile in the Face of Adversity - Truly Praise the Lord.

Skip

Dear Skip,

See by the writing on the wall that it's time to pay my dues. Just finished reading through the March Caper "for the first time." And was really impressed. Seems to be getting better every month.

Well, just finished putting a Dave Kenny Panel in 3577H and it sure did come out nice, with a wood grain finish. That Dave sure does good work.

Enclosed is check for dues, and remainder to the Fred E. Weick Fund.

Keep up the good work. See you at the National.

Jack Owens

P.S. If that guy finds any Ercoupes for \$2,000 that are flying, I'll take one.

ME TOO!

I had the pleasure of visiting with some of you Ercoupe fellows at the recent Sun and Fun and was very impressed with the way you took the time to talk to a stranger and I'm sure answer what seemed to you guys like some pretty dumb questions.

I am presently building a Peitenpol Aircamper but it is going so slow I must admit I am getting restless. That is the reason I was talking to you guys. I am looking for an inexpensive fun airplane but also a fun group too. I was impressed that you were the

group and the Ercoupe was the airplane.

I presently live in Orlando but will be moving to the Tampa/Clearwater area in the next three or four months. I wonder if you can put me in touch with some of your group in either of these areas and possibly send me any info you might have about your group.

Thank you,
Mac Wheeler
5636 Oak Hill Manor Drive
Orlando, Florida 32809

Sent Mac information - Can some of you help Mac?
Skip

Dear Sirs:

Enclosed is my check for annual membership in the Ercoupe Owners Club.

In addition to the "Coupe Capers", etc., that you will send me I would also like information on aircraft insurance which I understand is available at reduced rates to club members on their Ercoupes.

Thanks, and I look forward to hearing from you.

Richard D. Sherlock
13403 Rockingham Road
Savannah, GA 31406

P.S. My occupation is team supervisor in Savannah Flight Service Station. Please tell any members passing through Savannah to stop in and say hello. Anything I can do to help in their flight planning, I'll be happy to do.

Thanks, Richard. The information you requested is in the mail. Maybe some of us will stop by and see you on one of our Florida trips.

Skip

Dear Skip,

Enclosed is \$15 for membership renewal. Although I have been involved in several different "type" clubs for antique aircraft over the past few years, I've never met a more friendly, helpful group than the "Coupers." Thanks for being such an instrumental part of developing a great owner's club.

Regards,
Tony Wojcicki
155 Kinsley Street
Nashua, New Hampshire 03060

If these letters keep coming I will have to get a larger HAT!

Skip

Dear Skip:

Harold Mensing here in Ercoupe Haven at San Fernando in N87124 with my first renewal. Have enjoyed the Capers all year.

Our little short field north of Los Angeles in the San Fernando Valley should soon add a couple of more Coupes to the line. Last count there were 16 flyable.

The other Coupes are kept in good shape by the help and advice from coupers like Dix, Chuck, Dick and especially our own club Secretary, Scott Reaser, who we all feel is the authority on Ercoupes and Aerodynamic problems. All the Coupers I have met are a great bunch of guys and gals.

Best regards,
Harold Mensing
10751 Keswick St.
Sun Valley, CA 91352

Yes, Coupe People are Special People. People you like to meet and know.

Skip

Dear Skip,

It's been a while since I wrote anything of interest for the club members. The story that I am writing now is TRUE and happened to me on June 10, 1978. I thought it would be of interest to others to know what happens when you have a REAL FORCED LANDING.

It was a nice day for flying this particular day last June, and I had just dropped off a fellow pilot at an airport forty miles away. After making three passes in my Ercoupe I finally landed on my first ever short grass strip. My passenger who is a pilot confused me about a hangar being in the way on the runway.

After a delightful takeoff I was homeward bound to Zahns Airport.

Cruising at 85 m.p.h. at an altitude of 2,000 feet and almost halfway home, I was suddenly aroused by the presence of smoke in the cabin. I looked around and couldn't find the source until my oil pressure dropped to zero.

I pulled the throttle back to idle and went through my check list and started to glide while looking for a place to land.

Below me was Fire Island (a national seashore) with people on the beach. Five miles north is West Sayville Golf Club. A half mile before are acres of marshland. Another three miles northeast is Edwards Airport, and eight miles north is McArthur Airport.

Without a balloon, there is no way an Ercoupe or any other light aircraft can glide five miles from an altitude of 2,000 feet.

By using occasional bursts of power I found that the oil pressure would build up and then fall to zero again. In this way I was able to maintain just enough altitude to make the five miles to the marshland.

Under conditions like this, I must thank Fred Weick for the wonderful landing gear and handling qualities of the Ercoupe. Any other type of gear

would have done me in.

I landed in just under 400 ft. crossing ditches that were a foot wide and three feet deep. The plane came to a stop just after crossing such a ditch and the nose wheel sank in the soft mud. The only damage was to the lower cowl skin and the nose bowl.

Within minutes the Suffolk County Fire Department, Police Department, and Park Rangers and the I.A.A. inspector were there. We lifted the nose gear out of the mud and looked for damage. There was none.

All the people were friendly and sympathetic.

Now the problem of getting the Coupe out was at hand. I owe a debt of gratitude to Fred Busch, my C.A. for being the only one to come to my rescue. We both tried to get someone to assist us without success. I left the plane in the marshland for a few days.

In my hour of need I couldn't find another person including an F.B.O. to help get the plane out.

Fred and I worked all day with pieces of plywood as a roadbed, pushing and pulling until we reached the Fairway of the golf course (about 700 yards).

Once on the Fairway, Fred repaired the ruptured oil flex line (from engine to firewall) which was the cause of the emergency, straightened the few dents and made the plane airworthy again.

While the plane was in the marshland overnight, the kids in the neighborhood ransacked it and broke windows and stole everything loose including the nav. lights.

After getting permission from the Park Commissioner and having the Fairway cleared of people for a few minutes, I flew it off the Fairway and flew home to home base.

All this anguish, and help from just one person because of a ruptured oil flex line. When I landed in the marshland there was still 1-1/2 qts. of oil in the crankcase.

After this experience, I began to wonder who my friends were. Certainly not the F.B.O. or some of the pilots who were supposed to be so friendly and helpful. When you are in trouble, you are alone.

Sincerely yours,
Jerome Lasky

Sorry about the bad experience, Jerome, but I am happy for you that things were no worse. I'm glad that your friend was one who would help you.

Skip

We would like to take this opportunity to thank the following Coupers for their fine help at the Ercoupe Owners Club Booth at Lakeland Sun & Fun Fly-In. We really appreciated their help and enjoyed their company. Bill Morrison, Lee Martin, Gerry Robins, Fred Fisher & Webster Fox, and all the other Coupers that helped make the Fly-in a success.

Milt & Ruth Jobes

FOR SALE

1946 Ercoupe 415C 1460 TT, 460 since extensive top overhaul. Strobe Narco Mark III, DG, AH. Ceconite wings, Airtex interior, natural Aluminum finish. Call (715) 234-2430 evenings.



avionics or radios.

Is anyone out there who wants a nice, fancy 2-place
parsol and has an extra 'Coupe sitting around to trade?

Sincerely,
Randy Jones
903 Echo Ave.
Zanesville, Ohio 43701



FOR SALE

1946 Model 415-C, Serial 2466, 75 H.P., 335 Hours,
on rebuilt engine, new interior, Escort 110, annualized
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Donna A. Kwartler
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305-392-8872

1946 Ercoupe 415 C/D, 2000 TTAF, 450 SCMOH
C-85, Escort 110, D. Gyro., Art. Horiz., Strobe, E.I.T.,
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205-956-2670

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COUPE WANTED

I am a student pilot and a brand new member of
the EOC. I am not able to continue my pilot training
until I purchase my own bird. I fell in love with this
wonderful flying machine on a joy ride with a friend
of mine after a ride in his '46 Coupe. I am seeking a
Coupe in good condition, possibly all metal in the
price range of \$3500.00 to \$4000.00. The only
problem I seem to be running into is that all "sales"
on Coupes appear to be a great distance from my
home state. This distance prevents me from even
looking at any birds for sale.

Hopefully, this newsletter will solve my
problem. Once again I feel it's a privilege to belong to
a fine group of people who have the same thing at
heart "Flying In An Ercoupe."

Carl P. Tomasello
Box 224
Pleasantville, N.J. 08232
Tel: 609-646-4803
Mem. No. 1963-EOC

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St. Paul, Minn.
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Current annual and rudder pedals. Send details, price and photo.

Gene Mowrey
RR 3, Box 15
Watseka, Ill. 60970

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Would like to purchase good, original, low-time ALON A-2 Aircoupe. Please write or call giving full details in first reply. Color snapshot would be appreciated.

Dr. R. P. Scholl
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Alon Ercoupe—Any year in fair shape. Paint and interior secondary. Must be airworthy otherwise. Would like photo of airplane, interior and panel, if possible. Send or call.

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Darrell Kight
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MORE FROM SAN FERNANDO, CALIF.

Los Angeles International (LAX) and Dulles (DCA) have their main entrances marked with directional signs featuring silhouettes of great swept-wing jumbo jets.

However, the entrance to the Ercoupe Capitol of the World, tiny San Fernando Airport (SFR), home of seventeen coupes, sports a directional sign featuring an Ercoupe silhouette.

Ercoupe historians may be interested to know that the silhouette is of N3076H; and NOT one of the

San Fernando coupes.

The only other news from San Fernando is that John Travolta's first airplane...his Ercoupe...is for sale.



SS BRAKE DISCS AVAILABLE AGAIN

G.W. Sanders called to tell me that he had a new supply of Stainless Steel Brake Discs. He has them in stock for immediate shipment. The price is \$75.00 a pair + \$3.00 shipping and handling. The address is: G.W. Sanders, 650 Bexley Avenue, Marion, Ohio 43302.

THOSE ATTRACTIVE ALONS

by Wade Halsey

Dear Skip:

Enclosed is a copy of an article from Plane and Pilot. It is about the Alon Argus with the Franklin engine which I wrote about a couple of months back.

Thanks for putting out a great magazine. It makes owning an Aircoupe much more enjoyable.

Sincerely,
Wade Halsey

THE ALON

Just about a year ago, PLANE & PILOT visited the spic and span Alon factory in McPherson, Kansas. During this span of time, the plant hasn't changed a bit, but the product has, with welcomed improvements to the two-place Alon — or what was the two-place Alon.

The A2A is now certified as a two-plus-two aircraft capable of carrying two adults and two children. The rear canopy has been redesigned with less glass in the rear, a change which aids in soundproofing and offers a cooler cabin. The air intakes have a new look and are sculptured around the opening for a more attractive appearance. And, for

appearance's sake, a new longer and more pointed prop spinner has been added, along with the new paint schemes. There is also a new oil access door and a new cabin air ventilation system to increase pilot and passenger comfort. Carburetor heat and mixture controls have been switched around to lessen the changes of students' pulling the wrong knob. Landing lights are now located in both the left and right wings, and other changes have been made in electric switches, fuel tank supports, and the rear baggage compartment structure.

The baggage compartment has been moved aft about 17 inches and is approved for 90 pounds, currently, but may soon be certified for some 170 pounds. The seat back retracts from its normal angle to flat when used as a baggage bulkhead. Interior stylists have been busy too, with new upholstery and colors for their vinyl panels and bucket seats. These bucket seats are now adjustable while in flight and have a six-inch travel, rather than four. All in all, the A2A has been refined, making it an even stronger contender in the training and personalized aircraft market. Its low fuel consumption and the fact that there has never been an A D note on the Alon is beginning to interest flight school operators more and more.

The next item from McPherson that will create some excitement in the aviation market is their new A3, which is in the final phase of certification. There is some possibility that the A3 will be marketed by Waco under the name Argus 130, but, whatever it's called, it could make a significant dent in the lightplane market.

Powered by a 130-hp Franklin, the A3 Alon simply has more nose length and 40 more hp than the A2A. With this, Alon has me up with a plane that will cruise at 140 mph, burning just six gph. Preliminary specifications call for a useful load of 675 pounds, a rate of climb of 1,000 fpm, a range of 500 miles, a power-on stall at 40 mph, and a power-off stall at 46 mph. The nose of the A3 has that same pleasing design of the not yet certified A4. Unfortunately, the prototype was damaged when it jumped the chocks while being static tested at the propeller factory and therefore was not available for photographs during our visit.

But, when the A3 is ready to fly, we'll be back, eager to see if it is as good in the air as their specs look on paper.

FROM THE MAILBOX

Hi Skip,

Here's a check for the F.E.W. Scholarship Fund. I'll send another check to celebrate getting my old

(S.N. 34) coupe back in the air when I run her thru the annual late this summer probably. I was taking my instruction in my coupe N28939 but I grounded it due to a leaky exhaust gasket and just never got around to getting my ticket or getting the coupe back in the air after the annual expired a couple of years ago. Hope to correct both those things this summer.

N28939 was built early 1941 and has a 65 HP up-rated to 75 HP. No electric equipment at all. Has been hangared for at least the last six years so is in pretty nice condition. Engine is low time. I look forward to a long and happy association with her.

As to dues amount, I hope the Coupe Capers stays monthly and think \$15.00 is a bargain price.

Best regards,
F.W. Montgomery
Mtd. Rte Box 60
Chesterton, Ind. 46304

I bet it is an old but gold coupe. Hope you get her going soon.

Skip

3-6-79

Dear Skip & Fellow Coupers,

HELP! We desperately need some relief down this way. Things are getting pretty deep. Laura and I are going to have to put Leonard in the pond and let him soak over night and then lay him out in the sun to shrink before we can get him in the coupe to come to Greeley. HA! HA! Will definitely be glad when we get some sun so we can do us some flying. Cliff & Leonard are about as restless as a couple of coons in a barrel of sugar. Hope to see everyone in Greeley.

Clifton & Billie Simms

Have Faith - better days are surely coming - and more flying. If the sun were to shine everyday who knows what would happen to those farm chores!

Skip

Dear Skip,

Haven't had much time or fair weather for flying Coupe No. N99119 as I've been earning an instrument rating in my husband's 172 this winter. However, I can't resist bragging about the beauty of 119's C-85 engine. There HASN'T been a day when, if I or her other owner (Ric Middlekamp) have braved the icy winds for a preflight, "Erica" (our coupe) has refused to start. Burt Ellegaard, who rebuilt her and sold her to us, should be very proud of his fine workmanship and the satisfaction of his customers.

The donation is small, but it represents real esteem for Mr. Weick and his accomplishments.

Thanks for the Capers.

Nancy Winchell
8650 Killarney Place
Wichita, Kansas 67206
1846

I know the feeling — makes you feel real good.

Skip

Dear Skip,

Enclosed is my membership renewal. I have owned my '46 Ercoupe N87255 Ser. No. 428 for about a year now. As a profession, I fly Navy jets; but the biggest thrill I get out of flying is putting around in my little Ercoupe. I enjoy, just as much, reading Coupe Capers.

Terry Jeffords
11193 — 115 N.W.
Oak Harbor, WA. 98277

Terry is one of our "Jet Coupers," along with a Lear pilot and several other military types. Yes, Coupes are more fun.

Skip

OFFICERS ERCOUPE OWNERS CLUB

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24490 S. Skyland Drive
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(503) 266-9777

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Treasurer Skip Carden
P.O. Box 15058
Durham, North Carolina 27704
(home) (919) 477-1832/(office) (919) 477-2193

The Ercoupe Owners Club is open to anyone desiring to join. You do not have to own an Ercoupe or be a licensed pilot to join.

The Ercoupe Owners Club was founded to further and promote Ercoupe Aircraft through a mutual exchange of ideas, and to make available information needed for their safe operation. Membership dues are \$15.00 per year which include our Coupe Capers newsletter and many other free services. National Headquarters is located at 3557 Roxboro Road, P.O. Box 15058, Durham, N.C. 27704, Telephone 919-477-2194. Skip Carden, Executive Director, EOC.

CLUB ITEMS

The following Club Items are available from Fran Heath, 710 S. Woodbine Drive, Sapulpa, OK. 74066.

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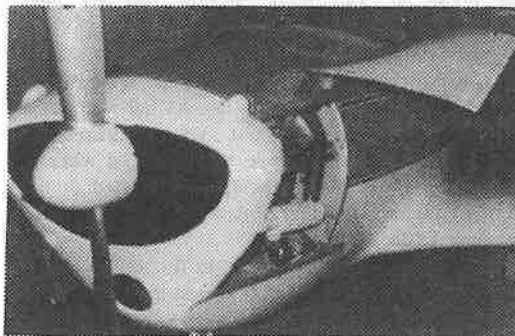
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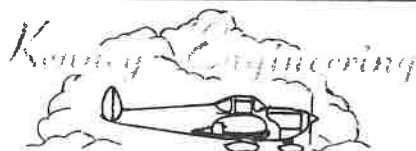
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