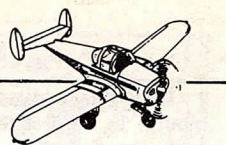


# COUPE CAPERS

NEWSLETTER OF ERCOUCPE OWNERS CLUB



VOLUME 5 NUMBER 10 MARCH 1977

EDITOR: Chuck Ferris



*Robin and "Tweet". (That's "Tweet" on the right.) Is "Tweet" really the most beautiful 'coupe in the world? Robin insists that it is true.*

## UP FRONT ROBIN AND TWEET

There is an old platitude known to cowboys: "Don't fall in love with your horse." In fact, pilots have been cautioned not to fall in love with their airplanes.

If anyone has cautioned Robin not to fall in love with her 1946 Erco Coupe 415C, she has not heeded the advice. She is not only in love with her 'coupe, she's involved!

Robin's romance with her Erco Coupe began when she was in Civil Air Patrol Cadets. She took part in patrol activities, and she longed to fly. At this point in her life, Robin espied two, factory fresh, all silver planes and lost her heart at first sight. She was told that they were "Ercoupes", and the die was cast. She pined for a silver bird with twin rudders. Robin would someday fly one of the shiny birds.

Robin started flying lessons, and as soon as she had soloed, she began to search for her dream plane. It took her two years to fill her bill of particulars: Her Erco Coupe must be silver for looks, must have metal wings for long life, must have a flat windshield for "health", must have rudder pedals for handling, and most of all, must handle like a lady.

To Robin, aircraft are either *men* or *ladies*. Male aircraft, she claims, hate to leave the ground. Once you get them in the air, they fly grudgingly along, resisting turns, and when they are finally headed for

home, they flop onto the ground and stay there. Female airplanes, on the other hand, says Robin, take off lightly, maneuver easily and gracefully, and land like ballerinas doing arabesques. Both get the flying done, but one does it with grace and good will, and the other with grudging strength.

She finally found a twin-tailed, three-controlled, metalized, flat wind-shielded, silver lady-bird. It was promptly purchased, named "Tweet", and taken to her new airport to be polished.

"Tweet", it turned out, had a number of Erco Coupe maladies: weak brakes, a nose-wheel shimmy, a hoarse radio. But Robin was undaunted and began to nurse "Tweet" back to health with large doses of tender loving care, and money. Although she flies far less than she would like to, Robin's infatuation with her airplane has grown. When "Tweet" is off the sick list, Robin sets sail. In essence, she says, she is transported to another world. When "Tweet" doesn't feel up to flying, Robin can be found at her bedside, polishing, lubricating, checking her oil, and, in general, making her feel fresh and clean and loved.

You can find Robin and "Tweet" at the airport at least one day every week-end. Robin is the one with the cleaning rag in her hand and the smudge of oil on her nose, and "Tweet" is the one with the satisfied, pampered expression on her clean nose cowl.



*Robin spends some part of every week-end ministering to some of "Tweet's" needs. An all-metal finish provides endless opportunities to practice polishing.*

## SKIP SEZ

Well, things have been quite busy here since last month. In the last few weeks we have been able to have the Ercoupe Owners Club incorporated as a non-profit corporation. I have ordered 200 patches for last year's national fly-in and also 200 for this year, these will be ready in about 6 or 8 weeks. I have also ordered 10 sets of Ercoupe Owners Club wings, these are of excellent quality Bronze castings and will be available in white or natural bronze. We will possibly have a belt buckle also in the future.

I was most honored to be invited to speak at a forum at Oshkosh this year. This is the large meet held by the EAA and is held yearly at Oshkosh, Wisconsin in August. I am not sure whether I will be able to attend, but it was still an honor to be invited. I guess we are beginning to gain some amount of recognition due to the number of members and the large crowds we attract at Fly-ins. How strange to see people actually displaying Coupes, less than 8 years ago we were parked in the back and not invited but more like tolerated. How times do change. We are finally beginning to gain some attention for our group and our planes, Keep Coupes Flying!! I would again thank the EAA, and Bill Ehlen for the invitation if I can possibly attend I will let you know next month.

If you haven't heard, then let me be the first to tell ya, we are going to have our National Fly-in this year at Tahlequah, Oklahoma on the 1-2-3-4 of July, most plans are not complete but I can give you some highlights. On Friday, July 1st, we will have an early arrivals hamburger cook out at the field. This year the food will be catered by the University and will be paid for as you go through the line. The rooms at the University will be the same type of accommodations as last year with one exception, this year we will have full maid service and linens for around \$5.00 per nite. I have made arrangements for the University to have the breakfast line and a dinner table available at the University. This year we will have the Forums that we missed last year, these will be held at the University in meeting rooms and will convene after dinner on Saturday nite. Our usual awards banquet will be held Sunday nite at the University as last year. I plan to have a bus available for transportation to and from the field. The charges for the early cook-out and the banquet are still not firm as of yet. One last important reminder, the registration this year will not cover anything other than awards and transportation, you will pay for your rooms when you arrive and also the banquet tickets will be sold by the University. We have had some volunteers who have said they will help and if you can, please let me know. This is your Fly-in (The Ercoupe Owners Club) so lets make this one break all records for attendance, make plans now to attend, this is one that you don't want to miss. We already have four people signed up last year before leaving, Willard Carson, Bob Vaughn, Larry Matthews

and Kelly Viets. Also as last year, this Fly-in is put on by The Ercoupe Owners Club and its members but ALL COUPES ARE INVITED, you don't have to be a member to attend.

I would like to thank Fran. Heath who is doing a great job as our supply officer for the Club, she has been kind enough to handle this for the club for almost a year and I understand that she has filled almost 100 orders since taking this over. THANKS, FRAN, from all the members for a job well done.

Membership is rolling along just fine. We now have about 850 members, but wouldn't it be nice if we could announce at the banquet in July that we now had 1000 members. It can happen if you want to make it happen. Just write and I will send you several membership blanks for you to use. Just write and ask for blanks and I will send them by return mail, we have a new one which is real easy to use. I want to also thank W. E. Commings who sends out blanks with customers orders, seems that I get several a week that he has enclosed. He has really helped membership! THANKS W. E.

A closing note on wings and patches and buckles. Jan Rey who casts the wings and buckles had made me a beautiful Bronze buckle with a set of wings and a prop, similar to our club wings with the word ERCOUPE over it, I will try to have a photo made of it soon so that we can print it next month. I was really impressed with the quality of workmanship and material so I ordered the wings like the ones pictured in last month's CC, they will be available soon. The price will be around \$10.00 but I am sure that you will think it well worth this price when you see them. The patches will sell for around \$1.50 and are real nice patches about the same size and shape as the Club patch.

National Meeting: at the national meeting we will hold elections for Club Officers for 77-78. As a non-profit corporation this is necessary. If you have anyone that you would like to nominate for the following offices: National Director, Newsletter Editor, Board of Directors (not to exceed 10 nor less than 3) and any other officers that you feel are necessary. This is YOUR CLUB and as such you have the duty and responsibility to elect officers to carry business of YOUR Club. Nominations will also be accepted from the floor immediately prior to the election. If you would like to add to the list of officers or make any comments then contact me or Chuck. More next time, KCF.

SKIP

## BUTTONS

If you want to order a Club Button, then send the order to me at P. O. Box 15058, Durham, N. C. 27704. Fran will no longer handle these!

## ERCOUPE FLY-IN CALENDAR 1977

April 24th, Shenandoah, Iowa  
 May 21 and 22, Alva, Oklahoma  
 May 21 and 22, Cambridge, Maryland  
 July 2,3,4, National Fly-in, Tahlequah, Oklahoma

April 24th: Coupers only. Shenandoah, Iowa, Free buffet dinner: 90 square feet of food and plenty of hanger talk for dessert. Fly-in Sunday April 24th, dinner at Twelve Noon. Transportation from the airport provided. Just bring your appetite and your Coupe. Dinner free to all arrivals in Ercoupes. Shenandoah is within a day's flight of eight states. If the weather cooperates, you can fly-in, have dinner, and still be home before sundown. Awards for Farthest distance, Most original, Best modified, First woman pilot, first arrival, Best over-all coupe. Bill Berning and Jim Jackson, planners. Bill Berning would appreciate a card of intention. Bill Berning, Berning Cafe, 523 Sheridan Ave., Shenandoah, Iowa. 51601. (712) 246-1623.

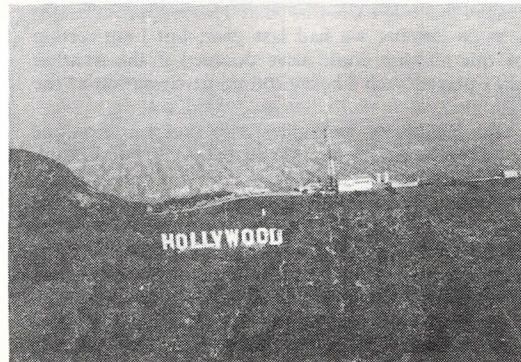
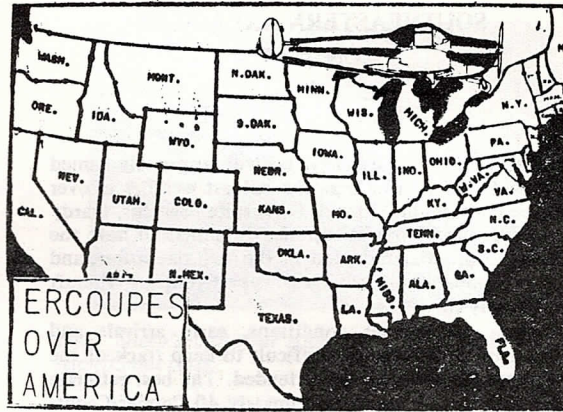
May 21 and 22: Annual Alva, Oklahoma, Elks Fly-in. They are expecting this one to be even greater than ever. Alva is located 200 miles North West of Tahlequah, Oklahoma. Jack Leslie, host, says that the fellows from Tulsa, Dub Hall, Bob Vaughn, and Larry Matthews can testify to the fun they all have. Saturday they have plane and pilot contests. Saturday night they really "get it on" with a banquet, trophy awards, happy hour and a dance. Sunday afternoon there will be an outstanding air show and displays.

May 21 and 22: 10th annual Antique Fly-in, Potomac Antique Aero Squadron, Dorchester Heritage Museum. Horn Point Aerodrome, Cambridge, Maryland. (Washington Sectional: Lat. 38.35; Long. 76.08) Information phones: Fulton Moore 301-228-3699, Don Merchant 202-244-8765.

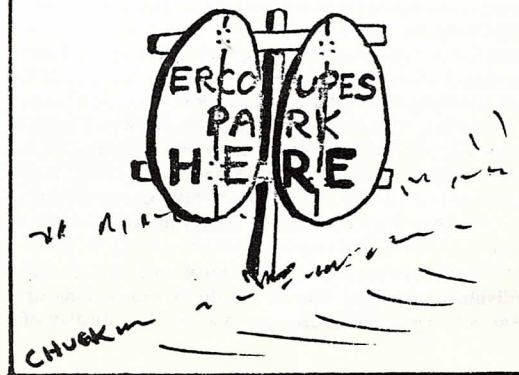
July 2,3,4th.: Annual National Ercoupe fly-in, Tahlequah, Oklahoma. Sponsored by the Ercoupe Owners Club, Skip Carden, National Director. Our "Biggie" each year. Over 235 Coupes last year at one place and one time. It fairly boggles an Ercouper's mind. Many awards, contests, forums, banquet, 'coupe socials. Transportation and housing available. Registration information still being prepared. Information officer: Chuck Ferris, 8750 Paso Robles Ave., Northridge, CA 91325. (213) 886-1450.

### ERCOUPES OVER AMERICA

Have you taken a picture of any famous American landmark from your 'coupe? If so, send us a print (or slide which we will copy in black and white and return to you). Tell us what the landmark is, unless it is one of those we will all know instantly, how high you were, what 'coupe you took it from, and anything else you'd like us to know.



*We all know that Hollywood, California, land of glamour, gorgeous women, handsome stars, is just part of Los Angeles. How can one tell where Los Angeles leaves off and Hollywood begins? By the famous HOLLYWOOD sign, of course. Each letter on this landmark is about thirty feet high and the whole sign would span five city lots. Ercoupe N3116H cruised by Mount Lee about 2000 feet and a quarter of a mile away. Mount Lee is about 1500 feet high at this point. The TV transmitter seen on Mount Lee was the first built west of the Mississippi, and was built about the same time as 16H was.*



## SOUTHEASTERN AREA NEWS:

### "SUN 'N FUN" or "SNEEZE 'N FREEZE"?

SUN 'N FUN could have been appropriately named SNEEZE 'N FREEZE as the coldest weather in over fifteen years hit Florida. In spite of this, hardy Coupers turned out in sufficient numbers to have the largest Forums conducted in the two day affair, and again represented the largest Type Group of Aircraft at the Fly-In.

Due to weather conditions, early arrivals and departures made it very difficult to keep track of the numbers of Coupes that attended. The best estimate we could make was approximately 40 Coupes/Cadets attended SUN 'N FUN this year. This is approximately the same number we had last year, but I am certain that this number could have doubled if the weather hadn't played such a heavy toll on participation of the affair.

Our Fly-In set two milestones as far as Ercoupe Fly-Ins are concerned. (1) Ercoupe Owners Club awarded the most valuable Grand Prize ever given at an Ercoupe Fly-In to my knowledge. Airtex Interiors contributed to the Club a Complete Airtex Interior for an Ercoupe! (2) This was the first time that the Ercoupe Owners Club had a Commercial Booth where our Coupe/Cadet Suppliers could display and sell products to our Members. Products and services offered this year were from National Aviation Enterprises, AIRCON, Ltd., Airtex Interiors, Skypoint Aircoupe Services, W. E. Cummings, Inc. and M & W Publishers.

All of our Suppliers were more than generous in donating Door Prizes this year. Fifteen Prizes were awarded during the two Forums. One Door Prize I think needs special mention was the drawing for a set of new Brass ERCOUPE nameplates that go on the engine cowling. The winner was FRED WEICK! The drawing was certainly not rigged, but I thought the prize was most appropriate for the occasion.

On Friday we held a technical Forum which was conducted by Larry Blauvelt. As most Coupers know, Larry is an authority in the field of technical matters pertaining to the Coupe, and we're very fortunate to have Larry conduct this for us. On Saturday we had a general interest Forum. Skip described the direction and accomplishments of the Club. Joe McCauley presented a very interesting program on "Aviation and Hypnotism", and Fred Weick answered questions from the audience and provided some very informative comments regarding the Ercoupe. My personal thanks to all these fine people for providing the Members with a very fine Forum program.

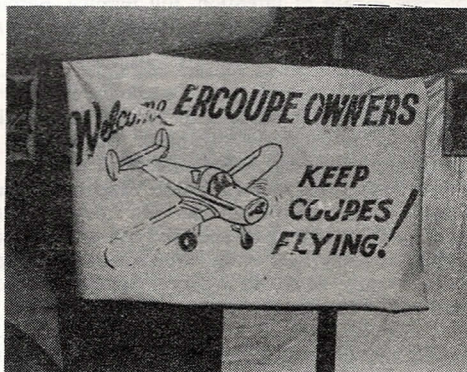
The Commercial Booth was busy with buyers and individuals checking out the Products and picking up handouts. Dave Edens brought in a very fine display of

his Complete Window Sets and a good supply of Consoles in a variety of color choices.

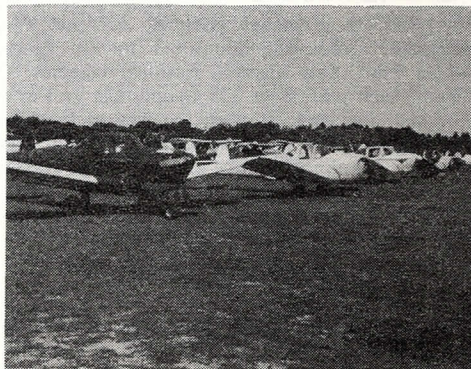
Trophies and the drawing for the Grand Prize was at 4:30 Saturday. Richard Flora of Wilkesboro, N. C. made off with the Airtex Interior, and what a beauty it was! Trophy Winners were: Longest Distance Flown - M.S. Padgett, Wilmington, N. C., Best of Class Alon/Cadet - Ladd Sharp, N. Fort Myers, Fla. (a really beautiful Alon), Best of Class Ercoupe/Aircoupe - Frank Rake, Orlando, Fla. (a very distinctive camouflaged 415D), Most Original - John Silber, Tampa, Fla. (a very nice Forney), Most Modified - Chuck Sullivan, Plant City, Fla. (a real nice 415E), and finally the Oldest Ercoupe Trophy went to Harvey Readey of Orlando, Fla. with Serial No. 82.

In spite of the weather, I feel the Coupers that came really enjoyed themselves and will be making plans to attend SUN 'N FUN again regardless of what the weather may be.

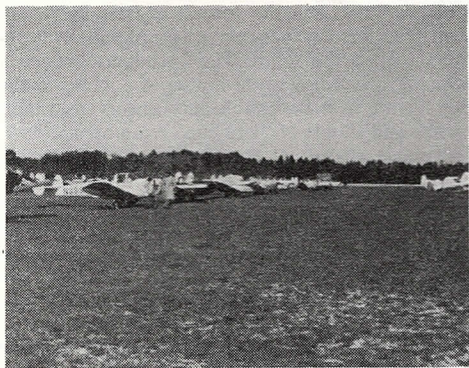
Bill Morrison



*A beautiful Ercoupe Owners' Club banner adorned the Club booth. It was painted by Frank Brooks of Rossville, Georgia, as a special contribution to the fly-in.*



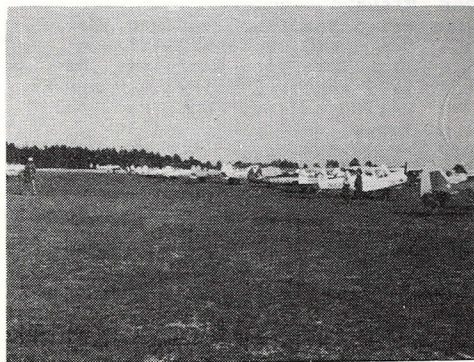
*Forty 'coupes made the trek to Florida for the "Sun and Fun" fly-in.*



*In spite of the cold, 'coupers like to tour the tiedown lines and check out one anothers' coupes.*



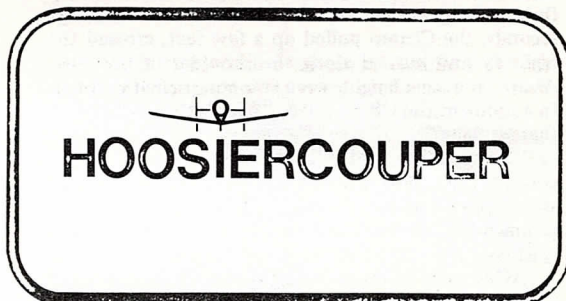
*There were two lines of Ercoupe Owners Club planes. Here is one.*



*Rudders galore! Here is the back side of the Second Ercoupe line.*



*Ladd Sharp's beautiful Alon was judged best of the Alon/Cadet class.*



## HOOSIER COUPERS

Dear Skip,

The weather did not co-operate with us at all for the Shades State Park Fly-In, being both cold and presenting us with a 90°, 25 knot cross wind. Those in attendance: Don Abbott and Don Dunkerly, Indianapolis; Ron McKinnon and Bill Wallbaum, Decatur, Illinois; Tom Angle, Columbus, Indiana; Buz Kimball, Catlin, Illinois; Pat Murphy, Robert Peters, and Ivan Looker, Watseka, Illinois; David Face, in his super orange Forney, from Greensburg, Indiana; Perry Tanner, Harvey, Illinois; George Dzugan, South Holland, Illinois, and a hand full of local spectators who wondered what the invasion was all about. We built a large bonfire and shred hot dogs and hot coffee furnished by Don Dunkerly, and we shared lots of information about our favorite subject, the Ercoupe.

We announced a new name for our group, "Hoosier-coupers".

My restoration project of the 41E is going well, thanks to the help of Larry Blauvelt, Bob German, Bob White and Dave Edens. The project reminds me of what we used to say about oatmeal when we were kids: "Every Bite Grows".

Don Abbott  
5715 Park Plaza Court  
Indianapolis, IN 46220  
(317) 842-1550

## ARIZONA ANTIQUE AIRCRAFT ASSOCIATION CACTUS FLY-IN

Casa Grande, Arizona  
February 4,5,6, 1977

To my discredit is the fact that I *drove* to the Antique Fly-in. The "Ercoupe Groupe", the California contingent, did not let me forget that I, a bona fide Ercoupe owner, drove for ten hours and that they flew there in less than four. But even driving, I had an experience.

My first inkling that I was going to an extraordinary fly-in came on the highway between the desert communities of Indio and Blythe, California. As I wheeled along, I heard a strange noise outside the car, and I looked to my left to see an Aerona Champ flying along beside me in the next lane. In a few seconds, the Champ pulled up a few feet, crossed the highway and buzzed along the shoulder of the road. Above, at a legal height, were two companion Champs. In a moment the CB crackled, "What's the matter with that airplane?"

"Nothing," I said, "He's having fun." I cannot condone his illegal flying, but I surely understood his spirit. (Later, at the fly-in, I told the pilot that I was giving him the award called: The pilot with the most spirit and the least likely to get home alive.)

After ten hours of driving, I arrived at Casa Grande, Arizona, airport just in time to watch a flight of about seven bi-planes fly overhead in formation.

I tied down my Ford, and walked the lines. There were Stearmans, Ryans, Stinsons, Luscombs, Aeronicas, Bellancas, Pipers, Cessnas, Mooneys, Lockheeds, Aerostars, North Americans, Americans, Birds, Beeches (V-tailed, twin-tailed, staggerwinged), a Bensen (Gyrocopter), Wacos, Swifts, a Fleet, A Curtiss, Pitts, Great Lakes, Baby Great Lakes, Ercoupes, Aircoupes, Cadets, and many, many more. It was a collection of production planes, of home built, of beautifully restored antiques that was mind boggling.

On Saturday morning I watched antique fly-bys, and then sat at the end of the runway and watched plane after plane land and register. Before noon the Ercoupe Groupe from California arrived: Nine Coupes plus Dave Kenney, an Ercouper at heart, in his Cherokee. Wayne Olson led the procession and the whole contingent tied down together in the Arizona sage brush. Before the fly-in was over nineteen coupes had joined the ranks.

In addition to Kenney and me, four other 'coupers came without their coupes: Willard Carson, Troy Mills, Iowa; Phil DuBois, Corona, California; Bill Ott, Bisbee, Arizona; Fred Young, Livermore, California.

Friday evening the antiquers watched a running of the classic film *Wings* with stars Richard Arlen, Buddy Rogers, and Jean Harlow. For the antiquers, however, the stars were the World War I aircraft that Howard Hughes gathered in 1928 for the flying sequences.

Saturday evening, the association members filled a huge banquet hall and the sounds of friendly rivalry between Chapters and between pilots of various types of aircraft filled the room. The Ercoupers hoisted a tissue paper and balsa wood model of a 415C to the lighting fixture over their table amid cheers from their own group and shouts of "Urp-cup" from others.

The oldest aircraft at the fly-in was a 1928 *Bird*, flown in by seventy-two year old Melba Beard.

Wayne Olson had donated trophies, and Sunday they were awarded to N94765, Gary Olson, Best Ercoupe; N5476F, Richard Dempsey, Best Alon; N9533V, Wayne Olson, Best Cadet; N3630H, Joe Figueras, Best Modification; N3577H, Jack Owens, Best Restoration.

Sunday afternoon, I watched the California group take off and head west. Reluctantly, I climbed into my Ford and started my two day trek home. "Next time," I thought, "I'll not *drive* to a fly-in." I thought about the Ercoupe Owners' Club National Fly-in coming up on July 2,3,4. "I wonder if I *could* ...."

-Chuck Ferris

### Trophy Winners at 1977 Casa Grande, Arizona, Antique Aircraft Fly-in.

Best Ercoupe: Gary Olson, N94765

Best Alon: Richard Dempsey, N5476F

Best Cadet: Wayne Olson, N9533V

Best Modified Ercoupe: Joe Figueras, N3730H

Best Ercoupe Restoration: Jack Owens, N3577H

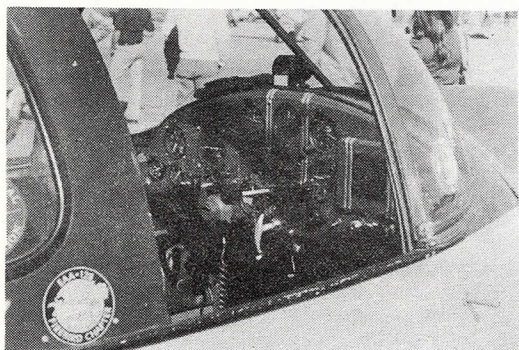
### PARTICIPANTS: Casa Grande Arizona Fly-in

N2074H	Joe Brooks, Torrance, Calif.
N94765	Gary Olson, Orange, Calif
N99134	Gary Walker, Corona, Calif
N3630H	Joe Figueras, Hawthorne, Calif
N3577H	Jack Owens, Corona, Calif
N9533V	Wayne Olson, Corona, Calif
N3976H	Bill Huff, Corona, Calif
N99625	Jack Harkness, Phoenix, Ariz
N5476F	Richard Dempsey, Farmington, N.M.
N6590Q	Ralph Norris, San Diego, Calif
N99984	Tom Klein, Phoenix, Ariz
N3968H	Rich Anderson, Encinitas, Ca
N9542V	Bill Maxey, Huntington Beach Ca
N2617H	Mel Dornbusch, San Diego, Calif
N99190	Stuart Ott, Bisbee, Ariz
N2493H	Thomas Thompson, Corona, Calif
N113RW	Jim Ward, Litchfield, Ariz
N3097H	Chuck Forman, Tucson, Ariz
N5629F	(Not identified)

And the following Ercoupers came without their Ercoupes: Raul Celaya, San Diego, Calif.  
Chuck Ferris, Northridge, Calif  
Willard Carson, Troy Mills, Iowa  
Bill Ott, Bisbee, Ariz  
Fred Young, Livermore, Calif.  
Phil DuBois, Corona, Calif.



*Jim Ward's 'coupe is one of two modified replicas of those used by the United States Army Air Corps and designated YO-55 in February 1941. (E. H. Warner owns the other.)*



*Jim Ward's panel keeps the look of the original 'coupes, including a glove box.*



*This Alon won Champion Alon at the National fly-in in Oklahoma last year, and won the award for best Alon at Casa Grande this year. Reportedly, it now belongs to Richard Dempsey, Farmington, New Mexico.*



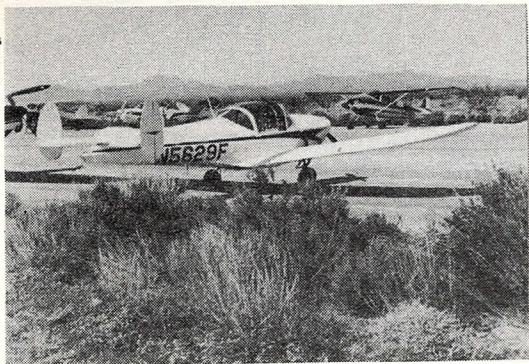
*Tom Klein has to part with his, and posted a For Sale sign on it.*



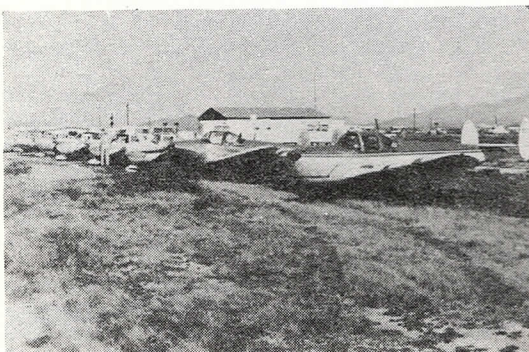
*Chuck Forman, Tucson, Arizona, departs the fly-in, in N3097H.*



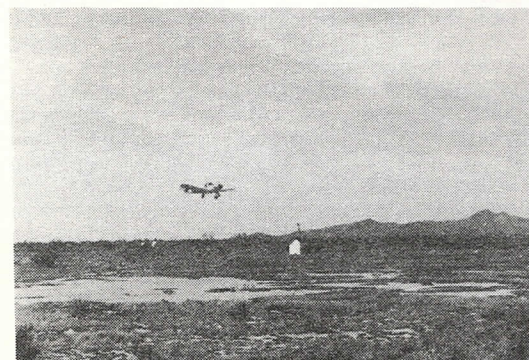
*Bill Maxey pitched a tent right behind his Mooney Cadet and spent two COLD nights on the desert. The rest of the Southern California Ercoupe Groupe took over one whole local motel as base of operation.*



*The pilot of this Alon arrived and departed before the Ercoupe Groupe arrived and we're not sure who the mystery 'couper was.*



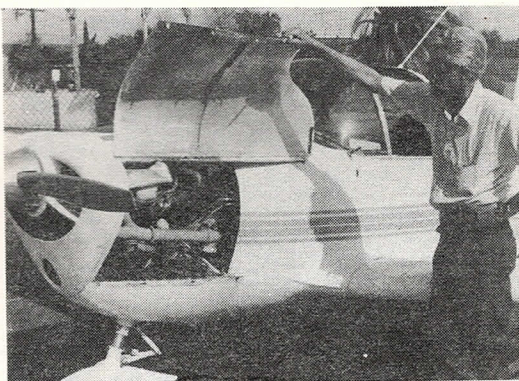
*Nine of the Southern California contingent arrived together and are here tied down in a line amid the Arizona sage and tumble weeds.*



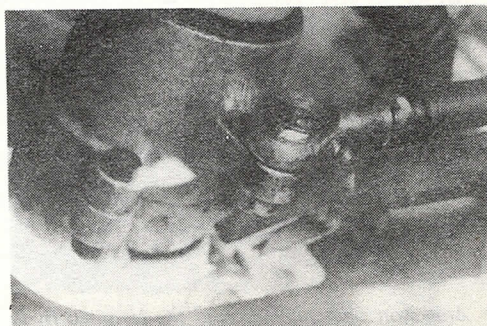
*Richard Anderson was the only Ercoupe pilot to take part in the flying events. Here he can be seen as he swoops in on a "Snoopy" atop a large dog house. He narrowly missed Snoopy, but he lost out to another antiquer who made a direct hit.*



*A mini-coupe cruises over the Ercoupe Groupe's banquet table at Casa Grande. Beneath it, from left, Mrs. Raul Celaya, Rick Anderson, Chuck Ferris, and Wayne Olson talk about antiques--planes, that is.*



*Joe Figueras holds open the cowl of 3630H so that we can appreciate the C-90 he installed. Joe is now helping Dave Kenny get an STC on his specially designed nose cowl.*



*With the cowl open, we can take a close look at the steering ball replacement that Joe has installed. He gave details in Hints and Tips in a recent Coupe Capers.*

## BUY AND SELL

For sale: 1968 Alon A2A with 90-16F engine with 1085 hours, 250 hours since top. Loaded with equipment. Full Panel: Narco Mark 12-360 ch and Narco Mark 3 for back up; Narco transponder; ADF; ELT; 3 light markers; telex boom mike; avionics switch with Narco and gain antenna; Beacon and strobe; Kenney pants; December annual; reconditioned prop; new tires and brakes; \$1250 new poly paint. \$7,500, but no trades. Days: (916) 927-3398; Evenings: (916) 925-6638. Jim Wright, 1537 El Camino Ave., North Sacramento, California 95815.

Wanted: I need a KS-505 King Power supply, or good power supply for a Narco Mk-2. Ed Glassmyer, Box 530, Carlisle, PA 17013.

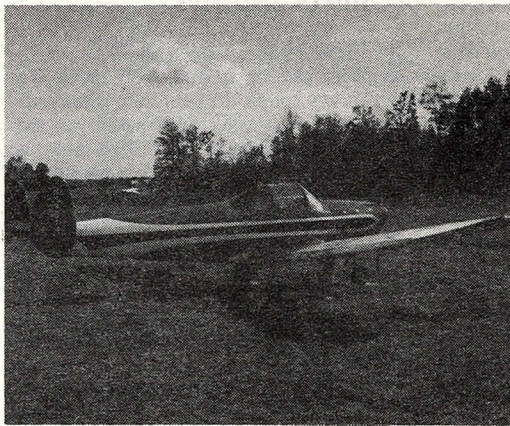
For Sale: 1947 415CD, 75 hp, 600 SMOH, Compression 73/76; factory original outside with fabric wings. Narco Mark 2; night equipped; October annual; never damaged; new windows; front tire, and battery. \$2,850. Frank Edwards, 3918 Inglewood, San Angelo, Texas 76901. (915) 949-3143.

Wanted: I am restoring a 1947 415C, converted to D, from which the preceeding owner had removed the tail feathers, fore and aft cockpit (formers C & D, and the sheet metal) and the firewall forward. Parts needed are Horizontal stabilizer, elevator, fins, rudders, left tank and fairing, master brake cylinder, throttle cable, assembly, top of former C (Part 415-31145), lower firewall (415-31099), lower left firewall fitting (415-31063-L) and literally EVERYTHING forward of the firewall except the engine, motor mount, cowl ring and side cowl. I do need the rest of the cowl parts, bolts, baffles, hoses and a C-85-12 rear accessory case (627307-A1). Any help other club members could offer would be greatly appreciated. Money is an important factor, since we really couldn't afford to do the "coupe project" at all. When I brought it home, my "first wife", Susan, threatened to buy a piano we can't afford, either! Help! Hobie Steele, Rt. 3, Box 273, Cambridge, MD 21613.

*Editor's Note: What kind of an Ercoupe pilot would deny his wife a piano?)*

For Sale: 1946 Ercoupe (N99014) 415-C-75 hp. 2297 TT; 1300 SMOH; Mark III; ELT; Stroble Light; landing light; new interior; new wiring and switching panel; new carburetor, DG and AH; New Window welts; Stainless steel brake discs; New exhaust stack; November annual; very clean: \$3,900. Call evenings: (517) 288-2009. Richard Clarke, 7997 South Byron Road, Durand, Michigan 48429.

For Sale or Trade: A pair of good metal unpainted wings with dual landing lights mounted in the left. Trade for a set of fresh, Ceconite wings with landing lights. Trade with or without Ailerons. Don Abbott, 5775 Park Plaza Court, Indianapolis, IN 46220 (317) 842-1550.



*Take me home and put me in your hanger for \$3,900.*

For Sale: a 23 channel Nova Star with Omni head. Needs work and has only 10 crystals installed, but it fits the panel very well. \$150: Kenneth Douglas, 5114 Nevada Ave., Fort Wayne, IN 46805.

For Sale: I have one airplane too many. Ercoupe 415-C, all metal, 85 h.p., 1700 TT, 890 SMOH, 400 STOH. It has a sound-proofed interior, new window welts, landing lights, RB, ELT, and a Narco Mk III; May annual. \$3,800 with a fresh annual, \$3,500 without annual, \$3,300 without radio or new annual. (201) 274-8775 Dr. Ron Saglimbene, 635 Broadway, Paterson, New Jersey 07514.

### SKIP'S COUPE

1200TT AF 1100 Engine 1946 415E, most all mods, large rear windows, Dave Edens window & welts, overhead console, bucket seats, split elevator, Belleville springs, double fork nose gear, bubble windshield, metal prop, custom panel, Alpha 200B radio & Genave transponder, also Airtex Canopy Cover & Redroe Tow Bar - \$3800.00 as is or \$4000.00 with fresh annual. Call for further details, Skip Carden, P. O. Box 15058, Durham, N. C. 27704. (919) 477-2193 from 8:30 to 5 and (919) 477-8132 after 5.

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REPLACE THOSE WORN AND PITTED DISCS  
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## HINTS AND TIPS

Dear Skip,

I got a waterproof gas cap from Aircon and it is a fine unit, except on *my coupe* the vent hole is shut off due to the close fitting gas filler neck gasket on the cowling. You don't fly long if the vent hole is blocked! I cut a V in the cowl tank gasket plus put a shim under the gas cap gasket, keeping the cowl gasket below the gas cap vent hole. I don't fly when it is raining, so I don't know what the rain results would be. As I said, "This is MY coupe and MY cowl" and is not intended to degrade the Aircon dressy gas unit; Wish they had painted it red. All gas caps should be red, shouldn't they? (Or should they be blue for 100 octane?)

Larry Richards  
Route 2  
De Forrest, Wis. 53532

## LETTERS

Dear Skip,

I am owner of N2980H, a 1946 415-C, which has been my mistress for the past year and a half. Recently, I have experienced a problem in that at low RPM the engine, C-85-12-F, runs very rough until carb heat is applied, but the roughness disappears above 1500 RPM and remains smooth running in the usual manner, that is, without carb heat. Have you experienced this problem or heard of it? I am upgrading my radio and have my old one for sale. (See Buy and Sell) I enjoy my coupe and I fly a good deal. My son, Marvin, is my co-pilot and navigator on many flights. With the help of our Nova-Star we flew to Oshkosh in 1976, taking the lake shore route there and the overland route on the return.

We had to contend with some low visibility and rain and one up-hill landing that was a surprise because we didn't notice it in time to prevent a tremendous bounce and go-around. We also had a high cross wind at Valparaiso that gave us a few anxious moments, but the old 'coupe took it all and never missed a beat. Hope to see you some day.

Ken Douglas  
5114 Nevada Ave.  
Fort Wayne, Ind. 46805

Dear Skip,

Still fighting the weather up here. Last month the Aircoupe finally faltered in starting. It was so cold that the prop would only turn 90° with the starter on a freshly charged, warmed battery. Next I'll be taking the oil to bed with me, Alaska-style.

Just wrote Gordon Squires for a good deal on insurance re-newal, thanks to the Ercoupe Owners Club.

Stan Sessler  
Cannan, NY 12029

Dear Skip,

Have been on the run for the past three months. Had my 'coupe scattered all over the hanger floor since the first of November trying to get an annual run on it. That comes from being a retired A&P. (If I paid someone else to do it, I could have been flying it some of these nice days we have been having.) In the meantime, we have kids scattered from New Orleans to Omaha, and have visited all of them, and took time to go deer and turkey hunting. So the cobblers kids go barefooted.

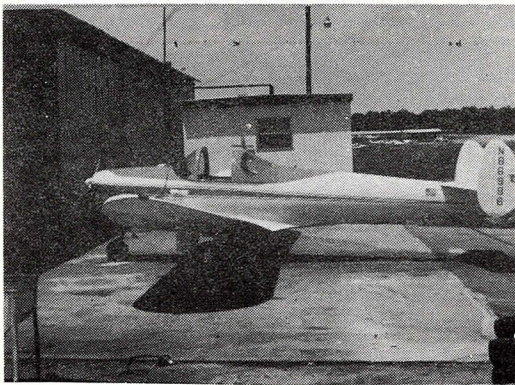
John M. Landrum  
Rt. 1, Box 1467  
Waco, TX 76710

Dear Skip,

Well, I finally got some decent pictures made of my coupe and am sending one along. I got it flying last May, twenty years to the day of the last log entry. This coupe had 539 hours on it and it had been stored for 18 years. It took me 18 months to do the full restoration. I corrosion proofed the entire aircraft with zinc chromate. The exterior finish is Alum-a-grip. The wings are fabric covered. I installed a complete dark blue Airtex interior and new tinted windows all around. It still has the original expander tube brakes and 8.00 x 4 main wheels, and the operation still very good. (Not for short fields; braking is a little too slow...although 1600' is OK)

It has the original engine with only 161 hours since complete overhaul. It was well pickled. I topped it and put it together and it runs great. (1 qt. oil in 5 hours.) I have put 24 hours on it and it burns 4.8 gallons per hour and indicates a steady 117. I have a McCauley 71-54 prop on it. I am as proud as a peacock of my Coupe. I bought it for \$400 and have \$2000 in it, and have been offered more than twice that amount!!

Brad Dennis  
824 S. Carter Dr.  
Jonesboro, GA 30236



*This 1945 415-C hadn't flown for twenty years and had only 539 hours on it, TT. Brad Dennis bought it for \$400!*

Dear Skip,

I was reading in the Capers "yellow copy" that a member acquired an EGT from Instrument Sales and Service at a club discount. I would like to duplicate this feat if I only had the address.

I really enjoy the Capers, because it helps me keep on top of things. I have a 1947 Coupe, N3954H.

Carlos A. Thomas

Dear Carlos,

A list of suppliers who provide club discounts appears from time to time in Coupe Capers. Keep watching Coupe Capers for special deals for members.

Chuck



Carlos Thomas, a new member, cruises the sky in this gem.

Dear Chuck,

Regarding the Ercoupe Ham Radio Net: Don't know if it is conditions or what, but we just don't seem to be getting together. I will give up on the net until the summer and then try again— or maybe someone else would like to try to get the old net going.

I have a new (?) coupe. It is a 1946 415-C, N2097H, and is from Longview, Texas. It runs real well but suffers from two problems: One is that the gas tank overflows at low engine speeds. Nothing we have done seems to help. I suspect an erratic fuel pump. The other problem is a tendency for the right wing to get heavy. But like all coupes, it is a great flying bird.

James Parsons  
3113 Edgewood Drive  
San Angelo, Texas 76901

Dear James,

If you have checked the fuel restrictor and found it in place at the fuel pump, and if your fuel return lines to the left main are free, then I can't guess what is amiss. Coupers, can you help?—Chuck

## ERCO - HAMS

Ercoupe Owners who are also  
Amateur Radio Operators:

W10BH	Dick Groton
WA1IQD	Joyce Caporale
WA1EDI	Joe Caporale
WA3PBA	Larry Blauvet
WA4BNT	Skip Carden
VE3FP0/4	Bill Sword
K5ROV	James Parsons
K6JGY	O.M. Raymer
K6JHA	Eura Mae Raymer
W8VMJ	Lowell Ditmar

### ANYONE ELSE ?

The Erco-Hams have been trying to meet Sundays at 7:00 EST on 40 meters, about 7.225 mhz, but with little success, yet.

Dear Chuck,

Here are some clippings about Ercoupe activities. Also, we are adding Bill Stewart to our staff as Sales representative. He will be working with sales manager Frank King, and Ercoupe Specialist Bob White to help Univair accomodate your needs.

Stephen and Jan Dyer  
Univair  
Route 3, Box 59  
Aurora, Colo. 80011  
(303) 364-7661

Dear Chuck:

It looks as though I will miss the Coupe Fly-in this year, since I will be girl flying then. However, keep me informed and I will phone every night, keeping the groupe informed of my progress. The Powder Puff will fly from sunrise to sunset. The night of the 3rd, we'll be in Dallas.

Aside from the Derby activities, I am busy with EAA and AAA functions. The EAA is having an airshow in G.P. May 22nd and I am on the publicity committee. The Denton, Tx fly-in June 10-11-12 and

the fourteenth yr. for the AAA, has volunteered me to be in charge of registration. Of course I will do everything that I can for the Ercoupe Club, so let me hear. OK. Dub Hall is a hard guy to keep up with.

For the benefit of the guys, I'll clue you in on the Powder Puff reg's. I paid \$5.00 for the registration kit. Entrance fee which is to be mailed no earlier than April 1st is \$50.00.

Four copies each of the following:

- (a) Application for entry.
- (b) Application for passengers. (I won't have any)
- (c) Flying Organizations-Membership.
- (d) Personal information
- (e) Two 5x7 glossy photo for magazine.

The drawing for place numbers are held April 9 at Cathedral City, California.

The plane N number and position number cannot be obstructed with sponsor's advertising. However, I can put decals, etc. on my back window (I intend to put EAA, AAA, Silver Wings, 99's, Coupe Capers, and Coupe International) You all are my friends and contributing to the flight.

Impounding date is June 29th at Palm Springs, Ca. There I show proof of Annual, weight and balance of flight and insurance (like you wouldn't believe) Gordon Squires can have that business. Log books on everything. Pilot and radio license and physical.

We take off at 08:00 July 2nd by position numbers at intervals (weather permitting) First stop is Tucson 298.67 nautical miles, and overnight at El Paso another 233.05 nautical mi. There, we will party! Ha. Midland is 213.73 and party again at Dls. 276.88 nautical mi.

The morning of July 4th, we'll leave Dallas and be on our own. The worst will be over, and the legs shorter. The flight ends July 5th at 18:00.

I cannot say that this is the most exciting event that has ever happened to me. My life has been too rich with blessings but I will say that this is the first Derby that I have ever flown. It will be fun, meeting all the girls, taking pictures, and all. But the Ercoupe fly-in was equally exciting. I think women are pretty wonderful too and I am looking forward to it.

February 26th, our 99's chapter is painting the runway numbers at Palestine, Tx. Two runways in fact. This type of project is great work and socializing. 99's are a great bunch of gals and I love em all.

My thanks to the following:

Olin Longcoy	Jack Rhodes
Fred & Dorothy Weick	Oscar & Florence Grismore
Gordon Squires	Eydie Banasych
John Stockard	Fredrick Garrity
Judy Cole	Dr. Leng
Evelyn Sharpe	Kenney Engineering
Jan Dyer	Mr. & Mrs. Carl Sparkman
Ercoupe Owners Club	Louis Coghill
Webster Fox	Jodie Thompson
Jay Henry	Ercoupe Owners Club

Please notice, my new mailing address and new metro phone number. I can now call a radius of 100 mi and no long distance phoning. Yeh.

Thanks again Chuck and everyone for everything. Let me know when I can start helping for the Coupe Fly-in.

Regards,  
Alverna Williams  
214-263-6339

Dear Mr. Ferris:

I've been reading stacks of Coupe Capers belonging to Otis Clarkston of Zanesville, Ohio. Otis bought his Ercoupe, a 1946 415-C last April, culminating a 30-year dream, only to have a tornado blow the hangar on top of it. He is currently rebuilding it.

I flew Otis' Ercoupe many times. His was the first I'd ever flown, and being an owner of an open-cockpit taildragger, I expected to find the Coupe was just a toy-like all those stories say. True, the Coupe was easy to fly. But I kept wondering how all those old stories got started. You've probably heard all the old cliches--"Sure we've got an Ercoupe. The pilots use them to drive out to their airplanes."

Otis got a little ribbing from the local flying population. The words "no rudder pedals" kept creeping into the conversations. But I noticed that after the kidding stopped, those tossing the barbs climbed into their cars equipped with automatic transmission, power steering, power brakes, power windows, air conditioning, and cruise control and "drove" away. Wonder why they don't get a "real" car-one with a clutch and a gearshift on the floor?

I write a weekly aviation column in our local daily newspaper. When Otis got his Coupe I gave him a write-up that he said "Was bigger than what he'll get when he dies." I thought the story of "The dirty old Ercoupe fly-in" in the December issue was the funniest thing I ever read. I intend to reprint it in my column and share it with those not fortunate enough to see Coupe Capers regularly.

I think the "dirty old Ercoupe fly-in" is typical of the sense of humor that Ercoupe owners have. Ever notice that when a Coupe owner is getting ribbed about his airplane he never argues? He just smiles. Could it be because he knows something that others don't?

I currently have a Corben Super Ace, a two-place parasol with a Lycoming O-290-D. I'll probably put it up for sale this summer and start looking for something else. Who knows? Maybe a twin-tailed tiger...

Best Regards,  
Randy Jones  
Aviation Editor  
The Times Recorder  
34 S. 4th Street  
Zanesville, Ohio 43701

## NOTES FROM THE NORTHWEST REPRESENTATIVES

Isn't it great to be in the air again! Our fog has gone elsewhere - so we can now extend our pity and condolences to our fellow Coupers in the Midwest and East who are REALLY weathered in. As a matter of fact we recently received a nice letter from Bill Stockbridge, in New York, wanting more information about our reference in Coupe Capers to Ercoupe aerobatics and the waterproof gas gauge. He enclosed a snapshot of his new paint job - a beautiful design of white and orange.

Among our other Coupe correspondence this month were several letters from our area pilots. Louise Shea writes that she's still in Oregon City and taking flying lessons for diversion while Bill is in Alaska. Bill and Lou Crothers, of Sandy, Ore., say they are now the proud new owners of N7535C, formerly Alan Henderson's (hope Alan and Sandy can get back into Coupes eventually.) Meanwhile the Crothers are having fun upholstering and painting and hope to join us this summer. Clark and Sandi Wilson (N2909H) in Coos Bay, Ore. sold their previous Coupe (N3236H) to Jim and Elvi Barton - Congratulations! Also a nice letter from Nic Nielson with a rundown of the Coupes he's owned - sounds like lots of years of fun. Jolly Dawson asked us to mention that he's stuck in rebuilding N94347 until he finds an Ercoupe nosewheel wrench and nut - can anyone help him out? And, finally, Fern Blocker has her Coupe back home now in good repair after her mishap in N. Car. However, she's had an auto accident during the holidays and seems to have suffered broken bones and a concussion! She's mending well and claims to be living proof that "It's Safer to Fly than Drive!"

Now for a brief report on our January breakfast bash at Albany. Clarence and Bobbie Paul, having flown up the previous evening, were there to greet us and entertained us with a disaster-by-disaster account of his flight bringing Doyle Gardner's new Coupe out from Shreveport, La. - smoke filled cabin, oil dripping on the feet, rain pouring in the canopy...what a trip! Before long the lot started to fill with Ercoupes as Bill and Nancy Townes, Harry Larson, Ken Damewood, and Al Henderson swung in. Al, by the way, has decided to keep his Coupe - which I knew he would all along. Scott Savage, who recently sold his Coupe, sneaked into the lot with a Cessna full of youngsters (who are the reason for his switch in planes) but was rapidly camouflaged by more Ercoupes. Jim Bradley was able to rejoin us since we're meeting on Saturdays, and brought along Jay Brady who says he used to own our Alon! Jack Stevens got his daughter, Molly, to co-pilot this month. And Larry Dyer and his navigator, Zada, really sparkled up the lot with his Coupe's new paint job. It's always great to see the lot so full!

The difficult part of these eat-ins is eavesdropping on all the conversations so we don't miss anything vital! The discussions I did overhear concerned the following:

1) There is an exhaust plug which draws off moisture. We bought a set, but Jack Stevens was able to copy the idea very inexpensively and will give us a diagram to follow. We'll try to include copies next month.

2) Jack also knows where Coupe sized tires are available in the Portland area.

3) Mooney makes a nosewheel ball joint which will eliminate the shearing problem Fern Blocker's Coupe had on her cross country.

4) If you want locking gas caps for your plane (can't use while flying) ask your auto dealer for three with the same key number. We got Edelman EG-752E which fit our Alon. Other caps that will probably fit are STANT G-752E; GATES GAS-416; A-C GT-81L; DOLE DGL-103E; WAYNE WG-98E. The cap fits the main tank perfectly, but we had to drain the wing tanks and ream out the hole slightly. Do this very carefully so you don't cause a spark and blow yourself up! We lowered an 8 inch square cloth with long strings, parachute fashion, into the empty tank to catch the filings. Any metal filings you miss can be taken out with a long cotton swab.

After we were full of pancakes, sloshing with coffee, and talked out, we maneuvered our way out of the parking lot and took off in formation for a quick flight to our home strip at Dietz. We arrived in force, got everybody parked in the backyard, talked Coupes, traded stories, and poured over the scrapbooks until the group dispersed to do whatever you do on Saturdays. Sure was terrific to have such a good crowd.

Roy & Eileen Wright

## MY FIRST FLYING LESSONS

One October day, a year ago, I saw an advertisement for a 1946 Ercoupe in our local newspaper. I was surprised to find that prices had gone up about \$1,000 in the eight years since I last priced coupes.

I thought about that 'coupe for a month. Then after finding an instructor who consented to teach me to fly in an Ercoupe, I decided to buy it. I called my wife from work to tell her the good news.

When I got home that night, I found my suitcase on the front porch and the door locked. My wife was not too happy that our four year old son opened the door for daddy. She began to calm down a little after I promised to buy more life insurance and to kiss my kids good-bye prior to each flight.

Since I did not know anything about airplanes, I paid the owner the extra cost of a fresh annual inspection so that I might be assured that the airplane

was in airworthy condition for that first flight in my own plane.

When the time came for my first lesson, the instructor told me roughly what to do and then he told me to fly. And that is just how I did it—roughly. The main thing I learned in the first hour was the meaning of the word “overcontrol”. My flight path must have looked something like a rollercoaster.

I had mixed emotions derived from the sheer pleasure of being aloft in my own airplane and the terrifying fear that the airplane (which had become an “antique” since I had purchased it) might suddenly fall apart. The feeling of pleasure won out and I hated to leave the sky when the instructor told me to return to the airport and land. The fear returned when I suddenly realized that landing meant bringing the airplane and the land into contact—preferably softly.

Looking back, I now realize that the fear changed back to pleasure, if only for a split second, when that landing, from a crab angle, proved indeed to be soft. But in the roll out after landing, fear again...and for good reason.

During the landing roll, a vibration set in and the whole airplane shook and the wheel vibrated uncontrollably back and forth in my clenched hands. Then there was a snap. Although the wheel no longer vibrated in my hands, that was of little consolation because the airplane continued to shake its way down the runway. I realized that the steering linkage had broken and that I had no control over the path of the airplane. My instructor politely suggested, “STEP ON THE DAMN BRAKES!” This, too, was enlightening. I learned that pucks in both brakes were worn out. However, one brake held just enough to cause the Ercoupe to begin turning in a big circle in middle of the runway. The first half of the circle gave me an excellent view of the runway I had just vibrated down, and also the Cessna that was about to touch down behind me. The Cessna slipped from my view, but not from my memory, as the Ercoupe continued out of control for the second half of that circle in the middle of the runway.

Then the tower inquired, “Ercoupe, what are your intentions?” Before I could answer, he suggested, “Cessna, take it back up and go around.” Somehow the nose wheel straightened out by itself on completion of the circle and the Ercoupe drifted out the taxi-way and came to rest in the vicinity of my tie-down.

I might have given up flying and sold the Ercoupe after that first “lesson” if it had not been for the encouragement of my wife who said, “I told you so!”

I ordered a new steering ball and, after it was installed, I went up for my second lesson. Again, it was a pleasant experience in the air, but upon landing there was the same vibration followed by a snapping of the new steering ball and loss of control. This time the Ercoupe veered off the runway with the propeller

mowing the grass until it came to rest in a ditch. (The airport manager did not even thank me for the lawn mowing job.)

The rebuilding of the nose gear and the brakes was carried out by a competent mechanic, and not by the AI who had given the Ercoupe a “paper and pencil” annual. (Since then, I have enjoyed over 80 hours in my coupe.)

The real lessons learned were the importance of a good annual and of rebushing a single arm nose gear at the first sign of any shimmy. Replacing a weak steering ball is not enough! The problem must be corrected where it originates by removing all play due to wear of the bushings and the wheel bearing.

I shudder when I think about what might have happened with those first two landings...almost as much as I shudder about my first solo cross country when a cow ran onto the runway as I approached lift-off speed. But that's another story.

Anthony Scheibelhoffer  
2986 Wilbanks Drive  
Norton, Ohio 44203  
753-3851

## NOTES

Dick Weibley, Ercoupe Owners Club Board of Directors, and unofficial Ercoupe historian, reports that his Ercoupe Encyclopedia, *Everybody's Ercoupe* will go on sale at the National Ercoupe Fly-in on July 2,3,4, after he has made a special presentation of copy Number 1. *Everybody's Ercoupe* will be valuable, not only to 'coupe buffs and owners, but to prospective buyers. It tells exactly what each production coupe was equipped with, at what point in production adaptations were made, what AD's were applicable, and which were not.

Did you know that you don't have to up your horse power to change from a C to a D? Surprised? Dick says you'll find other surprises in *EE*. Want to know what your Ercoupe cost when it was brand new? Dick can tell you.

Also Dick has a few copies of Ercoupe Specifications and AD's. These are available for \$2.50. Dick Weibley, 311 Skyport Rd., Mechanicsburg, PA 17055.

Joe Figueras, of Inglewood, California, has been helping Dave Kenney get an STC on his sleek nose cowl. Joe has his new 90 hp engine wired up with a mess of thermocouples and has been taking a FAA engineer for test flights. It looks to Joe like it will pass with flying colors, because the oil temperature stays well down, even in extended, maximum climbs.

And where is Dave while this testing is going on? On the ground with his foot in a cast. He broke his foot dismounting from his Cherokee. Maybe Dave can borrow an Ercoupe to fly while his leg is in a cast...one without rudder pedals.

## CLUB ITEMS

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

• • •

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)

• • •

## CLUB DISCOUNTS

The following firms have agreed to give members of the Ercoupe Owners Club discounts on their purchases:

Insurance-Day and Squires Insurance Co., 18 E Canon Perdido Street, Santa Barbara, Ca. 93101, phone (805) 966-0835.

Avis who gives 20% on domestic rentals and 10% internationally, call toll free 1-800-331-1212 for reservations.

Instrument Sales and Service-10% off on instruments, 3143 W. Maple, Wichita, Kansas 67213, phone (316) 942-2581, send for their current catalog.

Redro Inc., towbars for coupes-25% off list price or \$12.71 plus U.P.S., P. O. Box 504, Owatonna, Minn. 55060.

• • • • •

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"

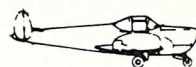
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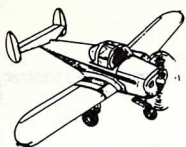
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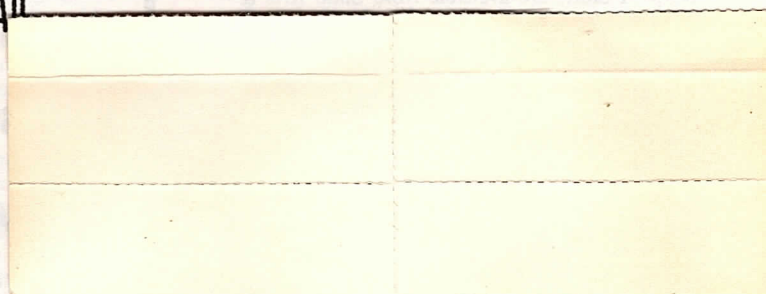
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