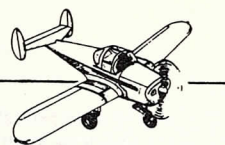


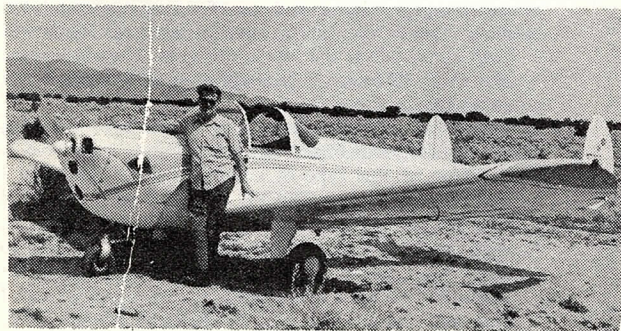
COUPE CAPERS

NEWSLETTER OF ERCOUE OWNERS CLUB



VOLUME 5 NUMBER 9 FEBRUARY 1977

EDITOR: Chuck Ferris



UP FRONT

"You've Got To Take Off Again. . ."

Skip called. Because of the pressure of business and other demands on his time, would I edit COUPE CAPERS for a while? Would I? I jumped at the chance. I said yes without even thinking of my own slogan: "Think before you land. Unless you want to walk home, you've got to take off again."

Years ago I bought my 'coupe to free me from the constraints of club or rental plane. I wanted to be able to make an off field landing. That's a no-no in a rental plane. So I bought the Erco. I asked an instructor, who counseled, "Forget it, the age of the barnstormer is past." Nevertheless, I checked California laws, I read FAR's, I read the fine print in my insurance policy. And then one warm day I headed for California's Mojave Desert. I decided...today is the day I'll make an off field landing.

I cruised over the desert a few hundred feet high...there is no legal minimum there. I watched below. I raced with some motorcyclists...I went as slow as I could, and they went as fast as they could. I was feeling exhilarated. Then I saw an isolated tract...some bulldozed "streets" scraped from the desert floor. "There," said I, "is my runway!" I made a low pass looking for rough spots or holes. I made a guess at the wind. I made a wide low pattern, came over the fence with my heart in my mouth. I had no slogan that said, "Think...you've got to take off again", so I landed!

Clang! Boy those metalized wings boing-boinged as I rolled out. What a thrill, the biggest of my flying career; bigger than first solo. I rolled to a stop at the corner of Nowhere Street and Woebegone Ave.

I got out and strolled along the desert. It was dead quiet, warm, with open space in all directions. I took pictures of the plane, the desert, and my plane and myself. I enjoyed it. Now, I began to contemplate my take off.

The very light breeze favored taking off on the "cross-street". The road was sand, and I walked along my take off "runway" inspecting, bending down brush. My wings extended over the shoulders of the road. Once on a cold morning at Van Nuys Airport, 800 ft. elevation, I took off in 800 feet. "Therefore," I thought, "I should be airborne before I pass the second tumbleweed." So I revved up in the Mojave Desert, Elevation 3000 feet, on a sandy road, on a warm day.

Needless to say, when I went by the second tumbleweed, I had no lift at all. Indeed, I had barely begun to feel the controls when I saw the fence coming. "Keep your head. Keep your nose down," I thought, "and build up speed, and at the last moment zoom over the fence." So I kept the nose, built up speed and at the last moment pulled back the wheel and zoomed over the *bottom strand* of the fence.

Bang! "I hit the fence.....but I'm flying." Thank God ERCO built em strong. I tried to inspect the nose gear but succeeded only in losing my sun glasses. There is no way to see the nose gear from inside the cockpit. I flew home and landed VERY gingerly. Result, multiple scratches, and the propellor to the repair shop, and a new personal slogan. "Think before you land; you've got to take off again."

My off-field landing experience is limited to that one: Never Again! But I still leap into projects. "Sure," I told Skip, "I'll edit CAPERS." It's easy to land, but, now fellow 'coupers, let's see if I can get airborne.

Chuck Ferris,
Temporary Editor



"SKIP SEZ"

It sure was refreshing to read Chuck's copy this month and sense the great job that he has done on his first attempt. It just goes to prove that you can't hide talent. Chuck has always been willing to take on any task that I asked with a zeal that would inspire anyone. Last year at the national fly-in we were all seated at the banquet, I had a rough outline for the program when one of my better ideas came to me --why not get Chuck to read his poem "I Smile". Well I ran down to Chuck and with only a few moments notice he agreed to close the program. I want to convey my gratitude to Chuck for helping out and allowing me a rest and time to get other things started. We have made plans for the second national Ercoupe Owners Club Fly-in, which will be held July 2nd, 3rd, and 4th, 1977 at Tahlequah, Oklahoma. I have contacted some of you and will be contacting more of you regarding the Fly-In, we need all of the help that we can get in order to make this the biggest and best Fly-In ever so please volunteer your services. The times and prices are not yet firm but you will be notified of the program as soon as possible. This year we will have the Forums at night at the College so we can have time for all events. If you have any suggestions for making this a better Fly-In then please contact me at once.

I hope that this is not too wordy but I have a lot to say this month. I have recently returned from Florida and the "Sun N Fun", which we renamed the "Sneeze and Freeze" as Florida was having the hardest winter in history. But the hardy Coupers took to the sky and highways to again show up in record numbers and as to not be outdone in other areas we had the largest and best attended forums and also Bill Morrison was awarded a Meritorius Award for his Coupe by the Sun N Fun folks. So as they say in the movies, "once again the oft maligned Coupe did triumph".

While in Florida I contacted a company that makes metal castings and inquired about making a set of Wings for the Ercoupe Owners Club and am awaiting a reply from them on this. In the meantime, I received a letter from Semi-Air, the people who make the Tie Tacs, that they could furnish these in a size of about 2 3/4" for about \$6.50 each and a \$100.00 one time die charge. How do you feel about having your own set of wings like those pictured below? If there is enough interest then we will have them made--I need to know so that I can get started on this. If you don't write, then we will let the project die.



Models are still a topic of much interest so I have again contacted Lindberg Model Co. in hopes of making a bulk purchase of their scale Ercoupe model. I will let you know more on this later. Also, one of our members, Lee Waite, talked with me in Florida and says that he might be able to help on a desk model if Lindberg doesn't come through.

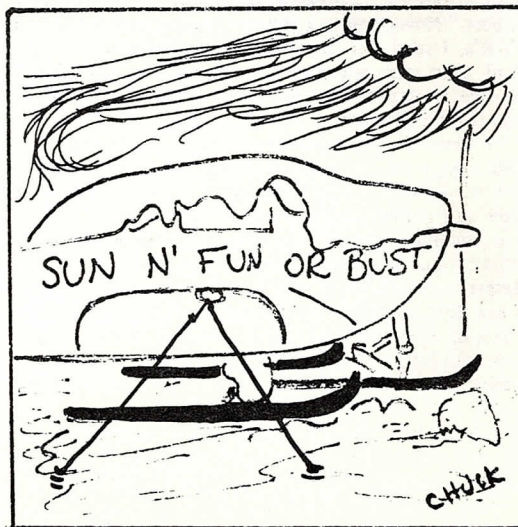
Patches and Plaques -- I hope to order the patches for last years Fly-In and also for this year's and will have them before Fly-In time for last year. They will both be on sale at the Fly-In this year. The plaques are also going to be made and will be available before and at the Fly-In also.

As you see from the above I have been enjoying the freedom that Chuck has given. I hope to be able to do more of this type of administrative work since I don't have to write COUPE CAPERS each month. I have also answered an inquiry from J. R. Nielander, Jr. with the EAA Antique and Classic division wanting to know more about our Club and its operation, seems like other people are beginning to notice our efforts. I also sent material to AIR PROGRESS MAGAZINE, who is doing an article on Coupes, also Lou Buffardi, one of our members is writing a book on Coupes and I sent him a lot of material also.

Please notice the new list of Club Items and Fran's new address if you want to order anything. I would also call your attention to the discounts offered by several companies to Ercoupe Owners Club members.

In closing, please remember to send all materials for COUPE CAPERS to CHUCK FERRIS, 8750 Paso Robles Ave., Northridge, California 91324, phone 213/886-1450. Send Renewals and New Memberships to Ercoupe Owners Club, P. O. Box 15058, Durham, N. C. 27704. I would like to thank all of you who have sent a little extra with your renewals, with increasing costs this really helps out, more next month.

KCF "Skip"



SO YOU CAN'T BUY 80/87? NOW, WHAT DO YOU DO?

Dear Chuck,

Enclosed is check to help Alverna on her planned trip. Please send check to her.

I've been reading in COUPE CAPERS Pro & Con about using car gas in our Ercoupes & Alons. I'm wondering about the insurance coverage on the plane if loss occurs with car gas in the tanks. Is the insurance valid?

See you at the National Fly-In in '77.

Carl Sparkman
Box 421
Hutchinson, Kansas 67501
662-2820

Dear Carl,

I passed your question along to Gordon Squires, who handles the Ercoupe Owners' Club group policy, and here is his reply. --Chuck

1-21-77

Dear Chuck,

I tried to keep this short. Please feel free to use it as a letter to the editor. I think it's an important question and I'd like to encourage the members to ask insurance questions before the bad event.

The question of the insurance implications of using autogas in aircraft is a good one. I consulted a Company claims manager, an independent aviation adjuster, and my lawyer.

The consensus is this. Such use of autogas could in certain circumstances lead to Company denial of coverage. The circumstances would be that first the Company decide on a hard-nosed approach. Secondly, they would have to believe that they could prove that the accident had been caused by an engine failure itself caused by regular use of autogas. My lawyer says he would not relish being on the Company side of that suit.

Our feeling is that the Company might hang its hat on the common insurance principle that one doesn't insure against the results of intentional acts. Exclusion 3 on the Omni policy jacket explicitly so states.

Putting unapproved autogas in our aircraft is an intentional act.

It could go this way. The Company denies coverage. You sue the Company. You win. But time has passed. And you have to pay your lawyer and endure worry and frustration. Who needs that?

As an owner of an Ercoupe hooked on 80/87, I am concerned and hopeful that the tests being done by EAA and other organizations and individuals will lead to approval of autogas in our aircraft.

My personal decision is to wait until the testing results are in and properly evaluated. I suggest that you continue to pass on information pro and con but that you recommend nothing.

Since there are no exact precedents for the

hypothetical denial mentioned above that I know of, I would welcome any information or opinions from your readers.

All the best,

S. Gordon Squires
Days & Squires Insurance

FROM THE MAILBOX

1-17-77

Chuck,

What a surprise to open the January COUPE CAPERS and find photos of myself, Pat and my coupe among your Hesperia Fly-In shots. Tremendous! Too bad we couldn't have pictured all the great looking coupes that were able to attend.

Weather was indeed an attendance limiting factor. In fact, correcting one of the photo captions, we had to climb to just under 12,000 feet in order to clear the ominous looking build-ups. My Ercoupe, by the way, is a '49 G model (rather than a '46 as was mentioned).

Plans for the metal polish-saving paint job are a little behind schedule. With Wayne Olson (no relation, though he insists on calling me "son") drumming up Ercoupe recruits to fly out to the big A.A.A. Fly-in at Casa Grande, Arizona in February, I guess it's polish now, paint later. Hopefully the weather will be on our side this time and we'll have a good 'coupe turn-out.

Hope to see you again soon.

Gary Olson
2424 N. Tustin F-11
Santa Ana, Cal. 92705

Dear Chuck,

I expect to be moving up to Delaware this June and as soon as I am moved and organized I can take a regional directors job for the Northeast. I expect to have more spare time then.

I regret missing the Florida fly-in because I had to work part of the weekend.

Sincerely yours,
Barney Vincelette
Math Dept. University of Georgia
Athens, Ga. 30602

1-17-77

Chuck,

As I look out over my patio into 6⁰ snow covered timber it reminds me that it can't last forever. Spring will be here before we know it and so will the Fly-ins. Enclosed are two cards with promises of membership lists and have yet to receive one. Yes, let's get some people together and go, but I need some names!

My 1945 Ercoupe may be finished this spring!? If anyone needs help or parts I have rebuilt three coupes and have enough parts to build two more. Some are

rare, a nose bowl and centre section for a 1940 or a complete tail for a Alon. Am not pushing parts, but if anyone is hurt, I can help.

Sincerely yours,
Lee L. Brown
11509 Anderson
Sugar Creek, Mo 64054

1-12-77

Dear Skip,

I am sending an ad for my 'coupe. (See "Buy and Sell") This is one fine 'coupe with about every modification possible. It is a strong performer and has been well cared for.

After all the time and money I have invested, I hate to part with it, but as the new owner of Bob Worley's very nice '67 Alon, I'll have to let it go.

The Alon is N5638F and has new paint, upholstery and engine. I would really like to keep both planes, but I sure can't swing that!

Wade Halsey

ADDRESSES

For Membership, membership renewal, change of address, or club business write:

Ercoupe Owners Club
P. O. Box 15058
Durham, N. C. 27704

News items, articles, announcements, letters and photos (including slides which will be copied in black and white and returned to you), free buy and sell items, cartoons, anything of interest to COUPE CAPERS readers:

Charles R. Ferris
8750 Paso Robles Ave.
Northridge, CA 91325

For free club items or any of the special items for sale listed below:

Fran Heath
c/o Jon Heath
931 W. "E" Street
Jenks, Oklahoma 74037

AIR PROGRESS

Be sure to watch for a pilot report of Ben Rizzi's Alon in the April or May *Air Progress* magazine.

NEW EDITOR'S LAMENT

Aw, come one, you guys. I agreed to *edit* COUPE CAPERS, but I've *written* most of this one.

Tell me your experiences. (I'll clean 'em up and print 'em.) Send me pictures. You can even send me slides. (I'll copy the slides on black and white film and send the slides back to you.)

-Chuck

A SAD STORY

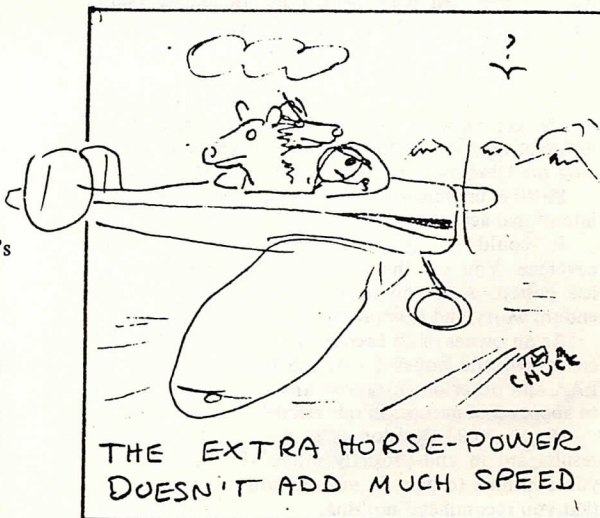
Everybody knows about the unfortunate fellow who built a boat in the basement, only to discover that it was too big to go through the cellar door. Or do they? Take the case of Harry Ashton of Reseda.

Harry is built along the lines of L.A. Rams linesman. He is, to put it delicately, portly. In fact, he admits to 280 pounds. But bigness runs in the family. Harry's sons, Deane and Brian, each weigh about 220, and Brian is only sixteen.

Harry is a pilot and his sons would like to learn to fly. Two sons who want to learn to fly? That could be an expensive proposition, unless like Harry you are a licensed A & P, and buy yourself a fixer-upper, like a 1946 Ercoupe. Harry, Brian, and Deane found an operating 'coupe at Van Nuys Airport that needed some care, a new interior, and a paint job, and they set to work in the garage of their Reseda home.

Harry is a thorough workman, and because of his concern, little jobs became big ones. After all, his sons would be flying the plane, and a little extra care now would mean extra safety later. What had started as a clean-up became a major overhaul. There were trips to Fresno for parts, to Long Beach for windows, and to Santa Maria to a specialist who would restore the crankcase to better-than-new condition. Brian took the over-hauled engine parts to his aircraft mechanics class at Cleveland High School, Reseda, where he reassembled it under the direction of Fred Ferdon, the aircraft mechanics class teacher, a licensed A & P.

Meanwhile, the family took outings, on the ground, to Ercoupe club activities. Brian began work as an apprentice aircraft mechanic for Hayden Williams at Van Nuys Airport. Almost two years passed. Brian became more skilled in aircraft mechanics, and he had grown heavier!



Now, let's take a look at that little old weight and balance chart. Ercoupe 415-C, gross weight 1260 pounds, empty weight 860 pounds, fuel and oil 145 pounds. Let's see. 220 pound Brian or Deane can take lessons in the family 'coupe from any instructor who weighs thirty-six pounds or less.

Let's begin again. Ercoupe empty, 860, either Brian or Deane, 220, a standard-sized instructor, say, 170 and that leaves room for ten pounds of fuel: fifteen minutes worth and no reserve. Very short lessons.

The Ashton family's Ercoupe was finished and tied down at Van Nuys. It had zero time since major overhaul. It is a beautiful white with orange trim and a custom orange interior. Harry and either of his sons were able to taxi around together, but fly together--no way.

Ercoupe 93941 had to be sold. Harry bought a low time Sky Hawk. The boys are flying and everyone is wiser. Brian has started in a career that he really enjoys, aircraft mechanics. And someone bought a terrifically clean, beautifully restored, 1946 Ercoupe 415-C.

BUY AND SELL

FOR SALE:

415-E, 1800TT, 300 SMOH. All metal with landing lights in the wings, rudder pedals with individual toe brakes, split elevator and 1400 gross weight mod. Bubble windshield, large rear windows, Lexan sliding windows with new type welts. Large baggage compartment. Wood grain instrument panel by David Edens. Many other features. Prop reconditioned, Main gear and brakes recently overhauled. New nose cowl and exhaust stacks. Will sell for \$3,950 with Alpha 200B. (Less without) Contact Wade Halsey, 960 Edgewood Dr., Chillicothe, Ohio 45601, or after 5 p.m. call (614) 774-4942.



Up for adoption.

CHUCK'S FAMOUS ERCOUBE QUIZ

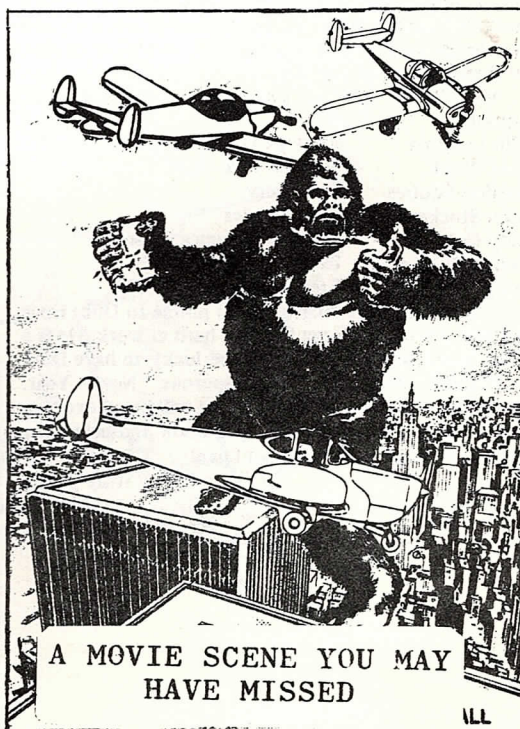
1. What is the only production aircraft characteristically incapable of spinning?
2. What production aircraft had no rudder pedals?
3. What airplane made the first American rocket assisted take-off in August 1941?
4. Senator Barry Goldwater has flown over a hundred different types of aircraft. What is the only one he has crashed in?
5. What aircraft was produced virtually unchanged from 1940 to 1969? (Hint: It's not the DC-3)
6. What aircraft purchased new for \$3,250 in 1946, would easily bring \$3,250 today?

ANSWERS ON PAGE EIGHT

NOTICE - CLUB ITEMS

Order from: Skip Carden
P. O. Box 15058
Durham, N. C. 27704

- | | |
|--------------------------------------|-----------------|
| (1) 1976 Fly-In Plaques - Walnut | \$5.00 ea. P.P. |
| (2) 1976 Fly-In Plaques - Marble | \$6.50 ea. P.P. |
| (3) Club Name Buttons (specify name) | \$2.00 ea. P.P. |



637 S. E. 3rd. St.
Grand Prairie, Tx. 75051
January 10, 1977

Dear Skip:

Now that the holidays are over, I, like so many, can breathe again. But as I write this, my thoughts are with everyone at Sun-Fun Fly-in. I could not make it this year because of other irons in the fire. There just isn't enough of me and money to go around.

Will keep you and my Ercoupe compatriots posted on the 99's Milestone of Flight which I will be flying July 2-5, 1977. I will fly my Ercoupe N2549 Honey, solo. We gals will leave (99 planes in all) Palm Springs, CA July 2. Our first stop Tucson, AZ and at El Paso that night. July 3rd, we make a stop at Midland, TX and ron again at Dls, Tx. Parties and activities are planned for these two nights.

July 4 and 5, we're on our own. The flight ending at Tamps, Fla. July 5. After take off July 4th, we have to make compulsory stops at Shreveport, LA (there my lady friends have promised to rub my back). After the massage, the next stops will be Jackson, MS., Monroeville, ALA., Thomasville, GA., and Tampa, FLA.

As the momentum grows, so does my enthusiasm. It'll be great for me and my little bird. I say about her, "She's the only thing that loves me". I get booed a lot, but I know she does. The Ercoupe is the most fantastic airplane built. To enter it in this event, gives me the greatest pride. If I perform as well as it will, we'll end the event together.

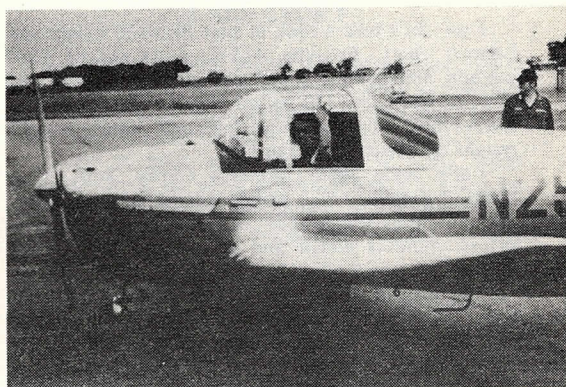
My thanks to the following people for their support.

Olin Longcoy	Ercoupe Owners Club
Fred Weick	Webster Fox
Gordon Squires	Jay Henry
John Stockard	Jack Rhodes
Judy Cole	Oscar & Florence Grismore
Evelyn Sharpe	Eydie Banasych
Jan Dyer	Frederick Garrity

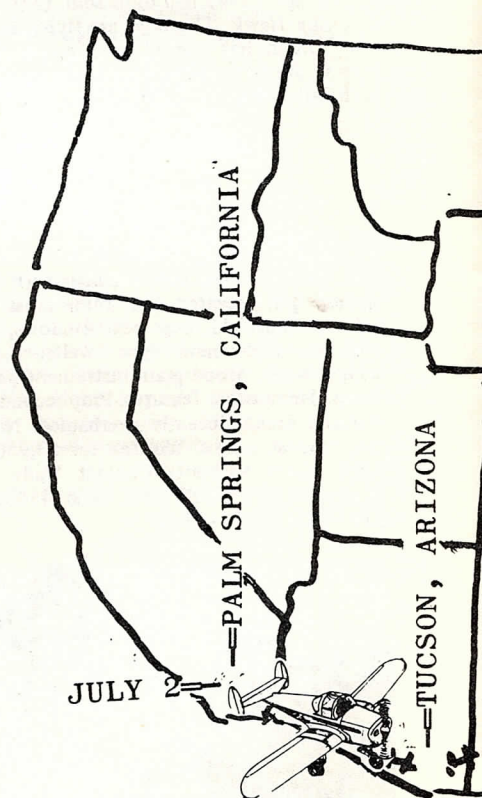
I talked at great length on the phone to Dub. He is like the rest of us. Doing fine but hard at work. He is a good friend to all of us and we're lucky to have Dub.

Wishing everyone a prosperous New Year. Personally, I have confidence, mine will be an exciting one. Making a film, publishing a book and attending fly-in's. How much luckier can I get?

Very truly yours,
Alverna
a/c 214-264-1452

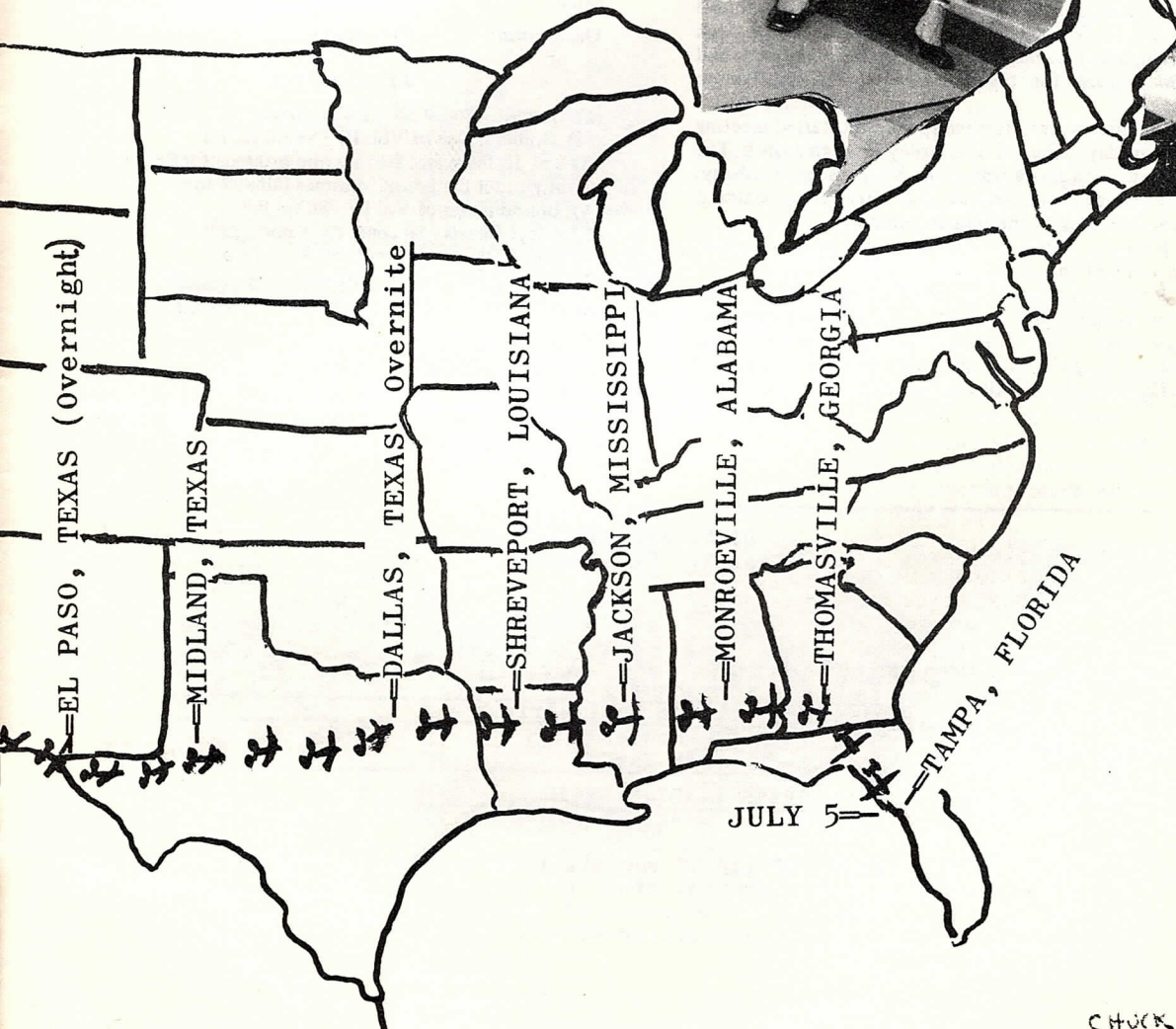


Alverna and "Honey"



EDITOR'S NOTE: When Alverna was eighteen years old, with a mere forty hours of time on her log, she flew solo from coast to coast . . . the other way!

ALVERNA WILLIAMS
and the
Ninety-Nines'
MILESTONE OF
FLIGHT ROUTE



CHUCK

NOTES FROM THE NORTHWEST COUPERS' NEWSLETTER

The Northwest Coupers' have been having a busy Winter. In November they went to the newly opened restaurant at Hillsboro Airport. It has a beautifully decorated area, and they all stuffed on the weekend buffet brunch. Brunching were the Wrights, the Sheas, the Townes, the Stevens, the Pitmans, Roger Holman, Tim Brownhill, Tom Newton, and guests. Clark Mohr called to say he was taking a prospective Ercoupe to see a 'coupe. The Sheas are moving to Alaska, so it was a farewell to them. (The Newsletter doesn't say whether or not they took their 'coupe with them.)

Although they had no meeting in December, the Coupers kept active. Jim Prosser became the owner of some Ercoupe parts and will be rebuilding. Aurora Al Henderson is recovering from surgery, but had to sell his 'coupe. Joe Watson's son, Clark, got a 'coupe. Jack Nyberg and his coupe both passed their physicals and were waiting for the Columbia Gorge weather to break.

In January, the Northwest Coupers started meeting on Saturdays...the third Saturday of each month. The January 22nd fly-in was at the Swept Wing in Albany. Nine 'coupe loads arrived, and after lunch, eight of them flew back to the Wright's home.

February fly-in is scheduled for the same place, and will be February 19th.

Roy and Eileen Wright live at Dietz Air Park. They invite 'coupers who need a RON stop to consider their guest room. They have a 2800 foot grass strip and plenty of parking. They are 22 miles south of Portland, on the Seattle Sectional.

CLUB ITEMS

The following items can be obtained from Fran Heath, 931 West "E" Street, Jenks, Okla. 74037:

Ercoupe T-Shirts are available from Shilo Arts & Novelties, 5846 Philadelphia Dr., Dayton, Ohio 45415. They are cotton and polyester and come in a blue grey color with dark blue trim and lettering. Club price is \$4.00 pp, they are available in S M L XL. Be the best dressed Coupe pilot in your area, order today!

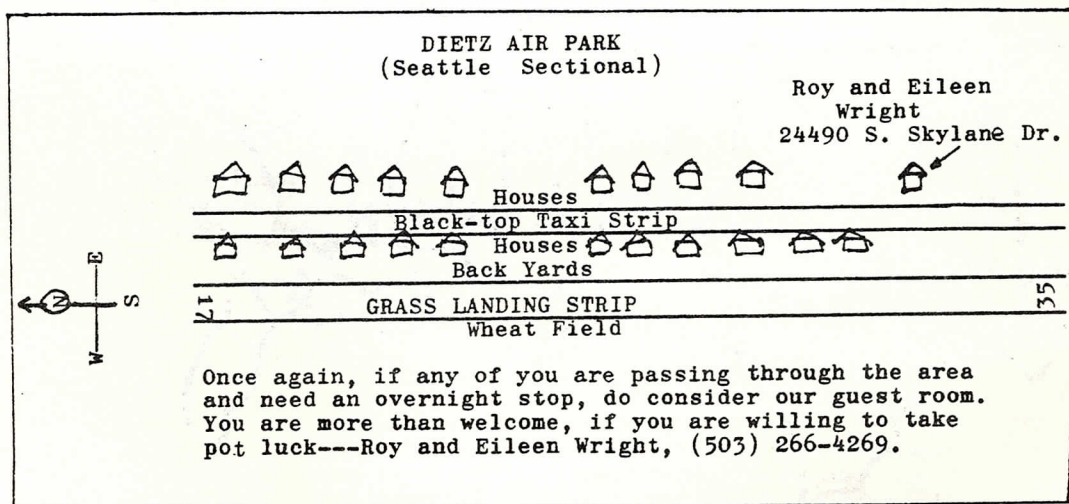
Club Name Buttons, and 1976 fly-in plaques should be ordered from Ercoupe Owners Club, P. O. Box 15058, Durham, N. C. 27704. They are priced as follows: 1976 National Ercoupe Fly-in Plaque-Walnut-\$5.00 pp, Marble-\$6.50 pp. Club button with your name on it-\$2.00 pp. (Please specify name)

Order from: Fran Heath
931 West "E" St.
Jenks, Ok. 74037

- (1) Bound issues of Vol. I - \$3.00 ea. P.P.
- (2) Bound issues of Vol. III - \$6.00 ea. P.P.
- (3) Vol. II, Issue No. 1 (only one printed) FREE with any order for bound volumes (almost gone!)
- (4) Bound issues of Vol IV - \$6.00 P.P.
- (5) Vinyl Decals - 50 cents ea. + postage
- (6) Water Decals - 25 cents ea. + postage
- (7) Cloth Patches - \$1.50 ea. + postage
- (8) Tie Tacs () gold or () silver \$2.50 ea. P.P.

ANSWERS TO THE ERCOUBE QUIZ

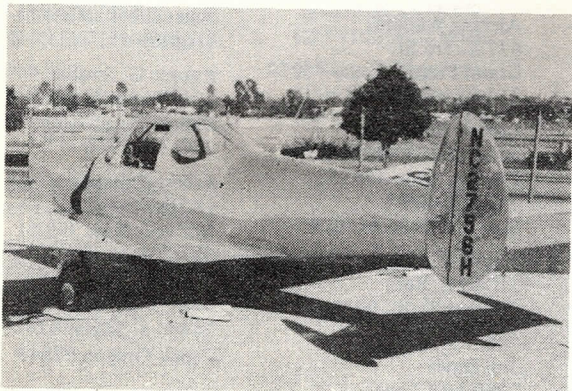
Numbers 1-6: Oh, come now, unless you are an iconoclastic tail-dragger who found this copy of COUPE CAPERS in the FBO's lounge, you already know the answers to the quiz.



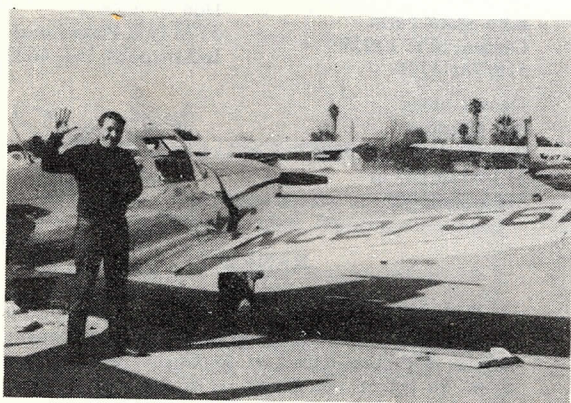
Also available: the following items at no charge to members, but please send adequate postage.

Paint sheets, bumper stickers, iron-ons (red with no club name) and blue with club name, nose cowl & wing landing light sheets, folding wing drawings, service memo 58 & 58A, copy of IOCE letter, Univair price sheets & parts lists for coupes - supply nearly exhausted.

Please send adequate postage, but no envelopes, for the "no charge" items.



Mike Clancy's NC2756H. This gem hadn't flown for thirteen years. It took seven years more to restore it.



In creating his "classic", has Mike Clancy taken a step backward? When most of us are making "N" numbers as small as possible, this ship sports old style wing numerals.

HOW TO CATCH A 'COUPE

Geese gather in gaggles, cocks in flocks, and 'coupes cluster in coveys. But to catch a 'coupe, you have to use a decoy.

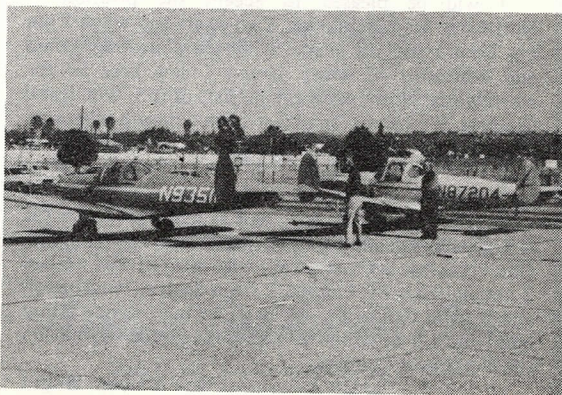
On a Sunday morning I flew to Hawthorne Airport in Los Angeles. (I am part of the jet set—Hawthorne for breakfast, Corona for lunch, and home for supper; Total miles: almost fifty.) I looked around, and saw no Ercoupes. So I tied down in front of the Icarus Restaurant, and went in, and settled down in front of the large picture window that overlooks the approach end of the runway.

Before my eggs arrived, Joe Figueras spotted my 'coupe and joined me. Not much of a catch; Joe always eats at the Icarus Restaurant anyway. But before our coffee cups were empty, two 'coupes, one green and one yellow, landed in sequence. Within a few minutes they tied down next to mine and the two pilots came in.

Joe and I introduced ourselves to Joe Brennan and Jack Carroll who had flown in formation from Meadowlark field, 20 miles away.

Before long, a beautiful polished job landed. It had large old style numerals on the wings but it looked like new. We went out and met the owner and restorer Mike Clancy, from Long Beach. It seemed like a step backward to put the large numerals on the wings and rudder...most of us are planning ways to get rid of the N numbers on ours, but we knew that he had recreated the classic design of original 'coupes. Mike's plane hadn't flown for thirteen years when he bought it, and he spent seven more restoring it. When he finished the restoration, the original owner came and brought his wife. She had never seen it flying, only sitting, dust covered on the ground. "There," he said, "That's the way an Ercoupe is supposed to look!"

When I left Hawthorne Airport for home, I mused, "It doesn't take much to catch a 'coupe. All you need is one decoy, and a little patience."



Geese fly in gaggles, and 'coupes fly in coveys. But you need a decoy to get 'em to land. I "caught" Joe Brennan and Jack Carroll at Hawthorne, California.

ROY WRIGHT NAMED NORTHWESTERN REPRESENTATIVE

Roy Wright, who is one of the most active Ercouplers in the Northwest has consented to be the official Club Representative in the Northwestern Region. Roy is a very dedicated owner and recently bought a home with an air strip in his back yard, many of you will remember Roy and Eileen Wright as the couple who wore matching jump suits and Roy had the hat with the Coupe mounted to the top. He was also the winner of the second longest distance traveled and best dressed male pilot. Needless to say we are proud and honored to have Roy on board. The following letter was received from Roy along with the photo of Fred, Eileen and Roy. Thanks Roy, will be looking forward to more reports from your region in coming COUPE CAPERS.



2-1-77

Dear Skip,

It was a pleasure for Eileen and I to meet Fred Weick at Tahlequah last year - he is quite a guy.

I will be pleased to accept the position of Northwest Representative. Two years ago when I got my license and my plane, I started collecting names and addresses of every coupe I saw here in the Northwest. Now we have a list of 55 wonderful Couplers. We have a breakfast once a month where we all shoot the breeze - kick tires and generally try to help each other. In Jan. 77 it was a pleasant sight to see 9 Coupes in my back yard, 16 people. We have a very active group, we have had as many as 36 people (19 planes) for one of our breakfasts. At our Eugene, Ore. breakfast last year, was really great in that we had 2 people from BC Canada, 2 from Seattle, Washington and 5 from California. All in all we have a good group here, and I'll be proud to represent Coupe Capers and the Northwest Couplers.

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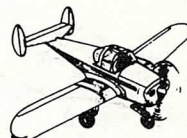
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RENEW!

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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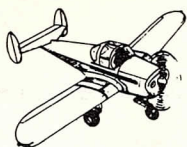
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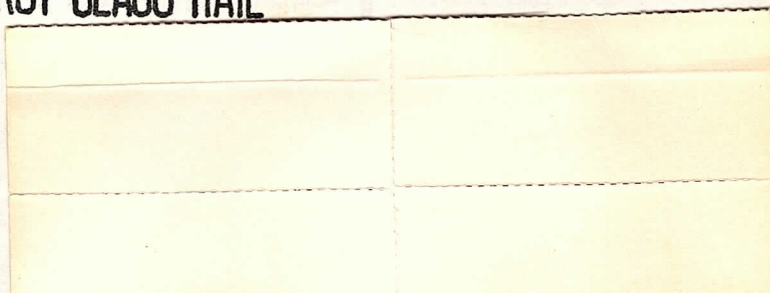
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