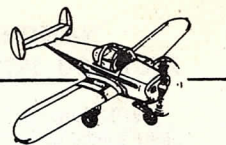


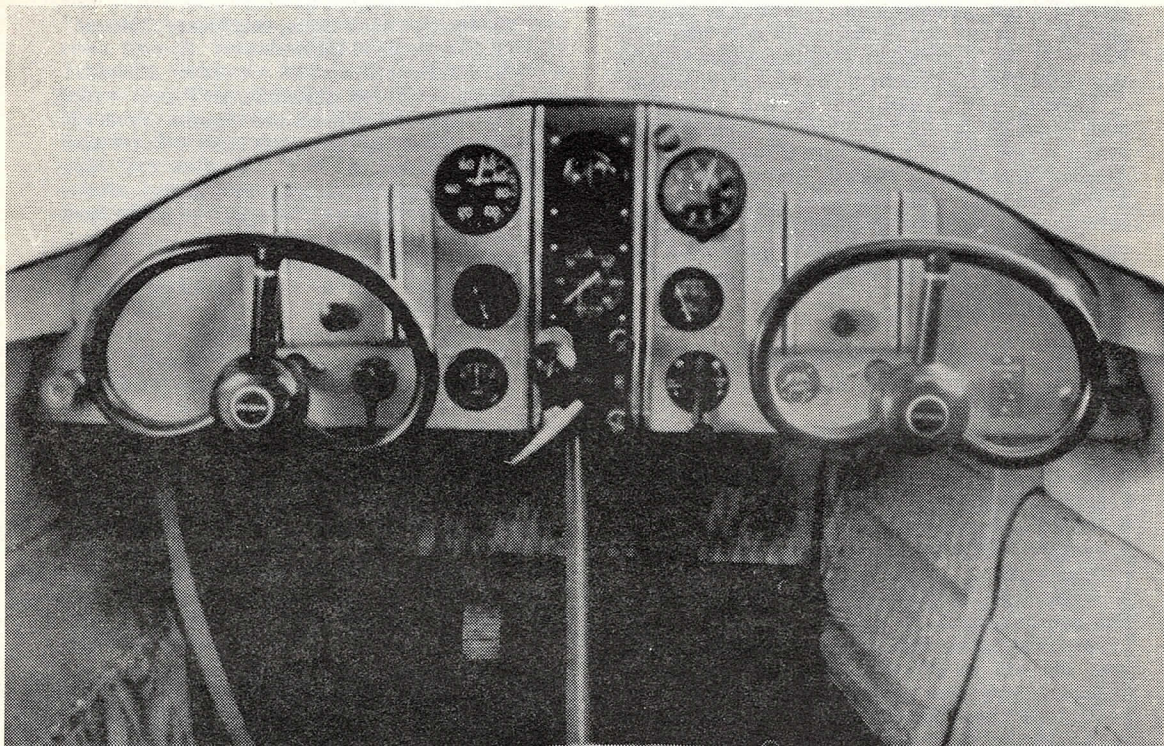
COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



VOLUME 5 NUMBER 12 MAY 1977

EDITOR: Chuck Ferris



UP FRONT: THE GOOD OLD DAYS

Do you long for the good old days when life was simpler? An attitude indicator was the seat of your pants; a "chart" was an ESSO road map; a "navigation aid" was the name of a town painted on a barn roof.

I missed those days. I started flying in the 1960's. Sectionals had already gone up to 35 cents; aircraft fuel was nearly 50 cents a gallon; and there were almost 200 channels on aircraft radio. In other words I'm a newcomer, but still, I too can be nostalgic about the "Good Old Days".

An early brochure from Parks Aircraft, sent to Skip by Walter Shelton, shows Ercoypes as they were in 1941 and 1946—STARK! BASIC! BEAUTIFUL!

Look at that panel above. Does it make you want to turn back the clock? Were you born too late? But, do you know, the 'coupe in the photo, there, may still be flying? One of every four 'coupes built is still in license. In fact, that coupe may be *yours*.

And the cost! \$3,250 with landing lights, starter,

generator, battery, *and radio*. And like fine wine, it is worth even more today, thirty to thirty-five years older. Properly aged and served at room temperature, it flies better than ever.

UP FRONT: THE GOOD NEW DAYS

Since I wrote about the Good Old Days, I've had rides in Ben Rizzi's 1965 Alon Aircoupe, and Wayne Olson's 1969 Cadet, and, WOW, are they great. They are roomy, fast, quiet, trim, and modern. Each is based on the classic Weick design that we love, but up-dated, modernized, and redecorated. (True: I missed the open cockpit, but even the auto industry has dropped the convertible line.) Wouldn't it be great if someone would tool up and produce NEW Ercoypes?

NATIONAL ERCOUBE FLY-IN
JULY 1-2-3, 1977, TAHLEQUAH, OKLAHOMA

Well, things are nearing the final stages, with about eight weeks to go til the National, almost all plans are finalized. We are still in need of some volunteers to drive the vans which we will be using for transportation to and from the field. I already have received a few pre-registrations but need as many as possible so we can give the university some idea as to how many we might expect. It will also make registration at the field much easier if you have pre-registered.

Included in the registration fee is a mylar decal made especially for the Fly-In as well as covering expenses of the Fly-In. I now have a complete list of speakers for the Forum which is printed below. Also, if you would like some additional posters and cards advertising the National Fly-In, please let me know at once. I need all the help I can get at this point. There isn't much time and your help would be appreciated.

FORUMS

**7:30 P.M. Saturday Night
at the University**

1. Gordon Squires - Aircraft Insurance and what it means
2. Bob German - Installation of the Continental 0200 in the Ercoupe
3. Joe McCawley - Hypnosis and Flying
4. Fred Weick - Questions and answers on the Ercoupe Development

We may add more to this list as I still have some time left for Forums.

Mr. Fred Weick will again be in attendance this year and will be available for photos and hanger sessions. If you haven't met this great gentleman then you should attend just to make his acquaintance, a swell man. He and his wife will be attending in an Ercoupe as they did last year.

The program for our Fly-In will be as follows: Friday nite early arrivals cookout, 7:00 P.M. at the field to be catered by Northeastern University, hamburgers, baked beans, potato salad and soft drinks - \$2.75 per person.

Saturday: Arrivals all day - food on the field catered by Northeastern - meet other coupers and fellowship - continual judging. Dinner, your choice, forums at the university beginning promptly at 7:30.

Sunday: Arrivals and Registration, food again on the field, contests at 3:00 (Bomb Drop and Spot Landing) - continual judging - leave field at 5:00 - Happy Hour (courtesy of Days and Squires) 7:00 at the University - 7:30 Banquet to be followed by a short business meeting and elections of officers for '77-'78. Awards and Presentations.

Monday: depart for home.

The trophy list for this year is below:

1. Grand Champion Ercoupe (most original)
2. Reserve Grand Champion Ercoupe (most original)

3. Grand Champion Modified Ercoupe (most modified)
4. Reserve Grand Champion Modified Ercoupe (most modified)
5. Grand Champion Alon
6. Reserve Grand Champion Alon
7. Grand Champion Forney
8. Reserve Grand Champion Forney
9. Grand Champion Mooney Cadet
10. Reserve Grand Champion Mooney Cadet
11. Best Modified Interior
12. Best Paint Scheme
13. Best Paint Job (application)
14. Best Modified Instrument Panel
15. Best Original Instrument Panel
16. Lady's Choice
17. Fly-In Queen (must fly-in) - Plaque
18. Oldest Pilot Award - Plaque
19. Youngest Pilot Award - Plaque
20. Best Engine Installation - Plaque
21. Ercoupe Most In Need Of Restoration Award - Plaque
22. Best Dressed Male Pilot - Plaque
23. Dirty Old Ercoupe Award - Plaque
24. Lowest Serial Number - Trophy and \$10.00 Cash
25. Hard Luck Award - Plaque
26. Bomb Drop - Plaque
27. Spot Landing - Plaque
28. Lady Ercouper of the Year - Trophy
29. First Arrival Award - Plaque and \$10.00 Cash
30. Longest Distance Traveled - Trophy and \$25.00 Cash

Second Longest Distance - Third Longest Distance - Fourth Longest Distance - Plaques and \$5.00 each

FINAL FLY-IN NOTES

Pre-register if possible (\$6.00). Register as soon as you arrive at the field so we will know who has arrived. The rooms are only \$4.50 per person per nite, based on two to a room. If you want a room to yourself, then it will cost you \$9.00 per nite, this includes all linens and maid service. We will have two vans which will transport you to and from the University, other transportation will be on a special arrangement basis. Plan your trip well, leave early, and fly safely. We want to see everyone there. Next month we will have any changes and up-dates at that time. If you have any questions, call me.

Skip 919-477-1832 or 477-2193 (office)

P.S. I have just been reminded that those who want to camp out will have space available as last year. I have also received word that we will have a new Kenny Nose Bowl as a door prize and a set of stainless steel brake discs, 2 panel mounted trim controls from Aircom, and many more prizes to come!

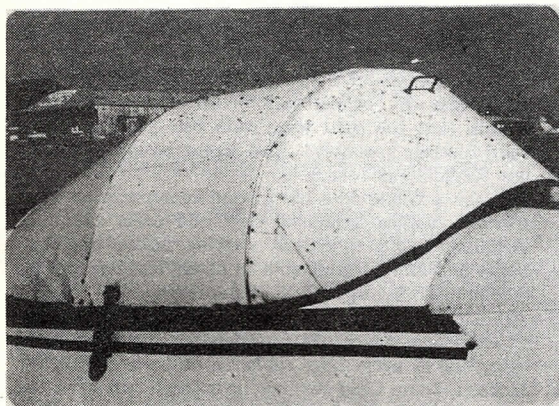
ERCOUPE FLY-IN CALENDAR 1977

May 21 and 22, Alva, Oklahoma
 May 21 and 22, Cambridge, Maryland
 July 2,3,4, National Fly-in, Tahlequah, Oklahoma

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 135 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.



ERCO HAMS

Add Joe B. McCawley to your list of amateur radio operators. K4BQD.

HINTS AND TIPS

My friend, Tom Crunk, lost his Ercoupe to the winds last year. The gusts of wind pulled the aircraft loose from the tail tie-down-ring and upset it. He replaced it with a Forney and when the winds came this year we went out to check the tie downs. We discovered that the 20 knot winds with 35 knot gusts were slamming a neighbor's 'coupe up and down and threatening to pull out his tail tie-down-ring, too.

We used a tensiometer and noted that the gusts were putting frequent and sudden 150 pound loads on the tail tie-down, because the tail tie-down was *straight up and down* from the tail. By moving the tie down so that the tie down rope angled back about 45°, the gusts pulled only 10 to 12 pounds.

We wanted other Ercoupers to know about this.

Ron Rangel
 Cessna 150 Owner
 312-566-0529

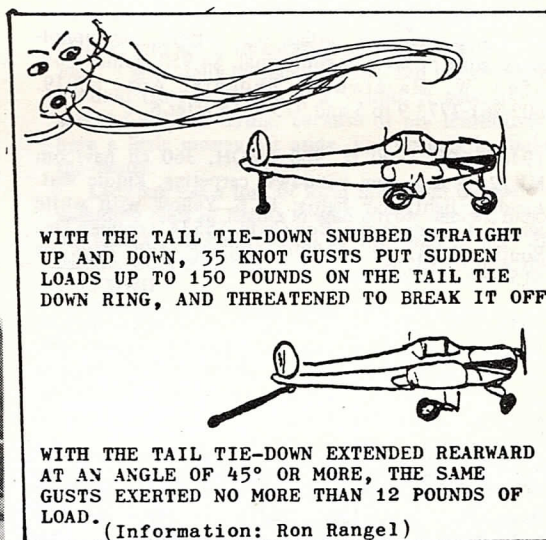


Diagram: Chuck

CONTRIBUTIONS

As we are a non-profit corporation any contributions or gifts are fully tax deductible. I also appreciate all the extra that so many of you have been sending in with your renewals. There are so many that I cannot list all of you but be assured it is appreciated. People like you are the ones who really keep the wheels turning, THANKS. Skip

ERCOUPES FOR SALE

1946 415CD. 1600 TTAF; 998 SMOH; 78/80 78/80 76/80 77/80; new prop spinner and back plate; new tanks; wing and nose; rolled and pleated interior; canopy cover; full panel; 720 channel Edo-Aire with automatic omni, 200 channel nav and 200 channel nav-inter-com with push to talk; Telex and Dave Clark headsets; wheel fairings; Alon nose gear; new tires, battery, brakes, hoses; fresh annual; stripped and ready to paint; all metal; Narco AT50 transponder. \$5,000 (\$3,500 without radios) Annette Thompson, 304-822-3053 or 822-3521. West Virginia. Someone better snap this one up. You couldn't restore one for this price.

1946 415C (85 hp) TTAE 1568; SMOH 242; STOH with 100 octane valves, 30. Bubble windshield, large rear windows, rudder conversion, Forney control wheels, Mooney M-10 nose cowl, Vernier throttle, Master switch warning light; oil quick drain, ceconite wings newly painted; Narco Mk 8 190 ch nav/com, Slick mags; Hobbs meter; OAT; T&B OH'd; Airtex canopy cover; New voltage reg, battery, side upholstery with pockets, fresh annual. \$4,950. James Cox, 3543 W. Hazelwood, Phoenix, Ariz. 85019. 602-261-7773 9 to 5 and 973-6118 after 6.

1946 415D 1300 tt, 900 SMOH, 360 ch nav/com MK12, 3 lite, new windows, carpeting, kiddie seat. Landing light; nav lights; ELT. Yellow with white wings. A super coupe. Bob Carts, 15534 Arneman Dr., South Beloit, Ill. 61080, 608-365-4159 days or 815-389-2122 evenings.

1948 415E. (85 hp) 500 SMOH, December annual, Narco Mk IV, ELT, DG, AH, Landing Lights, RB, Split elevator, Tinted bubble. \$4,000. Bradley Pope or A. M. Leachman, 3269 McGarity Lane, Kennesaw, Georgia, 30144. 404-428-4016 evenings or 974-6776 also evenings.

1967 Alon/Mooney A2A. (90hp) Full gyros, cylinder head temp, EGT, EBC 102A ELT, Narco Mk 12A (90), VOA-4 Head, Narco AT50 transponder, King KR86 digital ADF, Brittain B2C wing leveler, Rebat battery new May '76, annual due in June, TTE 1294, 8 day clock with trip timer, kiddie seat. \$6,000. Robert S. Lindner, 11091 Glenwood Dr., Coral Springs, FLA. 305-752-7309 nights, 994-5803 days.

1966 Alon A-2 # A-209. 2030TT, 735 SMOH, Blue and White, tinted glass, dual transceivers, dual omnis, auto-pilot with tracker, 3LMB, FGP, transponder, DME, IFR certified, EGT, CHT, MP, ELT, ski-rack, prop overhauled, new tires and battery, rudder pedals, alternate static, OAT, Remote compass, beacon, Hobbs, August annual. \$8,250. (Without transponder and DME: \$7,250.) Joe B. McCawley, 615 Irvington Avenue, Orlando, Florida 32803. 305-894-0066.

1946 415C, N2806H, # 3431. Recently stripped to aluminum, (85hp) RB, ELT, Narco 2. Partially disassembled. \$1,800. L. R. Childers, Rt. 2, Mocks Creek, Danville, Ky 40422. 606-236-8223.

PARTS NEEDED AND FOR SALE

Have two good 800x4 tires with rims, new brake pucks. Top gas tank. Will swap. N. E. Hyder, 2419 W. 232nd Street, Torrance, CA 90501.

Beech Roby prop for Ercoupe. Good condition \$250. Howard Treadwell, 11018 102 Ave. N., Largo, FLA 33540 813-393-3131.

Need good or over-haulable C-85 or C-90. Have all accessories, but would buy complete. Glen F. Childers, Post Office Box 1740, Ada, Oklahoma 74820, 405-436-1400 days.

(Editor's note: I try not to comment on advertisements, but something mysterious is going on in Maryland. I keep a wary eye on the Capers mail when Hobie Steele writes in. His "wants" and "for trade" lists boggle the mind. If you want to be involved in whatever it is that Hobie is building, watch this space each month. In fact, it looks like you might build yourself an entire 'coupe from Hobie's left-overs. Without further comment.....)

Thanks for running the want-ad. Got two calls the very day Capers came: out-pulling a similar ad in Trade-a-Plane. Still need for my 1947D: complete tail feathers (Stab, elev., both fins, and rudders), Former C (Part 415-31145), some engine baffles, cowl parts, throttle cable, small piano (See "Buy and Sell", March '77 Capers).

Have for trade: a 1946 C fuselage with near terminal case of "hanger rash" with with good center section (less the right wing walk box and lower forward fuselage assembly). Also Motor mount and fuselage (only) aft of former C.

Have a friend who has a good center section with forward fuselage attached, new odd parts and kits, including master cylinders, steering yokes, carb air-boxes and stuff. Reasonable to needy builders. Hobie Steele, Rt. 3, Box 273, Cambridge, Md. 21613, 301-228-7595.

Complete set of old type landing gears, including tires, brakes everything ready to bolt on, \$300 fob Jackson, Tenn. Used cowling, nose cowl, two sides, top, polished aluminum. \$150 for all four pieces. John Stockard Jr., P. O. Box 3157, Jackson, Tenn. 38301.

Complete 20 amp electrical system: Generator, gauge, regulator. Removed from plane to up-grade to 35 amp and is working perfectly and will fit 65hp to 100 hp. \$100. Gene Taylor, 1011 W. 14th, Houston, TX 77008. 713-861-4604.

HELP NEEDED: Shorty

I love our new coupe, a 1967 Alon, but I just don't "fit" it. I'm 5'1" tall and need 8" extensions on the rudder pedals and the foot bar brake. My husband, Rich, has made rudder pedal blocks for me, but we still haven't found a way to rig the brake so that I can use it. Every time I run-up or land, my instructor has to use the brake for me.

There must be other short people flying 'coupes, so I know that there must be a way to solve this problem. We've contacted Skyport and Univair for hand conversion kits, but came up empty. Do you know a way to rig this, or where else we could try for a conversion kit? I'm ready to solo, but can't unless I can operate the brake. Please write to Betty Burnett, 34-06 73rd Street, Jackson Hgts, NY 11372.

HELP NEEDED: Steering

I've got a slight problem steering my 'coupe. My 415C has a single fork nose wheel. With the ailerons in neutral, flush with the wings, the 'coupe turns to the left. When the 'coupe is going straight, the wheel is cocked to the right and I have some up right aileron and some down left aileron.

Is the nose wheel supposed to be straight or cocked a little bit with the ailerons neutral? I'm going to replace the steering ball with the Mooney M-10 steering kit and put on a double fork nose wheel and I'd like to be able to tell the A&E, since he has no specs on it. Everett Stedman, 268 N. Hendricks Place, Indianapolis, Ind. 46201.

HELP NEEDED: Skis

I would like to borrow or beg a blue print for a set of skis for an Erco coupe. Have had so much snow in Indiana this winter, I feel as though it was a waste of resources. Earl Schroeder, 210 Mich St., Lapaz, Ind. 46537.

HELP NEEDED: Buckets and baggage

We want two individual bucket seats. Any idea where to locate them? Also would like to order a 9 cubic foot baggage compartment. Where could we order one? Jack and Marget Wallace, General Delivery, Bragg Creek, Alberta, Canada.

Editor's Note: See News from Northwest Region, this issue.

HELP NEEDED: Lost love

If possible, I would like to find the whereabouts of my old 'coupe, 87103. It was sold in 1960 at Mastic Field, Long Island, N. Y. It was a 1946 with an 85 hp. Ben Rizzi, 23409 Erwin Street, Woodland Hills, CA 91364.

HELP NEEDED: Cross Wind

Since moving to the high desert, Palmdale, California, I've begun to wonder if I really know how to make cross wind landings. Would someone please explain exactly how it is done and will you print it in a future Capers. What is the maximum crosswind one should land in? W. E. Jacobi, 38545 Lemsford Ave., Palmdale, CA 93550

HELP NEEDED: Ladybug

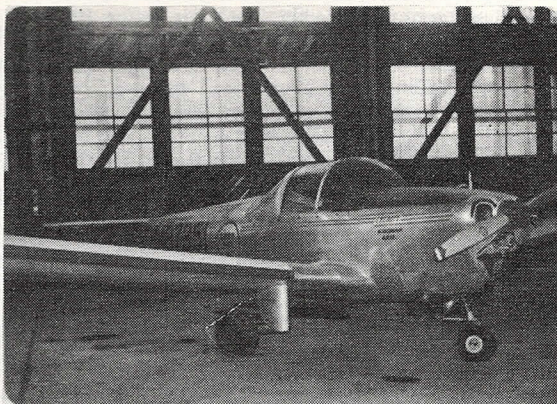
I found "lady-bug", N87351, in the very-dead storage area on Kingman-Lindbergh Field. She sits forlornly in a corner of a sieve-roofed WWII hangar, and the rain, dust, and bird droppings haven't improved her looks. The interior upholstery is missing, seats worn out and sagging, side windows missing, aluminum oxidizing, instruments missing, tires flat, insects in the carburetor filter and exhaust pipe, but, strangely, some fuel in one tank. It is five years out of license. Registration indicates that it belongs to Oral Stowel of Kingman, Arizona, but I cannot locate him.

I'd like to see this bird restored, before it rots completely, and see it flying again, especially with me flying it. I am totally disabled, retired, and the only plane I would trust myself in is a 'coupe. It need only be suited for local flying, because of my limitations. I have a little money set aside, but no luck in finding the owner.

Ladybug has a lore of local tales built up about it, including tales of flights in wild circumstances, including landing on Beale Street in Kingman as part of a parade. Supposedly it is a 415C purchased new right after WWII.

(Editor's note: Who knows anything about Ladybug?)

Gordon Coddington, 3724 John L. Ave., Kingman, Ariz. 86401.



NEWS FROM REGIONS: Northwest

Northwest region is very active. In spite of fog and rain they turn out many as 30 people at their monthly breakfast fly-ins. Gleaned from the Wright's breezy newsletter were the following tid-bits. Bobbie Paul is taking flying lessons again. Clarence Paul is Vice President of Oregon Pilots' Association. Bill Shea painted his coupe himself, using thirty cans of epoxy spray paint for a cost of \$77.00. Roy says that if you need a good towbar, get a Cessna Genuine Parts #0501019-1. Do not, however, leave it attached as you take off, or you may not be as lucky as he was. It did not bounce up into the prop or puncture the fuselage. Roy says he's going to tie it to the hangar door with a long rope.

Ollie Henry, Texas, who has Alon N5634F has written to the Wrights who own N5635F, and he has been in contact with N5638F in Ohio. They're going to try to recreate the 1967 Alon assembly line at the National fly-in in Tahlequah. Tim Brownhill now has bucket seats and upholstery kits, and he will do Ercoupe annuals for group members for \$110, and other 'coupe work for \$12.00 hour.

Vince Ianniciello, regional director for Ercoupe Owners Club, has an "Italian" paint job—whatever that is. Northwest has eight "certains" and several "possibles" for the National fly-in.

Clarence Paul and Doyle Gardner each have a rear spar strengthening kit for 415C for sale.

NEWS FROM REGIONS: Southern California

Wayne Olson reports Bill Austin has a new and sweet flying 'coupe. Work has started on a regional fly-in for this fall, probably October, but dates are not set yet. Jack Owens' coupe is restored, flying, and fast. He goes 118 IAS. This speed of Jack's has stirred up Joe Figueras who, with Chuck Ferris as a witness, cruises at 125 IAS. And Joe will not rest, he reports, until he gets five more mph! Steve Kosko has started the tedious job of restoring his Met-Co-Air 'coupe. His 'coupe is the one on which all those goodies we all have were tried: STC'd metal wings, zero thrust line engine conversion, 90 hp engine, and such. It also wears the first set of Dave Kenney Wheel Fairings. Speaking of Dave, he has started work on his new coupe . . . and when he gets it ready for fly-ins, the rest of us might as well stay home as far as winning trophies is concerned.

Phil DuBois and Ken Duvall are each restoring their coupes: Phil has his at home; but Ken keeps his flying and does a little work each week. Chuck Ferris drops into Corona from time to time in his blue and white number with the daisies on her tail. Coupe Capers cover girl, Robin, took Chuck flying in "Tweet", and played music for him on her eight-track cockpit stereo. Part of her preflight is selecting tapes to play.

NEWS FROM REGIONS: Arizona

Jim Cox writes that the Arizona Wing of the Ercoupe Airforce is ready for action. And active: In February Jack Harkness hosted the group at his Kings Table Restaurant. Harkness and Jim Hald showed slides taken at Tahlequah, last year. They then planned the next events, one of which was a March fly-in to Rimrock Airport, 75 miles northeast of Phoenix. This turned out to be a four Ercoupe and three automobile event with a ranch style lunch at Lake Montezuma Country Club. Participating were Jack and Shirley Harkness, Bob and Earlene Ferguson, Jim and Peggy Cox from Phoenix, and Russell Morton and Carla Hills from Prescott. Drive-ins were Red and Ruth Ward, Bud and Kit Warner, Jim and Linda Hald. Arizona Coupe owners who are interested in the group can contact Jack Harkness, "Kings Table Restaurant", Phoenix.

NEWS FROM REGIONS: Northeastern

Ercoupe Owners' Club has named Joe Dunbar as the new representative for the Northeast. Here is Joe's reply:

I will be glad to take on the job of getting an Ercoupe Fly-in going here in the northeast.

Bought my coupe two years ago, and at that time it was an all white standard 415C.

As you can see from the picture, this is no longer true. What started out to be a routine inspection ended up being a major modification. Since the wings were taken off for inspection of the center section, I decided to recover the wings (which it didn't need) just to be sure I knew what was under the covering. What the heck..might as well put in a large baggage compartment, large rear windows, bubble windshield, Kenney wheel pants and a new paint job along with a new instrument panel. That was all for *that* inspection. My A&E was ready to shoot me, since it all started as a routine inspection.



I guess it all started when I went to Oshkosh and saw all those beautiful coupes. Of course, I came home with my tongue hanging out, ready to do a few mods on my coupe.

At this writing I have my seat out, ready to install a set of tinted windows from Nat'l Aviation Enterprises, that is as soon as the weather cooperates.

I haven't enjoyed an airplane as much as my coupe. There are enough coupes around here that I plan to get a group together for a breakfast flight once a month. I have a coupe of airports in mind for a fly-in this summer. Should anyone in the area be interested enough in helping to get the ball rolling, they can get in touch with me by mail or by phone after 5 pm. I better cut it off, for you know, when you get to talking about Coupes you can go on and on. Let's see if we can get this northeast group moving. Joseph W. Dunbar, 1196 Pennington Rd., Trenton, N. J. 08618 609-882-6045.

FOLLOW UP: Robin and Tweet, March 1977, Capers

"Robin is partly correct. (Robin has said that airplanes were either *men* or *ladies*.) I can truthfully say that all airplanes are female. They are either *ladies*, well behaved, light on the controls, graceful, or, if they are not, they are just plain!" Gordon Coddling

"I have only one beef. Why did you not give Robin's address. That's just plain greedy." Joe B. McCawley.

"That sure is a pretty Coupe on the front of the March, 77, Capers, and a cute coupe owner. I'm single." Everette Stedman

FOLLOW UP: Harry Ashton, Heavyweight, February 1977, Capers

"I read the story of the Ashtons of Reseda (who over-grossed their 'coupe -before they added any fuel) and wondered why they didn't convert to # 1400 model. All the coupes I know of are eligible." Fred Garrity.

Editor Note: Harry and sons added the stainless steel reinforcement panel to the cowl. But when time came to replace the trim control system and the elevator, Harry decided that it was too much trouble. He had already decided to replace the coupe with a four place plane.

Both Fred Garrity and Tom Angle sent in a clipping from TIME magazine, April 11, '77, which shows their Washington Correspondent, Jerry Hannifin, in a

flight suit and tells that he is one of us-an Ercoupe owner. Fred says, "If I didn't know how poor TIME is on their aviation stories, I would consider this quite a tribute."

ERCOUPE AIR MAIL

I got quite a shock when I first glanced thru the February issue of COUPE CAPERS—thought I'd seen the ghost of my old Ercoupe N3045H pictured in the Buy and Sell Section. Upon closer examination, however, I noted that it was Wade Halsey's N2807H. Some one has very faithfully duplicated the paint scheme I dreamt up for my old 'coupe, and I must say I'm flattered. That makes two of us that think that's a great paint job.

I owned N3045H for 12 years but sold it in 1966 when it became evident that I wouldn't have time to fly it due to the pressure of business. Several years ago I bought a Cherokee 140, thinking it's utility would be better suited for business purposes. Although it is a fine plane, there is something definitely missing when I fly it, and this has led me to pen the following:

Farewell, Four Five Hotel

I miss you, 45H, weatherbeaten and battered,
With your faded interior, torn and tattered;
I miss the wire gas gage, spinnin' and joggin';
I miss not sunburning my ears and my noggin.

I miss the oil leakin' C-85,
(But thanks to it, I'm still alive);
I miss the rudder to aileron tie-in,
But most of all, I miss the fun of flyin'.

Last fall I bought another Ercoupe, as I've mentioned before, and hope to have it flying soon. The nose bowl project is moving right along, and the FAA flight tests have been completed. The STC should be forthcoming shortly. Many thanks to Joe Figueras for the use of his plane and flying skills during the FAA flight tests.

Dave Kenney



Once again I must thank you for the fine job that you are doing on the newsletter. I enjoyed the story about Robin and Tweet. She is very deserving and has a right, too, for everyone to know her. Hope that I can, sometime. Fran Heath, too, is to be thanked for her club efforts.

Everything is fine with me. The Powder Puff Derby registration went in the mail April 1st and position numbers were drawn April 9th. My plane went into the shop for a TOH April 15th.

I have been asked to appear on stage 'Ladies night' at Oshkosh this year. I will have to see how I survive the Derby.

Other than Tx club activities, working, etc., the routine is like everyone else's...one day at a time.

I would like to thank the following people for their donations toward the Powder Puff flight.

Olin Longcoy FAA	Kenney Engineering Ercoupe
Fred Weick Ercoupe	Carl Sparkman Ercoupe
Gordon Squires Ercoupe	Louis Coghill AAA
John Stockard Ercoupe	Jodie Thompson Friend
Judy & Dwayne Cole IAC	Ercoupe Owners Club
Jan Dyer Ercoupe	Don Williams Ercoupe
Evelyn Sharp Ercoupe	Mr. Groten Ercoupe
Skip Carden Ercoupe	Dr. Wilson Friend
Webster Fox Ercoupe	Craig Hegal AAA
Jay Henry Friend	Jack Greiner AAA
Jack Rhodes Friend	Jesse Beard AAA
Eydie Banasych EAA	Jerry Johnson AAA
Oscar Grismore Ercoupe	Tom Bennett Brother
Fred Garrity Ercoupe	Sue Tomasi Friend
Dr. Kenneth Leng	Frank Lamm AAA

Sorry that I will not be at the Ercoupe Fly-in this year. I will miss seeing everyone. The Derby gals will all be staying at the same motels during the flight. Will know more about this as time approaches. I will try and take some pictures of landmarks during the flight, if I am not too busy flying.

Take care and thanks to everyone for all kindness shown to me. It renews one's faith in humanity.

Regards,
Alverna Williams

My Granny, Fern Blocher, wanted to write letters to all the pilots who wanted to fly her plane home from N. Carolina. But she was in a car accident so she can't write. So please tell all of them thank you from my Granny. Her Airplane N94893 is home now but she can't take me for a ride until her broken bones get well. I like to ride in her airplane, but I like horses best. Secretary Wendy Kam, age 7.

OLD ROCKIN' CHAIR'S GOT ME

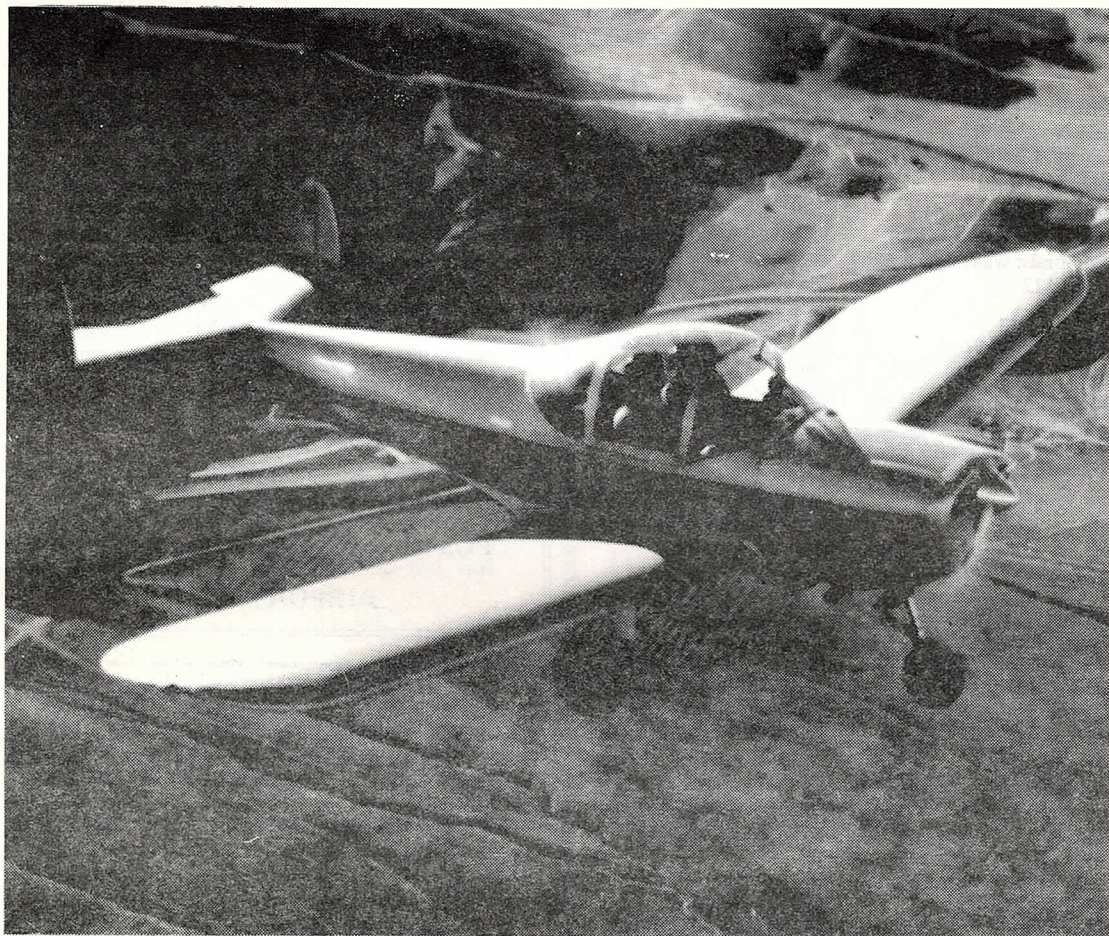
"Youth" said Shaw, "is too precious to be wasted on the young." Now, it seems, so are Ercoupes. Two clippings in the mail make reference to Ercoupes for the Elderly. Elliott Brown has researched the story of Zaddie Bunker, the flying great grandmother, of Palm Springs. When Zaddie was 64 some misguided instructor told her that she was too old to fly. Little did he know! When no one would rent her a plane, she bought one. When no FBO would supply an instructor, she bought an airport. Before long she was flying.

About this time the *Ninety Nines* scheduled their annual meeting in Asheville, N. C. and Zaddie decided to attend. She majored her coupe and flew to Del Mar, California! If she were going to fly all that way, she wanted to do it from ocean to ocean. Then she crossed the entire continent, both ways. Round trip: 64 hours. Elliott Brown wants to start an Ercoupe Hall of Fame, and he nominates Zaddie Bunker.

Walter Rettig of Idaho sends a clipping about the world's oldest pilot: Edward McCarthy, 91. McCarthy started flying at age 56, in 1942. Ed bought his first plane in 1953. He bought a 1947 Ercoupe for \$1,250. He is still flying it. One of his favorite flights is from Kimberly, Idaho to Jackpot, Nevada, and upon landing he walks half a block to the casino.

Walter thinks we should make Ed an honorary member of Ercoupe Owners Club.





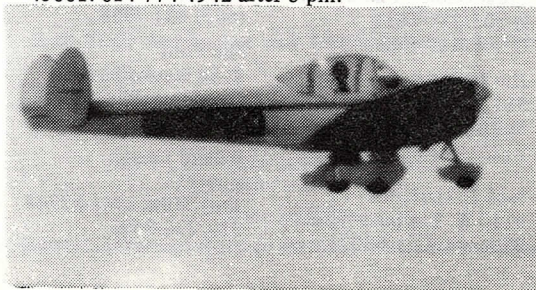
THOSE ATTRACTIVE ALONS

One day I saw an airplane and I thought, "There is a plane that is prettier than my Ercoupe!" Bite your tongue! How can you say that something is prettier than an Ercoupe? Only because it was born an Ercoupe, grew up as an Ercoupe, and then went to charm school. An Alon Aircoupe: gorgeous. Ben Rizzi, Woodland Hills, took me flying in his: N6534Q. (*Air Progress* is doing a pilot report on Ben's Aircoupe in August.) What visibility. That huge bubble canopy is a picture window on the heavens and on the earth below. It is nearly twenty years newer than mine...it flies newer, it sounds newer, it looks newer. I loved it.

But—don't write me about *Ercoupes VS Aircoupes*. There are more of us, and I know how fiercely loyal we can be.

Wade Halsey writes: "I would like to see a page or column about Alons and Cadets. Since only about 300

of these were manufactured, we don't run into another Alon owner too often. I would be willing to write a monthly article for *Coupe Capers*." I called Wade and he is ready. If you have something to say about Alons or Cadets, write Wade...(also if you insist on prolonging the *Ercoupe Vs. Aircoupe* debate). Wade L. Halsey, 960 Edgewood Dr., Chillicothe, Ohio, 45601. 614-774-4942 after 5 pm.



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NATIONAL MEETING OF THE ERCOUPÉ
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EASTERN UNIVERSITY, TAHLEQUAH, OKLA
HOMA, JULY 3RD, 1977 AT 7:30 P.M. SECOND
NOTICE. NORMAN F. CARDEN, III, EXECUTIVE
DIRECTOR



NOW THAT SHE IS THIRTY YEARS
OLD, I'M GOING TO PAINT TWO
INCH NUMBERS ON HER TAIL.

NATIONAL MEETING

During our National meeting at Tahlequah it will be necessary for us to hold formal elections as we are now a non-profit corporation. I will again ask if anyone has any suggestions for officers next year. I have received a couple of letters with some nominations, but we need for anyone who is interested to respond. Next month we will publish a complete list of nominations for Club Officers '77-'78. The offices to be filled are: President, Vice-President, Secretary-Treasurer and a Board of Directors (8). If you have any suggestions or nominations for these offices, please let me know before the next COUPE CAPERS as the official ballots will be drafted at that time. Also I would like to hear from anyone who would volunteer their services to the club.

NOTES:

My friend, a Bonanza owner, looked at a copy of COUPE CAPERS and said, "That's bigger than the Bonanza Society Monthly." (I wish he had said better".)

OBITUARY

I am sure we are all saddened to learn of the loss of Charles Thompson. He and his wife, Annette, were avid Coupers and Charles was restoring his to official Army markings. Our deepest sympathy to his wife, Annette. He will be missed by all.

WINGS

There has been some talk of forming Wings around the country to help the Ercoupe Owners further enjoy their planes. These wings would be local chapters which would have local activities and meetings. What do you think about this? If you have any comments, write to Chuck and express your opinions.

I hope to have a very important announcement in the next COUPE CAPERS concerning your club. It is something I feel is the only next logical move for us. I don't mean to sound mysterious, but the nature of this announcement is most involved. I am sure all of you will be pleased. Watch next issue of COUPE CAPERS for this very important announcement!!!

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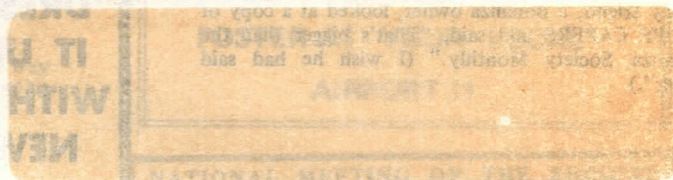
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