

COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 8, Number 3, August 1979

EDITOR: SKIP CARDEN

See the best COUPES in the world - Meet the worlds greatest PEOPLE - EOC National Fly-In June 29 - July 1, Tahlequah Ok.

National Fly-In

This is a tentative schedule of events for the National Fly-In to be held June 29th - July 1st, 1979 at Tahlequah, Oklahoma:

June 29 - Arrival and registration at Airport. Each registrant will be given a Housing Assignment Card which is to be presented at the Ross Hall Desk where keys will be issued. Registration: Friday: 4:00 - 8:00 p.m.; Saturday: 11:00 a.m. - 4:00 p.m. After above times, report to Ross Hall.

June 29 - Airport Cook-out 6:30. - Evening Open

June 30 - Arrivals & Registrations - Possible
Afternoon Maint. Forum.

June 30 - University Cafeteria Evening Meal-A la carte 4:30-6:30

June 30 - Forums - University Center 7:00 Little Theater.

Featuring Fred Weick - Chuck Ferris - Joe McCawley
AOPA Safety Film.

July 1 - Arrivals Registration Aircraft Judging-12:00
Bus Tour leaves for Tulsa - Returns 5:00
Maintenance Seminar 1:00

July 1 - Concessions at Airport - 10:00 a.m. - 3:00 p.m.

July 1 - University Center - 7:00 p.m., Happy Hour - TV Lounge and Terrace. 7:30 Banquet - Ballrooms A&B - \$6.50.

July 2 - University Center Cafeteria - 7:00 a.m. - 10:00 a.m. Breakfast-A la carte.

July 2 - Depart For Home - Plan Carefully to arrive
SAFELY !!

BRING - A close up snapshot of yourself to put in the windshield of your plane we will have special cards for you to use.

Then, anyone who admires something on your craft and wants to ask you about it can locate you on sight. Further ... **DOCUMENTS REQUIRED ON YOUR PERSON ARE:**

PILOT LICENSE
MEDICAL CERTIFICATE

Required aboard your aircraft are:

AIRWORTHINESS CERTIFICATE
REGISTRATION CERTIFICATE
OPERATING LIMITATIONS
WEIGHT & BALANCE DATA

Recommended aboard aircraft are:

ENGINE LOG
AIRCRAFT LOG
SURVIVAL WALK-OUT KIT

TIE DOWNS !!!

Most important, bring along your questions and ideas - - - and be prepared to have a great time! See you there!

Roy Wright, Pres.

PLEASE PRE-REGISTER

SUPER COUPE

Yes there is a Super Coupe flying. I have just received a phone call and was told that there is a Coupe flying with a 0290 Lycoming and Aeromatic prop which is flying daily. I don't have all the numbers yet but something like 2000 ft. per minute climb and about 120 cruise. With any luck they hope to have it at Tahlequah for all to see! Those who have wanted to do this for some time will want to be there to see it, if the FAA will bend a little and allow it to fly cross country before the 50 hrs. is flown off. Well, we hope that they make it.

EXTRA BONUS

There will be an extra bonus for all who pre-register for the Fly-In but you better hurry as we only have a limited supply. I have also been informed that I failed to include the address for Judy Labash in the last issue of Coupe Capers so I have included a complete registration blank in this issue. So be sure to pre-register and receive your bonus, which will be in your convention packet when you arrive.

GENTLEMAN JIM

I have talked with Gentleman Jim Jackson who brings his nice Van for the Club to use for transportation each year and he says that he will be arriving probably on Thursday and if anyone along the way from his home in Spirit Lake, Iowa wants a ride down, call him for possible arrangements. Jim is also our front man and will assist anyone who arrives early. Look for him at the Airport. If you arrive before Jim, then contact Gene Wilson at: 456-5511. He is the Coordinator for the University and will help you any way possible.

ARIZONA COUPE GROUP

The Arizona Coupe Group held their Second Annual Fly-In at Phoenix Litchfield Airport in Goodyear, Arizona on April 20 & 21, 1979. Mr. Pearce from Sperry's Flight Systems, took us on a tour through their plant at the Airport. They are in the process of converting fighter planes into drones. It was very interesting as Mr. Pearce explained the methods that they were using. An F15 was flown into the airport from Albuquerque, New Mexico to be on display for approximately two hours and when he was leaving he demonstrated a modified maximum force take off. This was one of the highlights of the Fly-In. On Saturday evening we had a delicious buffet dinner at the Ramada Inn, after which the following awards were given:

Best Alon, Charlie & Cris Darbonne, California, N5486F; Best Forney, Gary Dallugge, California, N3040G; Best Ercoupe, Walt & Lily Bacon, California, N2585H; Best Finish, John & Anna Seawright, Arizona, N3520H; Tender Loving Care, Jim (Red) & Ruth Ward, Arizona, N113RW; Most Modified Coupe, Joe Figueras, California, N3630H; Most Modified Instrument Panel, Jerry & Kurt Koelling, New Mexico, N87416; Oldest Licensed Pilot, Joel Dilbeck, California, N2714H; Spot Landing, But & Kit Warner, Arizona, N51BW; Best of Show Grand Champion, Bud Ford, California, N2070H; Oldest Air Coupe by Serial

No. 418, But & Kit Warner, Arizona, N51BW; Longest Distance Flown, Charles & Cris Darbonne, California, N5486F.

I am enclosing pictures of each plane that received a Trophy and a group picture of all the planes that were at the Fly-In. Will you please return the pictures to me after putting them in the Caper? Information giving the names of the Award and the Pilot's name is on the back of each picture.

Thank you.

Sincerely,
James B. Ward
President

Arizona Coupe Group



*BEST ALON, Charlie & Cris Darbonne,
N5486F*



BEST ERCOUPE, Walt Bacon, N2585H



***TENDER LOVING CARE, Jim & Ruth Ward,
N113RW***



BEST FORNEY, Gary Dallugge, N3040G



***BEST FINISH, John & Anna Seawright,
N3520H***



***MOST MODIFIED INSTRUMENT PANEL,
Terry & Kurt Koelling, N87416***



***BEST OF SHOW GRAND CHAMPION
Bud Ford, N2070H***



***OLDEST LICENSED PILOT,
Joel Dilbeck, N2714H***



***SPOT LANDING, Bud & Kit Warner,
N51BW - ALSO OLDEST AIRCOUPE***



***MOST MODIFIED COUPE, Joe Figueras,
N3630H***



Clearing Off The Editor's Desk

NO CAPERS FOR A WHILE

As you have noticed, we are several months ahead with the newsletter due to changes in the location of the National and necessary information which those attending needed. So, this will be the last issue until sometime in August so that the Editor can take a well deserved vacation and get set for the fall. I really appreciate all the nice cards and letters praising our publication, which is made possible by you, our members. In the September issue we will carry coverage of the National Fly-In and any others which have reported by then. If you need any information then please call me or any of the new officers who will be glad to assist you in any way possible.

INSURANCE

As many of you know, Day and Squires has been unable to renew insurance on many of your Coupes and Gordon has not been able to secure another company interested in writing Coupes. But, he has put me in touch with AIU who is able to give us a good rate on our insurance. We have enclosed a flyer in this issue so that you may call them direct and they will bind or insure your airplane at reasonable rates on their Toll Free number! The rates seem to be lower than any other plan that was presented to us. I want to thank Gordon for all the work and effort that he has personally put forth to Keep Coupes Flying as cheaply as possible. He has been really great over the years to help in any way necessary — Thanks, Gordon, From All of Us!

UP FOR BIDS

Don Stretch of Airtex Products will have a complete interior for an Ercoupe on display at Tahlequah. Rather than ship it back, Don has suggested that we auction it off to the highest bidder at the banquet and put the proceeds in the Fred Weick fund! If you need a new interior then here is your opportunity to get that new interior you've been

wanting. If you want to bid on the interior and cannot be present then you can leave your bid with Skip or Roy. This is a really nice gesture by the Airtex folks, when you place that next order why not thank them, I am sure that they will appreciate it.

POSSIBLY TWO MAINTENANCE SEMINARS

Well, seems like I goofed up when I printed the Posters and listed the maintenance seminar as being on Saturday and Sunday also. I contacted Jon Hiles and he has agreed to hold one both days if there is enough interest. The Saturday one will have to be held late in the afternoon as Jon cannot arrive soon enough to hold it in the morning. If the weather is too hot we will hold both seminars in one of the dormitory lounges, time and place to be announced. Bring your questions and be prepared for some money saving hints.

HOW HIGH IS HIGH

Until last week I felt that possibly Av. Gas would remain constant in this time of suggested short supply as general aviation only uses one forth of one per cent of total gasoline production. But, as usual, I was too naive and last Saturday bought my first gasoline at over a dollar a gallon. This will surely curtail flying for most of us as my wages haven't risen as fast as the gasoline has and I doubt that it is going to. We are faced with three alternatives as I see it. Sell the airplane (heaven forbid), fly less, and find an alternative fuel. I personally like the last option best and plan to do some investigating on my own as to the use of alcohol and other blends to stretch the inflated gallon. If you have any positive answers to any of the above please share them with the other members. I know that a lot of people will not be going to Oshkosh this year because of skyrocketing costs. Most plan to attend Fly-Ins nearer to home and the more important ones like our Fly-In. If you must choose, then plan to attend the one that will benefit you the most where Ercoupes are the main diet for three days. I do not think that you will face any trouble finding fuel but you will certainly have to pay for it! This is one advantage of owning a smaller airplane that is not a gas guzzler. Remember, fly your Coupe at altitude when traveling (6500 or more) use the mixture control for real economy - and an EGT gauge is a real help when leaning, pays for itself in a short time. That Ercoupe wing loses some of its drag the higher you fly and 6500 seems the mean altitude. So how high is high? We can only wait and see.

Olin Pash stars at fly-in

The undisputed star of last weekend's Ercoupe Fly-In at the Shenandoah Airport was stunt pilot Olin Pash of Harlan (Billie Oakley, a passenger in the plane while Pash demonstrated his aerobatic skill recalled the ride, with a laugh, as "very exciting").

But Pash's furor for stunt flying does not end when he steps out of the Pitts Special, the world's most recognized aerobatic airplane. He's equally enthusiastic about raising money for the American Cancer Society, and he's found his dare-devil activities and fund-raising drives go hand-in-hand.

Pash began raising money for the American Cancer Society after his three and one-half year-old grandson died of the disease. He performs at air shows throughout the Midwest, promoting donations to a living memorial for his grandson, David Krogstad, who died a year ago.

"I don't accept payment for performing," Pash said. "The only thing I ask is for a sponsoring group to make a donation to the local chapter of the American Cancer Society. I don't care if it's \$5 or \$5 million. I never set an amount for the donations."

Keeping a plane in the air for the stunts is by no means inexpensive, but Pash feels it's worth it. "The immediate cost of flying the plane is not all that much," the pilot says, "but maintenance costs just to keep the plane in the air is pretty high."

The Midwestern Ercoupe Owners Club was the sponsoring organization, and the Nishnabotna CBers collected donations from the audience.

"I think Olie Pash did a fantastic job both days in the air shows," said Bill Berning, director of the event. "The Ercoupe Fly-In and air shows turned out

to be a success and will be remembered by all that attended any of the shows."

About 27 pilots participated in the air shows and contests held throughout the Memorial Day weekend event. Other fliers came to watch the event, and around 64 people attended a banquet Saturday night at the Berning Cafe.

Awards presented at the banquet included a trophy for the longest distance traveled to Mr. and Mrs. Paul Sonnenberg, Minot, N.D.: the award for the most original Ercoupe to Bert Ellegard, Shakopee, Minn.; the award for the best Ercoupe to Art Lebalance, Portaville, Mich.; the award for the best Forney to Bob Dermondy, Rainson, Wisc.; the award for the best Alon and paint job to Gordon Elliot, Watseka, Ill.; the award for the most modified Ercoupe to Bus Tembill, Illinois; and awards for the best Mooney and the best interior to Bus and Zetta Heger, Polk City.

The plane Pash performed in, a Pitts Special, is a home-built aircraft constructed by friend Gunnar Nielsen. "It's capable of doing every aerobatic maneuver known," Pash said. "I will readily admit that I haven't accomplished all of those maneuvers, but hopefully, some day I will."

He learned to fly at the Harlan airport where he took lessons from Alvin Rushenberg, a pioneer in aviation at Harlan, Pash says. He made his first solo flight in 1945.

"I haven't been into aerobatics all that time. It wasn't until about five years ago that I had an opportunity to get down to aerobatics," Pash said.

He took lessons from two recognized leaders in the aerobatic field at the Midwest Aerobatic Club of Council Bluffs.

"I've always wanted to do that since I first saw an airplane doing a loop when I was a kid. I always had a real desire to both fly and to do aerobatics. It's something that gets in your blood just like some people want to climb mountains," Pash says.

The comparison is a viable one—when it's Olie Pash who's performing stunts in mid-air, he's, figuratively speaking, climbing the greatest mountain of all so that the American Cancer Society can progress.



Jack & Dee Swan flew this in from Watseka, Ill.



Ned Powers did it again. We always enjoy his company



Gordon Elliott, Watseka, Ill., Best Paint, Best Alone



Buz Kimball, Catlin, Ill. Most Modified



Jim Folks, Bud Wilkson, Heyworth, Ill.



Looking things over and Judging



Leonard & Joan Winter flew from Sioux Falls, S.D.



Art Leblanc needs no introduction, Pottsville, Mich. Best Ercoupe. Just missed longest distance by 10 miles.



Best Interior, Best Mooney, Bud & Zita Heger, Polk City, Iowa



Dan & Caroll flew this in from Watseka, Ill.



Most Original, Burt Ellegaard, Shakopee, Minn.



Didn't register. Here last year in a trophy winning coupe. That bunch in Ill.



Didn't Register from Fremont, Neb?? Beautiful ship



Patrick Tuohey, Overland Park, Ks., Best Forney



Our Vice President came with Bob Dermody and took the Best Engine Trophy



Ken Haase, Macomb, Ill.

HINTS 'N TIPS

An ordinary tachometer drive cable, from an automotive parts store, can be used to check fuel lines for obstruction and foreign matter. It is small enough, and flexible enough, to pass thru aluminum fuel lines while still in the airplane, just disconnect one accessible end.

Ercoupe N94075 flew from Southwest Missouri to Evanston, Wyoming during March 14 to 16, 1979, one of the worst winters on record.

The F.S.S. people, all the way, were very helpful and prompt, making the flight well managed and safe.

Altitudes to 11,000 ft. posed no problem for this 33 yr. old aircraft, over the Laramie Range of the Rockies between Laramie and Cheyenne.

With a good aircraft and the excellent staff of F.S.S. the trip was a wonderful experience, safe, and without incident.

Thanks for your Capers.

C. Ottensmeyer, M.D.
No. 1625



Paul Jeanetto Sonnenberg, Minot, N.D. Longest Distance

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.



1946 Ercoupe N99353, 415-C, Ser. No. 1976 TT 1050, C-85, 175 S.M.O.H. Ceconite 1974 wings, metal completely restored, excellent new poly paint. Wheel fairings, new cowling Alon nose wheel fork, metal prop. All new glass, bubble windshield, tinted overhead glass, large rear windows, large baggage comp. Airtex interior, custom upholstery 100%, new fuel pump and new battery, new spark plugs and 100 octane valves. New E.L.T., and electric turn and bank, MK III Narco radio with omni, running lights and original instrument panel and trim tab, always hangered, All A.D. Notes complied with. Pictures available. \$5,950.00 firm.

FRESH ANNUAL

Lupe Barrera
9810 S.P.I.D. 2-B
Corpus Christ, Tex. 78418
512-937-4159

Parting out 1966 Alon Aircoupe: Tach cable, throttle, fuselage gas tank, wing tank, gas lines, assorted AN fittings, gascolator, trim tab, front wing flairs, rear wing flairs, right aileron, split elevator, hor. stabilizer, left wing, vert. stabilizer, R. rudder, landing lights, wing lights, top engine cowl, side cowls, center fuselage, lower forward fuselage, wing walkways, and aileron and elevator controls from dash to control surface. Call 1-512-643-5070 ask for Dewey Magee III or write

Dewey Magee III
227 Terlingua
Portland, Texas 78374

FOR SALE

1946 Ercoupe 415C Serial No. 295. Completely restored - All metal including prop. Airtex red & white interior, King 360 channel radio, tinted windows, Kenny wheel fairings, New battery and CB radio. You can't find a better one. It's worth much more but asking \$6,000.00 firm; for quick sale.

John G. Stockard, Jr.
P.O. Box 3157
419 N. Royal St.
Jackson, TN 38301
(901) 424-5110

Ercoupe 1947 - 415CD, airworthy. Engine 85 hp, 311.3 S.M.O.H. Clean and handles good. Double fork nose gear. Priced right.

Don Pearson
351 W. Hononegah Rd.
Rockton, IL 61072(815) 624-2365
Evenings after 7 pm

FOR SALE

1947 Ercoupe N3822H 415 CD, S.N. No. 4523. All metal, New wood prop, new Airtex interior. Warren Belly Strobe. Eng. time 1,000 hrs. New Jug. Airframe just rebuilt. Rebuilt nose gear with forged alum. sisor. Main gear Oleo's Rebuilt. New Motor mt. Large baggage compartment. New 35 A/H Battery. Stainless steel brake discs. New brake pucus. New J Joints, shafts and teflon bushings. New bubble windshield and rear windows. You need only change Elguator travel to make 415D. Rebuilt carburator and mags. New oil tem. guage. All cables from panel to eng. new. Needs 3 tires for certification. Comes with all manuals and loads of spare parts. \$4,500.00.

David Sileo
405 W. Centre St.
Woodbury, N.J. 08096
609-845-6069

1965 Alon rare model, no rudders, Narco Mark 12 with VOA-4, Electric T&B, Full panel original, no damage. Hangered since new, eight day clock, ELT, CHT, Alcor EGT new tires, brakes, plugs 1690 T.T. 662 SMOH Annual til July. All manuals and original factory invoice \$7,500.00

Darrell Knight
4530 S. Country Club
Tucson, Ariz. 85714
(602) 889-4880



46 Ercoupe 415-C N94114 Serial 1437 All Metal, very nice paint and interior. 850 SMOH on 85 Cont. nav/com, strobe, electric Gyro. Just Annualed. A darn nice Coupe. \$6,200. Ron Wilhite, 400 Second Avenue, NE, St. Petersburg, Fla. 33707 Phone 813-397-2609

For Sale 1946 Ercoupe 415c N87337 SerialNo. 510 Wings Ceconite finished through silver, paint removed from balance of plane for polishing or repainting 2 control forney double fork, antennas and wiring harness installed for radio. 1700 TT, 600 SMOH. \$4,5000 - James J. Haun 4531 N. Caminito de la Puerta - Tucson, Ariz. 85718 602-299-6701 Evenings

FOR SALE :(1) Narco Mark 12-360 with power supply and VOA-6 Head \$795 (1) Narco Nav.-11 \$600.00 BOTH UNITS WORKING T.A. Luberda 1457 Wentworth Ave. Calumet City Ill. 312-891-3321

WANTED

46-47 415C or D Ercoupe with 85 hp or better, fabric wings with rudder pedals. Must be in flying condition. Will pay asking price if bird is in good condition. Please contact after 6 P.M. EST. George H. Sollart, (201) 473-5319 or 8:30-5:00 EST at office (201) 267-4500.

ERCOUPE PARTS

Ercoupe Parts New and Used Trailer Load, one Forney Left Wing, one Ercoupe Left Wing, Center Sections, Walkaway Boxes, Wing Parts, Bulkheads for Fuselage. Send for list. Must sell. Make offer.

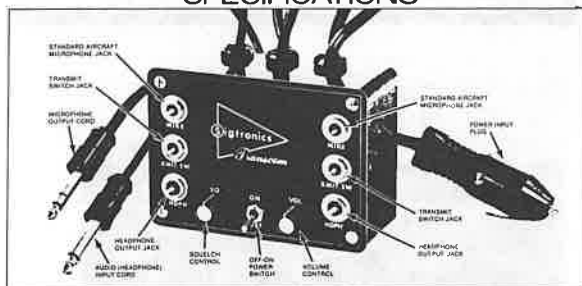
Darrell Kight
4530 S. Country Club
Tucson, AZ 85714
Phone: 602-889-4880

WANTED

Alon Aircoupe. Will pay a premium. No calls please.

Dr. Wayne Wilkinson
318 Lundy Ct.
Pearce, AZ. 85625

SPECIFICATIONS



WEIGHT: 11 ounces with cords
SIZE: 4" x 2.9" x 2"

POWER: Utilizes aircraft power by using power cord in 12 volt systems. 24 volt units available on special request.

FUSE: 1 amp - located on printed circuit board

POWER SWITCH: on-off

VOLUME CONTROL: Controls intercom volume. Radio volume controlled conveniently.

SQUELCH CONTROL: Controls threshold of amplifier turn-on. Adjusts for variation in background noise found in different aircraft.

MIKE JACKS: For standard aircraft carbon or amplified dynamic headsets.

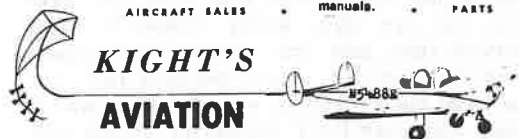
HEADPHONE JACKS: Accepts standard 250 Ω headphone plug.

TRANSMIT SWITCH JACK: Accepts transmit switch plug.

POWER CORD: Plugs into Aircraft cigarette lighter socket. (Four feet long)

RADIO MONITOR CORD: Plugs into aircraft radio headphone output. Provides radio reception through the TRANSCOM. (Four feet long)

MIKE OUTPUT CORD: Plugs into the aircraft's mike input jack. (four feet long)



I have the dealership for Intercoms. They sure work great in a Coupe. They list for \$144.50. I will sell them to Club Members for \$129.95 postpaid.

Darrell Kight
4530 S Country Club
Tucson, AZ 85714
602-889-4880



"WE HAVE THIS BEAUTY WITH A LARGE LUGGAGE COMPARTMENT AND A BAT THROWN IN AS RADAR."

FROM THE MAILBOX

Hi Skip,

It was nice seeing you again, reckon Burlington has thawed out yet?

Please renew my subscription. O.K.?

Skip, I don't believe very many coupers realize what a whale of a job you do have in keeping us together and headed into the wind. I'm sure it gets downright disgusting at times when things don't fall into place as they should. I believe I know how you feel at times. This may be one of your "off" days so let me tell you, or rather pass on to you, a fish story that doesn't even have airplane or Ercoupe in it. Hope it'll cheer you up.

"This old codger with a face full of whiskers was float fishing off pier 60 in Clearwater, Florida. He was all alone at the "T" end of the pier when I joined him.

In a couple of minutes, I had set up my own float rig, spent a few more minutes before landing a bait-size blue and with that attached to my rig, was eagerly awaiting a king strike.

Meanwhile, the old codger at my elbow pulled in his float rig and found only about half the bluefish bait left. Something had bitten the lower half completely into.

He removed this tag end of the blue and picked another line bluefish from his bait basket. Before he put this bait on the rig, he reached into an ice chest and brought out a bottle of vile looking "Hootch," a paper cup and a medium-sized syringe. He poured about three jiggers of this liquid into the syringe. Then as I watched in amazement, inserted the syringe into the belly of the blue and injected the contents into the baitfish's stomach.

Moments later that little blue was acting like he was three sheets in the wind, and trying awful hard to bite off one of the old man's fingers.

Finally, the raging blue was impaled on the hook and the old man lowered him into the water. That's when I really started paying attention.

Normally, a bluefish will swim around slowly in the water when you first drop him, but not this one. He was wild. Leaping high out of the water time and time again.

Then on about the fourth jump, it happened. A strike, and the little blue was swallowed. The old man was in business.

Now I'm naturally a curious fellow, so I sidled over. "I watched you prepare that baitfish," I said. "Wouldn't it have been easier just to pour that "hootch" down the blue's mouth?"

"Yeah, I guess it would have," the old man agreed, "but then I could have strangled him. The way I did it with the syringe will only blow his head off a little at a

time. When I lowered him into the water he could whip anything four times his size--- or at least he thought he could. Makes a sure-fire king mackeral bait."

"okay," I said, "but while you were fixing him up I saw another bottle of something in your chest. What was that?"

"Oh, that? That's just my own sipping whiskey. If the wait between strikes gets on my nerves, I sip on this. Works fine."

A few minutes later I had him to watch my gear while I went to the pier restaurant for a pack of smokes. There, I asked the pier manager if he knew the old man. "Sure, that's old Jim Ormand," he replied. "Fishes here all the time. Last year he caught 52 king mackeral and a 56 pound cobia. Funny thing about that cobia, too. I wouldn't swear to it, but it looked like the baitfish had bit a hole in the cobia's jaw the size of a baseball before it was swallowed." So, I returned to the "T" of the pier and began to think all of this out. If this procedure works for this old man down in Florida, it ought to work back in the Carolinas. So, I dug out my notebook and wrote: 1 Bottle of 100 proof Vile Tasting hootch. 1 Bottle of sipping whiskey. 1 medium size rubber syringe. Inject 3 oz. of corn into stomach of baitfish. Don't get finger bitten off.

You want to try that Skip? Take care.

Fred

Hi Skip,

Just got back from Owosso meeting called by John Horvath, the new Michigan director. 14 brave Coupes showed through low ceilings and fog, and many drove in for breakfast meeting at Pines Restaurant.

At next planned gathering - a brunch cook-out. Will elect Michigan Coupe troupe officers - start accumulation of mail fund - troupe flight to Talequah and discussion on troupe insignia.

This first meeting to get acquainted.

Hanger talk was enjoyed by all.

Sincerely
Art Leblanc

Dear Skip:

I see from my current issue of Coupe Capers that it's about time to renew my membership. My check covering the renewal fee is enclosed.

You know, Skip, we subscribe to approximately 20 monthly publications at the house, but unquestionably the Coupe Capers is the most eagerly anticipated and certainly gets the most immediate attention—and we don't even own an Ercoupe -

YET!!! I would like to take this opportunity to say thanks for a job well done and a really super newsletter.

Skip, I also want to thank you for your most gracious assistance and information when we visited by phone recently concerning Ercoupes and Alons. We were unable to locate the Alon in South Texas that I mentioned to you. My son, 16 years old, and I are still very much in the market for an Alon in A-1 first class condition and hope you will let us know if you hear of one looking for a home in West Texas.

Thanks again for a great job. See you at Tahlequah—by car hopefully for the last time.

Sincerely,
Amon and Mark Proctor
5509 - 78th Street
Lubbock, Texas 79424

Dear Skip,

I joined three months ago and never knew the full story on the Weick Scholarship Fund until it was told in the current issue. Thanks for telling it!

Here's another donation for the fund. I'm planning to go to the National Fly-In at Tahlequah, Ok. It will be my first — although I flew a new Coupe home from Riverdale, Md. in '46. (I lived in St. Louis at the time) and I've owned 2 'Coupes since - have just contracted to buy another this week.

Coupes are the greatest and safest and ought to be rolling off someone's lines now in 100 h.p. controllable-pitch prop 130 mph cruise, 2 place and 160 hp 4 place, 150 mph cruise at \$16,500 equipped and \$24,500 radio & basic inst's. They'd be world-beaters. Could Weick & Rutan find an "Angel" manufacturer? Kits & complete. What a Line!

If the original Ballanca Co., or Taylor, or Mooney or Maule would get with Weick & Rutan and organize and each member of E.O.C. would buy or place \$500 worth of stock in the new Company, that would be nearly a million in capital for Starters. Then allow each plane purchaser to invest in "original issue stock" "getting in on the flight deck." Let's get simplicity and safety with economy back on the market!!

Piper went for Weick's design of the Cherokee and made millions - How about this net set up for Trillions? He could "Roll-on"! Cessna might not be No. 1 anymore - no offence! I like Cessna, too.

Skip, you're the greatest! Thanks!

Sincerely,
David Day

Skip,

Good luck with the Weick fund. Here's a modest check.

Just reading the Coupe Capers suggests plainly that Coupe owners are achievers and/or over-achievers, nonstop, and that is a cheering thing to think about in our country these days. A Coupe may stand a better chance against the Foxbat than anybody ever imagines.

All best,

Jerry H.

Dear Skip,

A quick line this morning to send a check for the Fred Weick fund before it is too late. Before you give credit to me, please let the plaque read Leonard & Laura.

Also sending club dues as they will be due soon.

Spring is really a busy time at the Page's but we are looking forward to a few days away and a great time at Tahlequah.

About the blanket insurance. Do you think they would cover our strip if we had a fly-in here? We wrote to all Ark. members and got no response for a spring fly-in. Possibly because weather is so uncertain here in Ark. Will try again later. Of course, Cliff & Billie Sims are with us all the way in anything we plan.

Five airplanes left here last Saturday and flew to Greenwood, Miss. to a fly-in. Had a good airshow and we enjoyed the day but terrible haze to fly in.

See you at Tahlequah!

Leonard & Laura

Dear Skip and EOC,

Thanks for the wings and things. I really appreciate that sort of thing. Julie (props), Craig (engineering) and I will fly down to Tahlequah. See you there!

Thanks
Joan Dyer

Dear Skip,

Just a last minute piece of info. While looking at the cover of my new 1979 AOPA airport directory, I noticed two Ercoupes. They are parked in the back row in front of the hangers.

Happy Flying
Walt Bacon
No. 1221

P.S. I haven't decided what to do with my Alpha 200A yet.

Dear Skip:

We note that our membership anniversary is near, so please find check enclosed for our dues and a donation

for the "fund" (both of which are admirable institutions).

You will also find some snapshots of our Coupe SN440, N87267, which we bought one year ago, restored, and flew for the "first" time on January 21, 1979. She has been to Watsonville and Merced, California, both of which, as you know, attract an amazing variety of aircraft from far and near. We're hoping to attend some all-coupe fly-ins soon, perhaps even Tahlequah.

In the short time we've been flying her, we've managed to meet several long-time Coupers, whom we have enjoyed a great deal. We've also acquired many extra assemblies and replacement parts during the rebuild process, and anyone in need of same should give us a call. Keep up the good work, we'll send a story along later.

Personal Regards,
Tony & Joel Whitehurst
Box 909
Los Banos, Cal. 93635



S/N 440, ERCO 415-C
Joel & Tony Whitehurst
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ELECTION TIME

Every year at the National Fly-In we are required to elect officers for the coming year. This year being no exception, we must elect officers at the National meeting to be held in Tahlequah, Oklahoma on July 1st, 1979 at 7:30 in the Ballroom. The nomination committee has submitted the following names for your consideration: President, Jim Fohr, Vice President, Don Stretch, Secretary, Judy LaBash, Treasurer, Skip Carden. We will also vote on a constitution change to allow the Board of Directors to serve a five year term and also will place past

CLUB ITEMS

The following Club Items are available from Fran Heath, 710 S. Woodbine Drive, Sapulpa, OK. 74066. The club also has available the following items at no charge to members—but please include 50 cents postage and handling per order: paint sheets, bumper stickers, and iron-ons (red and blue).

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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.

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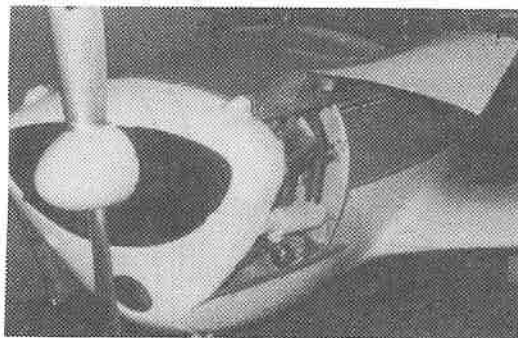
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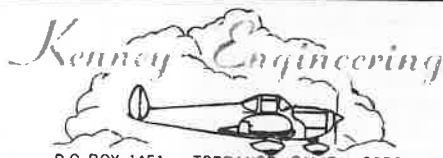
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