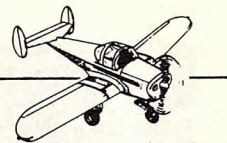


# COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



VOLUME 5 NUMBER 8 JANUARY 1977

EDITOR: Norman F. "Skip" Carden III

## "CHUCK FERRIS TO SERVE AS EDITOR OF COUPE CAPERS FOR NEXT SIX ISSUES"

Beginning at once send all correspondence and letters to Chuck Ferris, 8750 Paso Robles Ave., Northridge, Ca. 91324 (213) 886-1450. All letters, questions and any material that you would like printed send to Chuck. This will allow me more time to tend other club duties and give me a much needed rest.

I hope to be able to get more of our members involved in the operation of the club, so if you would like to help out your fellow club members, send me a letter or card describing what you would like to do. The newsletter will still be printed and mailed from Durham, so any address changes, new memberships, & renewals will still be handled through this office. I know that you are anxious to see the next issue of COUPE CAPERS by our new editor, Chuck Ferris. Let's all send Chuck lots of material for his first issue. Skip

## SUN 'N' FUN UPDATE

Bill Morrison advises that all systems are "go" for the EOC part of Sun 'N' Fun January 21-22. The forum times have been changed to Fri., 2:00 pm. Area 3, and Sat., 10:00 a.m., Area 1. We still plan to fly the formation to Sun 'N' Fun. For further details and departure date and times contact Fred Fisher at: 919-862-3342.

## UP FRONT

Many thanks for the many cards and letters that all of the members sent me over the holidays. It is really wonderful to have so many fine friends remember us at this time of year. I hope that everyone enjoyed the little present that was in the last COUPE CAPERS in the form of the HINTS 'N' TIPS folder. Chuck Ferris has assured me that he will furnish us with updates from time to time. I am sure we will all support Chuck as the editor of COUPE CAPERS. His wit and talent as a writer will be apparent to everyone.

I guess this is a time for reflection on past accomplishments of the club and its members, which are so numerous that I am afraid to begin listing them, so I shall hit some of the high points in hopes of illustrating what a group of individuals can accomplish when all moving in the same direction. I guess the first and foremost thing that we have accomplished is bringing national attention to the Ercoupe through fly-ins, meets and awards. Gone is the day when one has to apologize or make excuses for owning or flying a coupe. We have one of the finest insurance plans in the world, offering coupe owners a rock bottom rate for insurance. We have brought together coupes from the East, West, North and South in our first National Fly-In this past May. We have provided members with new items and modifications for their Coupes. We have distributed information to coupe owners in all corners of the globe. We have developed new brakes, brake discs, steering balls and many improvements in windows, lights and seats. As I said at the beginning I am sure that I have left out many other things that I should have listed, but my memory is now exhausted.

In the future, who knows, we are about to have our second annual Sun 'N' Fun meet and are hoping for a great turn out. I hope to have on file the Non Profit Corporation papers within the next week, courtesy of one of our members Bruce Pitzer. Next issue, I hope to announce a Northeastern Representative, and a Northwestern Representative. These boys will stir up additional interest in Coupes. I hope to announce the results of our project in the next few months. I also hope to be able to announce a new engine installation for the coupe. As you can see, the coming year will be a busy one and a good year for coupes. With the help of all of our members we will continue to grow and succeed.

We were pleased to hear from many of you by phone, and to have had the pleasure of Richard Clarke and his lovely wife, who stopped off on their way back home from a Florida trip. In closing, I would like to solicit any suggestions you might have for a better club.

KCF  
Skip



SUN "N" FUN JANUARY 17-23 LAKELAND, FLORIDA

EOC will meet there 21-22. FORUMS -- TROPHYS -- AWARDS



## FRED E. WEICK AWARD GIVEN TO DUB HALL

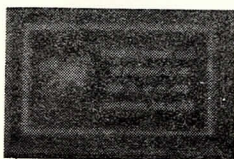
After much delay on my part we finally received the FRED E. WEICK award which was presented to Dub Hall at the national fly-in at Tahlequah, Oklahoma this year. As the plaque had not been made, it was awarded verbally to Dub and finally he has received it. This award will be made annually to the person who has rendered outstanding service to the members of The Ercoupe Owners Club. There are spaces for several names and the recipient will be allowed to keep the plaque for the year. Selection will be made by the former recipients and the National Director, from a list of deserving members. If you would like to nominate someone for this year then please send the name of that person to me or Dub so that we might select this year's recipient.



A word about the plaque which like the Ercoupe and its designer are somewhat unique. The base is solid walnut wood approximately 9 x 12 inches in size. The top of the plaque is a deep etched metal (the words and photo stand out) and the base color is black krinkle paint, the words and parts of the photo that stand up are a satin finish natural zink. I hope that the photo will give you a better idea of what it looks like. It will be on display at the National before being awarded for 1977.

## SOUVENIR PLAQUES NOW AVAILABLE

The photo below will give you some idea of what the plaque looks like. It is also the Deep Etched Zink metal and mounted to a Walnut or Marble base. The

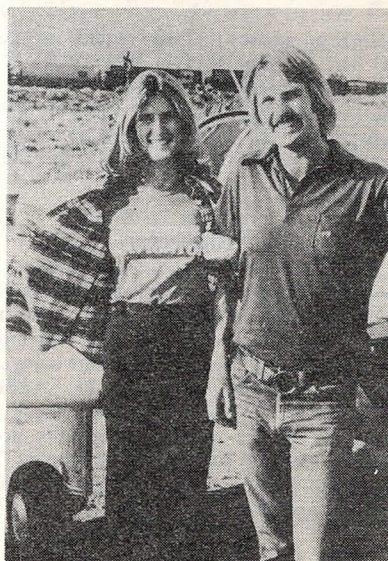


wording is as follows: ERCOUBE OWNERS CLUB, 1st NATIONAL FLY-IN, MAY 29,30,31, 1976, TAHLEQUAH, OKLAHOMA and has a Coupe on the left side. These are available for \$5.00 for the Walnut or \$6.50 for the Marble. It takes about 4-6 weeks to get these so order now! This is a great momento for your wall, desk or mantle -- order now for early shipment! These will be made for the 1977 Fly-In and will be available at the field. Skip

## HESPERIA FLY-IN

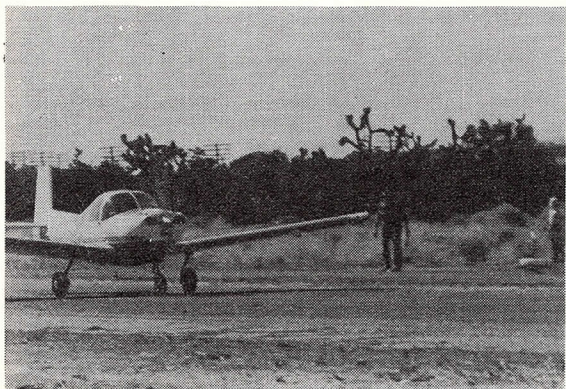


*Gary Dalluge in N3040G.*

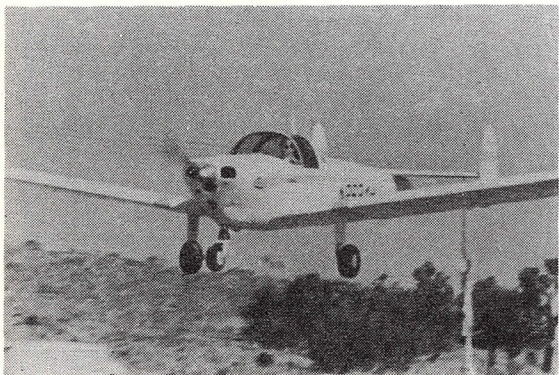


*Pat Crawford wears a tee-shirt that says, "Ercoupe Navigator". With a navigator like that, Gary Olson says, "It's fun to be lost."*

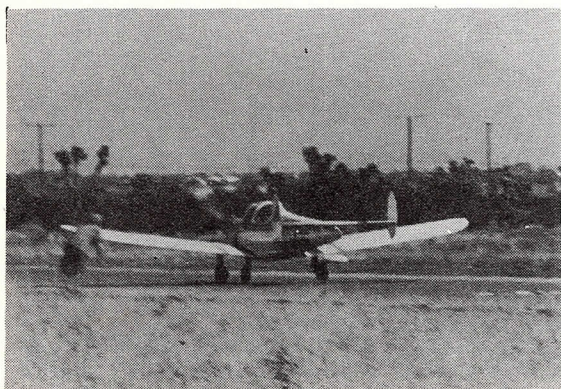




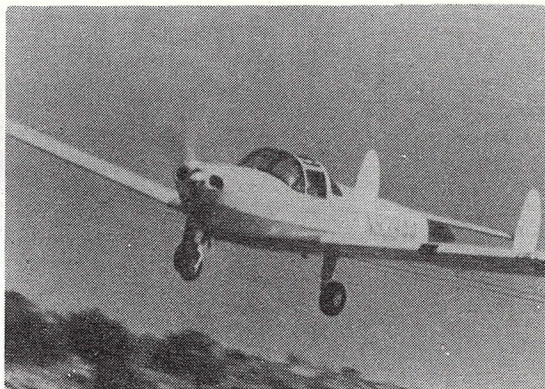
*Mooney Cadet touches down in the spotlanding contest. Phil DuBois runs out to mark the spot.*



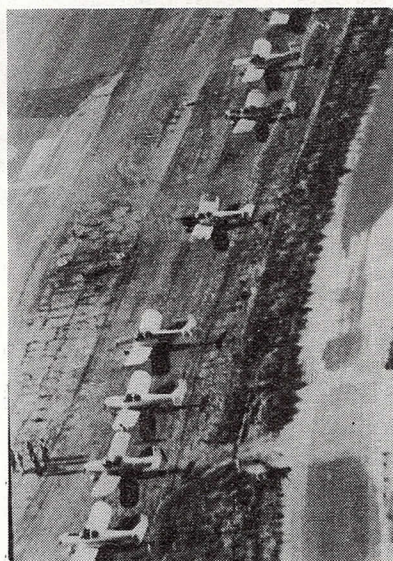
*Scott Reaser brought sighs of relief to the airport manager by declining to enter the bomb drop. This year, instead of bombing the Hesperia flight line, he found a lady Cessna pilot to introduce to the charms of Ercole flying. They apparently took the "scenic route"; they were gone for half-a-day.*



*Phil DuBois runs out to get the exact measure of Gary Dalluge's spot-landing. Gary won second place.*

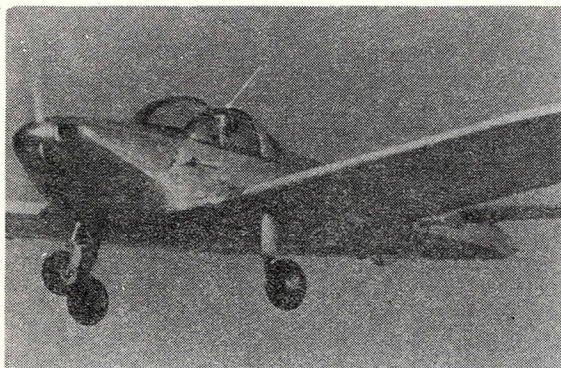


*John Coe makes a low pass during the flying activities at Hesperia. Even though John's beautiful 'coupe brought many admiring looks, John later sold it and bought a Cessna 150. He needed an instrument trainer. His 1946 'coupe brought in more money than the cost of his Cessna 150, twenty years younger!*

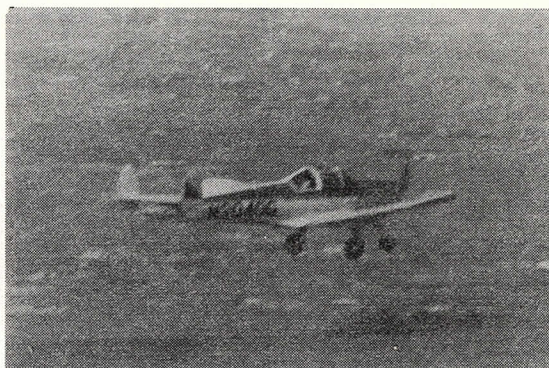


*The flight line at Hesperia Fly-in was pretty short, due to bad weather in the Los Angeles area. Hesperia, itself, is in the desert, and the visibility was unlimited, but pilots from Los Angeles area, San Diego, or Palm Springs were unable to fly unless they were willing to fly above 11,000 feet to get there. Most drove.*





Gary Olson makes a low pass in his all silver 'coupe at Hesperia, California. Gary won the Best Coupe award, but even so, he has plans to have it painted. "Too much time spent polishing, and not enough left for flying," he says.



Gary Daluge takes his prize winning 'coupe on a local flight over the desert community of Hesperia. There were many local flights and spirit was high.



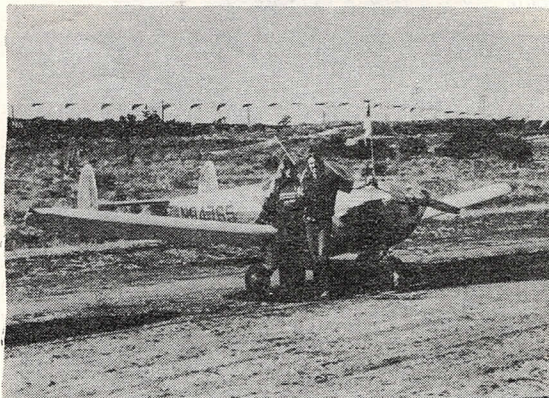
Don Berkey "peels off" after his bomb run and Gary Sanders can be seen stretching the tape in the lower left corner of the picture.



The trouble with arriving late at an Ercoupe Fly-in, is that all of your flying buddies are already there and watching your landing technique. Everyone wants to be a critic, including, from left, Phil Dubois, Jack Owen, Gary Sanders, and two unidentified others, as a Mooney Cadet nears touch down.

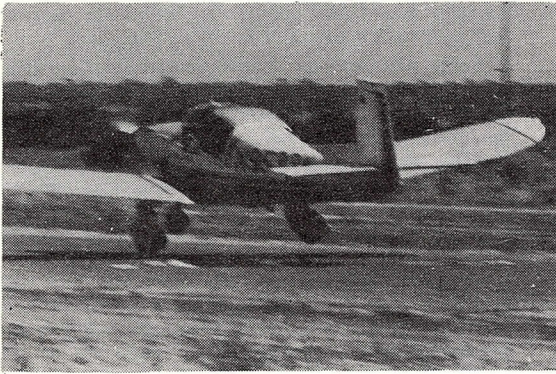


Wayne Olson, shown arriving in his Cadet, staged the "Ercoupe Groupe" event. There were contests, judging, and a banquet. Chuck Ferris showed slides taken at the National Fly-in at Tahlequah, Oklahoma.



Pat Crawford and Gary Olson pose in front of Gary's all silver '46, 415-C. Gary and Pat had to climb to 11,000 feet to top the weather to get to Hesperia.





*On his first attempt, Wayne Olson puts one wheel on the flags in the spot-landing contest. "On his second try, Wayne put his wheels exactly on the mark," said judge Phil DuBois. Wayne won the contest.*

### FROM THE MAILBOX

585 North Star Rd.  
East Aurora, N.Y. 14052  
1-2-77

Dear Skip:

Please disregard the ad I sent about a week ago in regard to selling my Ercoupe. I had a deal going on another coupe but it fell through.

Enclosed is a photo of my 3003H and \$13.00. \$10.00 for next years dues and the rest for one of the buttons with Ray Murray on it if possible. If there is any balance, use it for postage.

Here is a list of all the most noteworthy articles on the Ercoupe that I have in my collection. Hope it will be of some use to others.

Skyways-July 1945-centerfold & test report.

Flying-Aug. 1946-centerfold & test report.

Flying-Jan. 1946-Ercoupe on cover.

Skyways-Dec. 1945-Ercoupe on cover.

Air Trails-Nov. 1945-Ercoupe on cover.

Life-Oct. 7, 1940-shows Ercoupe being landed with hands off controls.

Sport Flying (Challenge Publication) Vol. 1, Issue 3, Aug. 1967 has excellent story title "Turn the Tigers Loose" shows Weick W-1A, Coupe on floats, model with retractable gear & others.

These are the best of what I have been able to locate. Maybe someone can combine these with others that have been sent in and make up a master list.

Best Regards,

Ray Murray

P.S. Skip, do you know of any plastic models of the Ercoupe that are available?

*Love that paint job. Might use it on mine, what color is that yellow? Skip*

RR1  
Springfield, SD 57062  
12-29-76

Dear Skip,

Enjoy the COUPE CAPERS very much, especially the last issue, had many worthwhile hints and tips.

We are flying our coupe quite regularly, in spite of our S.D. cool weather. We drain our oil quite regularly after each flight and have the warm oil to fill it. That way we are assured of good lubrication.

The problem we have in minus degrees is windows frosting up. Our heater does a very good job otherwise, no problem keeping warm.

We are restoring a 46 coupe at present, doing a thorough job of cleaning, recovering wings and replacing wiring and control bearings and are going to paint it.

Didn't encounter any corrosion problems, although the squirrels had carried a half bushel of plumpits into the fuselage, through the torn wings. Couldn't resist bringing it back to health.

Thank you for printing such a fine newsletter.

Garret J. Heusinkueld

*Hope you have the other one flying soon. Skip*

225 S. Park  
Casper, Wyo. 82601  
12-28-76

Dear Skip:

I don't remember the subscription price so I'm sending \$25.00, if there is any left, use any way you see fit to help further the good of the club.

"Univair" is cooperating with us on the change to a 0-320 and we should be finished by spring on my '66 Alon.

When everything is completed and STC obtained, Univair will have the kits, whatever that entails, but it is pre-mature to have anyone contact them yet. I'm sure COUPE CAPERS will be the first to know.

I was amazed at the beautiful facilities and cooperation we received from Univair & the president, Mr. Stephen Dyer.

Sincerely,  
Larry Brouillette

(P.S. Still have 3 coupes)

*Thanks for the extra Larry. It sure helps with the expenses which seem to be going up. Also, keep us posted on the engine project, you're right, the folks at Univair are tops - Steve and Jan are super folks. Skip*

Rt. 5, Box 451  
Plant City, Fla. 33566  
12-28-76

Dear Skip:

Enclosed is a check to renew my COUPE CAPERS for another year. Also an extra \$5 for postage or the project which even has the greater need.

We are expecting a great turnout for "Fun 'N' Sun". Bill Morrison has been very busy making



arrangements so that everyone will be comfortable and cared for. I will be helping with some of the preparations and some of the forums. Looking forward to seeing you again and many of our Coupe friends from across the country.

Ray D. Sullivan

*Thanks, Ray. Will see you soon at Sun 'N' Fun, and Bill always does a great job. You guys in Fla. don't know how lucky you are to have him. Skip*

12-29-76

Dear Skip:

As always-you are doing a great job with CAPERS and we always read them from cover to cover.

We have about 150 hours on our little ragwing no. 575 (N42EC) and I really do enjoy it. My wife is now taking lessons and has 5 hrs. Actually it is her Ercoupe since I gave it to her for her next 30 birthdays, X-mas, Ann., etc. Now I have to ask her to fly it.

We enjoyed the Natl. fly-in and will be there again next year.

We've sold one of our Ercoupes so now we are down to the one we fly & two others. We did change to a double fork nose gear as a new wheel & bearing was still very sloppy & the shimmy was really bad. Have a happy new year!

Doc.

Dr. R. K. Seng

*Thanks Doc, we will look forward to seeing you at the National this year. Thanks for the extra - with postage last issue, it helps! Skip*

Dear Skip,

Enclosed find check for renewal and a little extra for the cause. Had two almost total crashes since July, in two different coupes, the coupes are so strongly built in the cock pit area, I did not even get shook up. Hope to make the Lakeland Fly in, in 3627 H. Had a new coupe in 1946 and liked them always. Keep up the good work and the Tips. Will be a little slow getting to Lakeland as I had my props set for max take off performance.

Respectfully,  
G. E. White



P.S. 600' is not long enough in 100° temp. Engine dead over trees does not make for a good landing.

*Sorry you lost your coupe George but I am glad that you weren't hurt! Someone want a project? Contact George White, P. O. Box 211, Plumsteadville, Pa. 18949. (215) 766-7127.*

*(This plane is for sale as seen here \$1,500-\$1,500 New Air Tex interior, large luggage comp. V.G. engine).*

12-27-76

Dear Skip,

Renewal time for me coincides pretty well with Christmas and I couldn't think of a better time. I really enjoy each issue and certainly hope the membership continues to grow.

My little coupe gets quite a bit of attention because most airports in these islands have never had a Coupe on them before.

Maybe a fly-in to St. Thomas???

Sincerely,

William Kehoe

Box 120,

St. John, U.S.V.I. 00830

*I can't think of a better place for a Fly-in, but I am afraid the water might cause some of us some problems. Skip*

12-14-76

Dear Skip,

Enclosed is a check for my dues and fifteen dollars for Alverna's trip. I think we should take that other friend's lead and send her flying.

A member who wanted info on converting his C-75 to a C-85 rattled my cage. He should get hold of FAA Aircraft Specification no. A-718 and A-787 plus continental service bulletin M47-16. He will find out the 415C is approved for 85 HP and that conversion to 1400 gross is not required.

Every serious Ercouper should have the above specifications to show the local aircraft repair types. They usually have as much misinformation as information.

When I first got my coupe flying it did automatic slow rolls and would stall like a Piper cub. The engine featured a C-85 venturi with a C-75 main jet, plus a prop everyone said I would have to change when I converted to C-85. Well I didn't, as the prop met the specs. When you get to converting the tail feathers buy some that are already modified. Its cheaper. Oh yes! Don't expect much from continental. I sent in my old plate with the money and info they requested and many months later they sent me a new plate incorrectly filled out. There we were with my new engine chrome jugs and all restamping the correct numbers, we could have done that at square one.

Sincerely,

Fred Garrity

*Sent the money to Alverna. Hope she gets enough for the trip. Skip*



12-18-76  
Box 82  
Neponset, IL 61345

Dear Skip:

It's time again to give myself a Christmas present, like continuing with E.O.C. Enclosed you will find my check for \$10.00 for my second year.

My first big thrill came when at 53 I learned to fly. My second thrill came seven months later when I bought my own plane and its one that has bugged me since 1949 when I took four hrs. flying lessons but never got the chance to solo it. At least once during each year after, I'd dream of flying that beautiful little airplane the "Ercoupe?" Now I don't have to dream. I do it. The Club which I joined decided to sell the Tri-Pacer and the man who purchased it wanted to sell his coupe. You know the feeling of that certain girl you longed for but you didn't think would ever say yes? So goodbye to the friend and hello my Love N2916H. She didn't look too nice in that old faded yellow dress. Now give her a new pretty dress and what do you have? Wow I just knew she had it.

Thrill no. 3 came when I left here for the Tahlequah Fly-in. Meeting you wonderful people with the same interest. My regional director Dale Samuelson was so helpful. Even though we hated to leave the trip home was nice. We left two coupes at Galesburg because of bad weather but Dale and myself came down on the deck almost to Kewanee where my bird is hangered. Dale called back to Galesburg to tell the other two fellows how to get through the front, and they did.

Thrill no. 4 came Friday when I got my FAA test back. I passed. Now I won't have to fly alone. I may be slow but I made it.

Now you know my Love affair with the Coupe. My wife's is my secret. 35 years. She has stayed by me.

Marvin F. Gray

12-13-76

Dear Skip:

Thank you for your check. Your kind consideration is deeply appreciated. This is what will make the flight a success, the morale builders.

In all sincerity, I am making the flight for Ercoupe sake. Fred is my very dear friend and I want to make him and all coupe owners proud of me. Dub tells me, they will all be behind me and I believe him.

I am having my plane majored in April or May. It needs it and I don't want a sick engine for the flight.

Tell everyone hello at Sun-n-Fun. I can't take off work, plus the expense at this time because my plane needs attention. We love each other and we'll prove it come July.

Have a Merry Xmas and give your wife, my regards.

Thanks loads,  
Alverna

*We will miss you at Sun-n-Fun. Skip*

12-2-76

Dear Skip:

I am wondering if all the controversy about gasoline is justified, in other words has anybody actually had any motor trouble from using a different kind of gas?

Up here in Alaska, 2 tanks out of 3 I buy is 100 oct, because thats all they have, and during the summer of 1975, I lived at Boundary, Ak, and burned car gas out of an old hand pump with the 10 gallon glass bowl on top, and now I have 2409 hours, and its never had a major, with absolutely no problems.

Maybe I just have an exceptional C-90.

Sincerely,  
Keith Whiting  
Haines, Ak. 99827

*Can't keep a good man down!*

Dear Skip,

I think I will keep my Goodyear brakes as long as I can quickly obtain parts for them from Skyport because they let me stop in a shorter distance than a short field takeoff consumes even with 100 horsepower on takeoff. If one were going to crash it is better to do it upon landing after being almost stopped and also to get it over with than to do so after speeding up for an attempted takeoff. Of course I hope nobody chooses places to land like that. But seriously, I do not prefer rudder pedals because I enjoy my feet being free for long cross country travel so I have a brake pedal. I am able to hold the plane in position even in winter for a full power runup with an 0-200 and I have in the past inadvertently screeched the tires on landing roll with the Goodyear brakes. Thus, the stopping power with Goodyear brakes is more than enough. They might be a little harder to work on than Cleveland brakes, but for one rebuilding every four or more years, the maintenance difference should be neglegable. However, I do have one trouble which I do not think Cleveland brakes would cure. I get rust pits in the discs. I understand that the use of stainless steel discs or chromed discs is illegal, but since my reverence for laws is similar to that of Bakunin, I would circumvent having the illegal discs detected upon inspection by mixing up some iron oxide dust with some good paint varnish and painting the outer edges of the stainless steel discs so that they look like rust typical of the legal brake discs. (Cleveland brake discs have the same iron and probably the same rust problems as Goodyear brakes.) The question is where could I get the stainless steel discs and how much would they cost?

The other week I had an occasion to use a 1400 foot grass strip to land where I could walk to a store and buy a suit. Since I had put it down and stopped it within 1000 feet in the past, I resolved to try it. The private strip associated with the suit store was in the middle of a neighborhood and since most people do not use such miniscule airports unless necessary,



crowd gathered. Of course, I had it stopped with a generous amount of room to spare and the Ercoupe makes it quite easy to do this. Think of it, no flaps are needed to be down and stopped in less than the takeoff run. Although others I am sure have tried shorter airports, this is about as small a strip as I would care to use. If anyone is nuts enough to use a smaller airstrip for use other than smuggling wobbly weed which is better airdropped anyway if you don't want to get caught, I think I would not use it. Even though I entered this field with a minimum of fuel and other weight, I decided that when it was time to takeoff, it would be better to throw convention to the wind than to throw caution to the wind. With solicitude I persuaded the spectators to let me extend the length of land I would use to takeoff by allowing me to use a treeless front lawn and the street where I had two people ready to stop traffic for a second or two if necessary. It was done with the utmost care to be sure nothing would be disrupted by the prop blast and none was inconvenienced. I was off with plenty of room to spare even though I am ill-accustomed to using the majority of a field to takeoff. Also, there was no obstacle at the end of the field. I consider my flying skill only average for the number of hours I have and I think of many larger more expensive airplanes in which this adventure would not have been safe.

I will be at Sun and Fun if my schedule permits it.

Your friend,  
Barney Vincelette  
Math Dept, Univ. of Ga.  
Athens, Ga. 30602

*Hope to see you there. Skip.*

630 South Fancher  
Mt. Pleasant, Michigan 48858  
1-5-77

Dear Skip,

I was especially interested in Walt Taylor's experiences with the mythological two-control restriction on a private license when the check ride is taken in a Coupe. I took my check ride in my two-control Coupe in August, and my private license is NOT restricted.

The myth, however, is deeply imbedded in flight training folklore. My instructors and two G.A.D.O. officials told me that my license would be restricted unless I took the check ride in a three control plane.

My check pilot, however, said that there is no such restriction because even a licensed pilot should get a checkout in any unfamiliar ship that he or she will be flying.

Sincerely,  
Bennie Graves

*Some myths still persist about coupes. This was true in the late 40's - but you still got your ticket but were restricted to flying Ercoupes. But what difference would that make?*

Dear Skip,

Although I have been unable to attend any of the flyins, I really enjoy reading about them. Some coupes are really painted beautifully. I was able to see the orange and white one at Oshkosh and it is something else.

If you ever get in the STL area, stop in at Arrowhead Airport, we have 4 alons and 2 Ercoupes there, and would enjoy seeing you.

In addition to the 6 coupes, we have the following less interesting aircraft:

2 F8F Bearcats, 1 Seabee, 1 Tiger Moth, 1 Tail Wind, 1 Jodel, 1 Aeronca Birdog, 2 cubs, 3 Stinson, 2 Tri-Pacers, 2 P1H Specials, 2 T-28's, 2 Stearmans & 1 N3N, 2 Navions, 2 Brantly copters plus the normal airport litter like Cessna, Beech & Piper.

Lynn E. Carroll  
13243 Cederoyal Dr.  
Des Peres, Mo. 63131

*What an Air Force you have!*

## BUY AND SALE

### WANTED:

Pre-1950 Model Airplane engines and small or unusual cameras. A. L. "Buz" Kimball, 6 Maple Dr., Catlin, Ill. 61817.

Coupe in good condition. Call days 1-608-365-9482, nites 1-815-389-2122. Robert W. Carts, 15534 Arneman Drive, South Beloit, Il. 61080.

During the period of not being a member, I have looked at different aircraft types (Cessnas, Pipers, etc.) and have not been satisfied with any of them. I am only satisfied with one aircraft type and that's the Ercoupe. I regret ever selling mine. I will be looking for another coupe in the near future and hope to attend future Ercoupe flyins. Charles C. Patton, R. 1, Box 117, Ceresco, Michigan 49033.

### FOR SALE:

Must sell coupe for 4-place airplane. Have owned N94071 for almost a year. 1946, 415-C, 75 hp., 2500 TT. Engine has 1500 since major, 700 since topped lowest cyl 73#. The Coupe is all metal has a bubble windshield, new interior and soundproofed. Rod end bearing to replace steering ball, new brake pucks (needs new disc) new wing tanks and an ELT. \$2800.00 615-762-6214. Joe Lee Brown, Rt. 7, Box 125, Gimlet Rd., Lawrenceburg, Tn. 38464.

## HINTS & TIPS

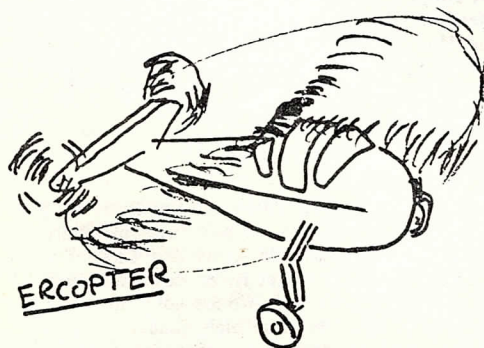
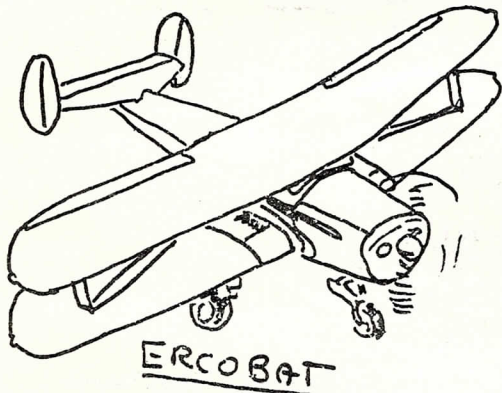
You're right - C75-85, C90, and 0-200 engines all have the same 4-1/16-bore. But stroke for the C90 and 0-200 is increased from the 3-5/8-in. of the C75-85 to 3-7/8-in., and compression ratio from 6.3:1 to 7.0:1. The horsepower increase for the 0-200 is obtained by



increase in rated rpm to 2750 from the 2475 of the C90 - just as that for the C85 is obtained by increase to 2575 rpm from the C75 2275 rpm.

Bob German  
Skyport Aircoupe Services

Regarding use of car gas, I flew my Coupe about 40 hours this past summer with no problems. Flew my last planes, both Taylorcrafts about 300 hours on car fuel with no problems. Please do not use my name in reporting this as at least one club member is an F.B.O. near here and I don't want any repercussions. Most of them around here expect you to stick by every rule, regulation or suggestion that will put a buck in their pocket. Whereas you could write a book on some of the things they do in pawning off bum planes and parts on us poor souls.



## NEW MEMBERS

Ed White, John Matras, Les Cole, John Crutchfield, Alan Luckey, William Hill, Joe Wilson, Clair Swain, Richard Jordison, Ray Bernhardt, Richard Murphy, Guadalupe Barrera, Ross McDaniel, Mercury Flying Club, Ron McKinnon, Howard Lee, Tedd Bishop, Rudy Perotta, Phillip Duncan, James Reynolds, Robert Tate, Bill Elliott, O. V. Bogynska, Guy McMackin, James Bowman, Al Henderson, David Cornish, Stanley May, Oliver Henry, John Rogers, Eugene Cult, James Laird, William Brown, Robert Little, Ellis Sinclair, John Appfel, Keith Feaster, Mr. & Mrs. Chalfant, Daryle Messner, Michael Madrid, Roger Marlen, Gordon Coddington, Alton Fell, Harold Kerslake, Will Guy, Leland Roth, George Humphrey, H. G. Stallings, Roger Robinson, Victor & Kay Pazdzies, F. W. Montgomery, Thomas Souza, Donald Moore, Mrs. Ruth Jobes, Wayne Lawrence, Stephen Ayres, Yacht Hurst, William Jacobs, Walter Breshears, Richard Burnett, Earl Schnoe, Marvin Bauch, Ernest Dunn, Rodney McIntyre, George Wentz, Richard Casey, Richard Dempsey, Allen Henderson, Chris Falconar, Carlos Thomas, Alton Johnson, Lee Thomas, Gregg Grace, Robert Schlabaugh, Oscar Riengold, Junior Unsel, Lt. Col. Metz, James Jickling, Tom Jungck, Dave Honigman, Pete & Boog, Lee Martin, William MacNary, Louis Dockman, Elden Peterson, Cecil & Maybelle, John Pirhalla, John Coughlin, Buz Kimball, Martin Geiger, Billy Morris, Jim Kirwan, Kenneth Krongos, William Stockbridge, Walter Taylor, Gary Dallugge, Gerald Puckett, Arthur Collins, Gerald Calvert, Robert Helterbrand, Zane Welty, Dale Nielsen, William G. Camperlino, Richard Wirt, Gay & Gene Taylor, Lowell Satterlee, Robert D. Fisher, Robert Carts, David Lautenschlager, Thomas Warmuth, Ron Haggerman, Richard Homet, James Kelly, Rod Kidd, Ron Saglimbene, Patricia Volkerts, Andrew Haller, Jerry Hacker, Mel Anderson, Paul Rodgers, Reese Williams, Don Chick, Tom Dunston, George Hughes, Robert Craft, Robert Keller, George Gallaspy, Joe Lathan, Jean Paschal, Wilfred Britton, Robert Huyck, Charles Martin, Angelo Duncan, Victor Conatser, Michel Bussieres, Jerry Miller, Jerry Sexton, Patrick Murphy, Edward Pieters, Albert Richter.

## SPECIAL PROJECT

Max Burr, George Mowery, Perry Tanner, Alverna Williams, Fern Blocker, Charles Waldrup, C. M. Cunningham, W. F. Ott, Jim Jackson, Lyle Cuddeback, Jon Hiles, Ruth Jobes, Thomas Crunk, Frederick Garrity, Jim Wright, Jim Tennant, Robert Craft, Tom Dunston, Robert Keller.



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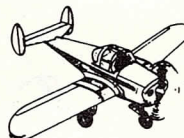
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**RENEW!**

Do you have a red stamp on the front of this COUPE CAPERS which says "Your membership expires with this issue." If so its that time of year again. So before you forget it, sit down and mail in your \$10.00 for next year. We are going to continue to try to give you the same high quality newsletter, some discount deals, and all the other extra benefits of Club membership for the same low price. So mail in that RENEWAL today!



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**NOTICES**

Fran Heath is moving and asks that all orders for club items be sent to her at the following address: Fran Heath, c/o Jan C. Heath, 913 W. "E" St., Jenks, Oklahoma 74037. Fran asks that you please be patient as there will be some delay in filling orders. She has been giving a great one day service, but says that it will be a little longer now. She also asks that you please send stamps with orders as the SAS envelopes don't always fit. If in doubt, send 2 stamps.

(1) Bound issues of Volume I - \$3.00 ea. pp.

(2) Bound issues of Volume III - \$6.00 ea pp.

(3) Volume II, Issue No. 1 (only one printed) - Free with an order for any bound volumes - limited supply!

(4) Bound issues of Volume IV - \$6.00 ea. pp.

(5) Vinyl Decals - 50 cents ea. + postage

(6) Water Decals - 25 cents ea. + postage

(7) Cloth club patches - \$1.50 ea. + postage

(8) Tie tacs ( ) gold or ( ) silver - \$2.50 ea. pp.

(9) Club name buttons, with your name & club emblem - \$2.00 ea. pp.

The club also has available the following items at no charge to members, but please include a SAS envelope or send adequate postage.

Paint sheets, bumper stickers, Iron-ons (red with no club name) and blue with club name, nose bowl & wing landing lite sheets, folding wing drawings, service memo 58 & 58A, copy of IOCE letter, Univair price sheets & parts lists for coupes while supply lasts! Also catalogues from W. E. Commings - limited supply!

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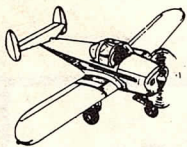
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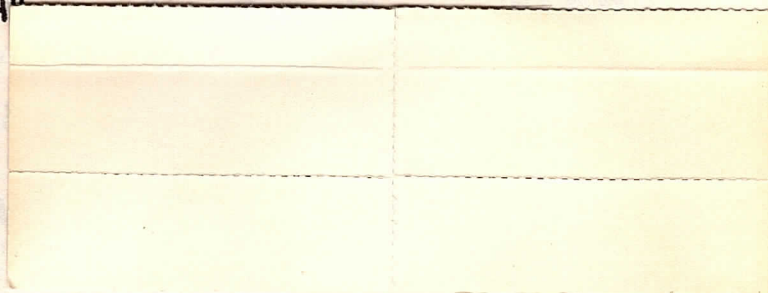




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