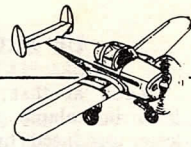


# COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



VOLUME 6 NUMBER 1 JUNE 1977

EDITOR: Chuck Ferris



*Scott Reaser loaned us pictures of his prize winning coupe in flight over his home base, San Fernando Airport, San Fernando, California, for our fly-in registration packet. Scott plans to fly to Tahlequah for the national fly in, but he admits being very concerned about the danger of tornados. "But, Scott," I said, "Tornados are no more danger to your plane than they are to you. Are you more worried about your plane than you are yourself?"*

*And Scott said, "Yes!"*



Look at that dateline above. This is the first issue in volume number six. Incredible. A newsletter produced by owners of an aircraft most of which are over thirty years old. And the membership is growing. There must be some attrition in the numbers of 'coupes that are flyable, and yet more names keep coming in.

Compare the just completed volume five with the original volume one: We're better, too. More letters, more facts, more pictures.

Some explanations (and apologies): The editor gathers the letters and the pictures and writes his comments and puts it in the mail to Skip Carden, who doubles as National Director of Ercoupe Owners Club and as the Publisher and Printer of Coupe Capers. The editor's deadline is the first day of the month and he tries to type it all and get it off before the fifth. It takes a few days in transit, and then Skip gets it.

Skip must then have the type set, the photos screened, the dummy pasted, the plates made, the printing, the collating, the folding, the stapling, and the addressing done. He must do this on a time available basis—he has his printing business to run, too. He tries to get all of this done by the eighteenth of the month...the nominal publication date. "Sometimes," he says, "it gets out later than I like."

This means that we're not exactly a "spot news" publication. Notices of coming events sometimes appear after the event is over. Tips on how to start an engine in the winter 1976 cold snap are still on the editor's desk and may make this issue, which you can expect on the first day of summer. Add to these constraints, the fact that Skip is preparing the National Fly-in, and the editor is trying to figure out how a tired 75hp Continental can drag his thirty-one year old 'coupe over the Rocky Mountains, and you'll understand that this issue is liable to come out anytime.

You can help by sending memberships, change of address, notices of missing issues, to Skip at the club P. O. box, and photos, hints and tips, letters, notices of coming events, and articles to me: 8750 Paso Robles Ave., Northridge, CA 91325. Eventually they all get to the right place, but, if mis-sent, the delay could be as much as six weeks. —Chuck Ferris

### BOUND ISSUES OF VOLUME 5 NOW AVAILABLE

We have just finished assembling all 12 issues of Volume 5 into a bound set. If you want one let Fran Heath, our supply officer, know at once. The price is \$6.00 post paid. There are only 30 of these available so send for yours now.

Well, we are down to the wire and the National is only weeks away! If you haven't pre-registered, then now is the time to do so, it will save you time and trouble on arriving at Oklahoma. You will find a centerfold program describing the events and the times of our meet, keep it and I think that it will answer all of your questions. There have been some last minute developments that I feel should be mentioned and are as follows:

**CAFETERIAS:** The University cafeterias will be available to us each day for breakfast from 7:30 to 9:00 and for dinner from 4:30 til 6:15. You will find the University food very good and very reasonably priced.

**PATCHES:** Yes, the patches have arrived and our Supply Officer, Fran Heath, has them. We have them for last year and this year, 76 and 77, they are only \$1.50 plus a stamp and Fran will send you one, but be sure to specify the year that you want. If you like, these will be on sale at the field in Oklahoma and you may purchase one there.

**DECALS:** Every person who registers will receive a beautiful Mylar decal made just like the patch, which lets everyone know that you were there!

**DOOR PRIZES:** I still do not have a complete list of door prizes but it will be one of the largest group of prizes to be given away ever: Stainless steel brake discs, window sets, T-shirts, also prizes from W. E. Commings, Airtex, Skyport, and Univair who is also sending a Grand Champion Trophy and door prizes. I really appreciate all the fine support from our suppliers so when you place your next order why not tell them that you appreciate it also!

**FRED WEICK:** Once again we will be honored to have Mr. Fred Weick as our Guest of Honor and he will also be on our forum Saturday nite. If you have the opportunity to meet this fine person, then come and do so. He is a warm and generous man who has contributed much to aviation, and is still active in design and development.

**MOTELS:** If you plan to stay in one of the motels they are listed in order of their closeness to the airfield. Make your own reservations and see if they can provide you with ground transportation.

Smith's Motel .....	1-918-456-3621
Oak Park Motel .....	1-918-456-2571
Talahoma Motel .....	1-918-456-2558
Hillcrest Motel .....	1-918-456-6124
Tsa La Gi Inn .....	1-918-456-0511



**FINAL FLY-IN REMINDERS: SEND IN PRE-REGISTRATION NO LATER THAN JUNE 24th, OR YOU WILL NOT RECEIVE CREDIT FOR IT. BRING YOUR OWN TIE DOWNS, WE WILL NOT HAVE ANY AVAILABLE!!** Plan your trip well, leave early and fly safely. We want everyone to be there. I will arrive Friday afternoon to greet any early arrivals, see ya there - Skip.

### ERCOUPE FLY-INS

June 19, 1977 Monmouth County, New Jersey  
 July 1,2,3, 1977 Tahlequah, Oklahoma  
 July 23, 1977 Deitz, Oregon  
 Aug. 20-21, 1977 Nut tree, Vaca Ville, Calif.  
 Sept. 24, 25, 1977 LaBelle, Florida

Mid-Atlantic East Coast Ercoupe Fly-in. June 19, 1977. Rain date June 26. Monmouth County Airport, Wall Twp. N. J. Food, prizes. Contact Ted Voorhees, Box 707, Sta A, Eatontown, N.J. 07724. 201-542-6691 work, 201-542-4274 home.

National Ercoupe Fly-in. July 1,2,3, 1977, Tahlequah, OK. The club's biggie. Prizes, trophies, cash awards, banquet, forums. Information officer: Chuck Ferris. 213-886-1450

July 23, 1977 Deitz, Ore. 10 AM Northwest Ercoupers. The Air Force Reserve will fly in a Huey Helicopter and Para-Medics for a talk on survival and mountain flying. This is also a picnic so bring some food for yourself. We will supply the refreshments. 33 miles-Portland omni 163°. (503) 266-4269 Roy Wright for info.

Aug. 20-21, 1977 Nut tree, Vaca Ville, Calif. All west coast Ercoupes welcome (this includes the midwest & East coast). Make an effort to be there, for the first west coast get-together. 20 miles from Sacramento on 120°. Make your own reservations ahead.

Calif. (707) 448-6482 or 448-8453

Calif. (213) 860-1155 Wayne Olson for info

Ercoupe-EAA second annual fly-in at LaBelle Airport, LaBelle FL. Ercoupe club trophies and all the tall tails that go with 'coupes. Homebuilts, antiques, classics. (We even like the new factory jobs.) So fly-it-in and let's all have a good time. Coffee and cold drinks by EAA Chapter 565 N. Ft. Myers. Saturday, Sept. 24: Afternoon get together and evening doggie roast. Sunday, Sept. 25, all day rip roaring good time. Motels available for overnights. Rides to and from the motels. But no alcoholic beverages on the field, please. Write or call South-Eastern Representative Bill Morrison, 1004 Greenbriar Dr., Brandon, FL 33511, 813-689-6448, or Regional Director Milt Jobes, 24 Estate Dr., N. Ft. Myers, FL 33903, 813-995-6291.

### CANOE TRIPS AVAILABLE

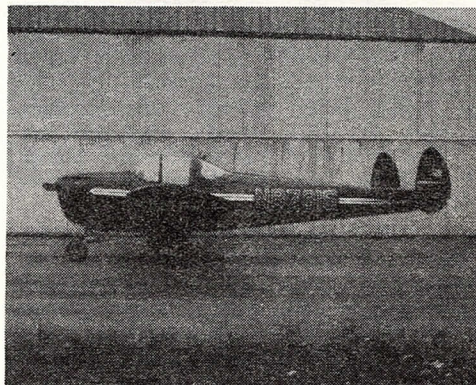
While at the fly-in, anybody that wantsto take a float trip down the Illinois River only has to phone War Eagles Canoe in Tahlequah and the man will pick them up at the airport and return them to the field. It is not expensive, and a lot of fun.

### ERCOUPES OVER AMERICA

I took this picture over the St. Lawrence Seaway at Massena, N. Y., which is about twenty-five air miles from my home base, Malone, N. Y. I took it from 1,500 feet with a simple Kodak 110 pocket instamatic with a zoom lens. My 'coupe is a '46 415-D, s/n 488, N87315. I just had it annualed, and it's in excellent shape. Dick Murphy, 114 Academy Street, Malone, NY 12953.



*St. Lawrence Seaway as seen from 'coupe N87315. Snell Lock in the foreground with a ship moored on the seawall. Looking west, with Wiley-Dondero Canal in the background.*



*Dick Murphey's 415-D, s/n 488 has just been annualed and is in excellent shape.*



## ERCOUPES FOR SALE

1946 415CD 1275 tt 5 STOH N3220H new glass, cummings nose gear, bubble windshield (I'll trade anyone a new flat one for the bubble), new bushings in elevator tail section, cylinders bored .015 oversize new bearings pistons rings & 1/2 the plug set. Narco Mk 2 seems to work O.K. Ceconite wings going to redo the paints, new generator, and starter clutch. Annual due in Oct. \$6200. Cecil Shelley, Rt. 1, Box 771, Yreka, Cal. 96097, 916-842-3409 Evenings.



1966 Alon A-2, A-100, 696 TT White & Red tinted glass, Exl interior King KX150B, King KT76 X Ponder, Narco ELT 10, Sliding canopy with cover. May 16, 1977 Annual, All AD's, original logs & manual maintenance, very clean, \$6,500. L. H. Biles, II, 2950 Airport Rd., Drayton Plains, Mich. 48020, 313-673-8034.

Ercoupe 415D. Rebuild just completed. 85HP with 1/2" valves. 80 Hours since a \$2,000 major overhaul. New mags, all new brakes, full panel, landing light, wing tip lights, beacon. Gyro instruments. Escort 110 and ELT. Nice inside and out. Won best engine installation at LaBelle Fly-In. Sell for \$4,500 firm. Helmuth A. Buscher, 3010 23rd Ave West, Bradenton, Fl 33505. 813-748-2093.

Ercoupe 1946 415C, polished, with Ceconite wings. Mark IV, ELT. Recent windshield and tires. A real good bird: \$3,400 with new annual. Lowell A. Ditmer, 5846 Philadelphia Dr., Dayton, Ohio 45415. 513-275-8793.

Aircoupe 1957 Forney Fl. S/N 5612, N7500C, 1050 TTAE. 275 since extensive top. MK II with VOR/LOC. VC27 with VOR/LOC/MKR/ BCN. Alon paint. EGT. CHT. New tires and battery. Selling only to buy Mooney or Alon. \$4,500. Jon Hiles, Springfield, Ohio. Office: 513-324-5831; Home: 513-323-7932.

Ercoupe, 1946. Full panel. New Cleveland brake conversion, pants, KX 150 radio, remote compass,

mods too numerous to list. Airframe approximately 1500 hours, Engine 600 SMOH. This old girl won E.O.C. grand champion at the 1976 Lakeland Sun 'n Fun, and won the Ercoupe Meritorious award at the 1977 Sun 'n Fun. It is pictured in the May 1977 issue of *Sport Aviation* on page 47. \$5,500 firm. Bill Morrison, 1004 Greenbriar Drive, Brandon, Fl 33511. 813-689-6449.

## BUY AND SELL

From Don Berkey: An Ercoupe owner named George Walters has his own airstrip called "Walters Ranch" up at Rt. 4, Box 460, Needles, CA. A relative cracked up his Ercoupe and George needs the front part of the fuselage, possibly a new nose gear.

From Rudy Porter: Three of my EAA chapter members are building Vari-Eze and are interested in C-75, 85, 90, and 0-200 engines, high time or low time. Here is the one to contact: Jim Carroll, 323 Rio Hondo, Sulphur, LA 70663. 318-625-7021. (No collect calls.)

I am rebuilding N94783, 1948 415G, Ser. 4894, and need to replace the C-85. Would appreciate hearing from anyone with C-85 or C-90. Don't mind overhauling one if the cam, crank, and cylinders are OK. Glen Childers, 117 North Broadway, Post Office Box 1740, Ada. OK. 74820. 405-436-1400.

If you run across anybody who has a wing tank, would you put them on to us. Preston T. Cantrell, 2823 Shadblow Lane, West Columbia, SC 29169.

1 ea. set Alon spring landing gear (like M-10) includes Cleveland wheels, brakes, tires, tubes & wheel covers - also brake lines.

This conversion requires only to remove present Ercoupe gear & install new gear. This is a chance for someone to convert to the Cleveland wheel & brake plus have the trouble free gear. It sets the acft 2" higher at the main spar, thus keeps that tail from drooping. I had converted this type of gear on my Forney and really think it is a good set up. Price for all \$300.00. I will give a copy of FAA 337 as I used on my conversion. Also for sale, 1 ea. Alon tinted windshield. Right and left with frame \$50.00. These are rare. Ray K. Greba, 3104 Rose Place, Bossier city, La. 71112 746-7560.

Narco AT50-A Transponder. Fully TSO'd. Like New. Recent overhaul and frequency check. Yellow tagged (A-OK) by certified ship. Includes antenna and cable, complete. \$350 (\$325 to EOC or IEA member), and...

KN-60 DME. Recently factory overhauled to new specifications. Shows ground speed and distance to station (omni). Dial pointer readout. Includes



antenna and cable, complete. (Cost over \$2,000) \$575. (\$550 to EOC or IEA member) Joe B. McCawley, Orlando, FL. 305-894-0066 or 305-851-0990.

## THOSE ATTRACTIVE AIRCOUPES

My first Alon article was ready when I received the May issue of Coupe Capers. After reading about an impending Ercoupe-Aircoupe debate I decided to land and start over.

I don't think the debate really exists; at least I hope not. I certainly don't intend to start or continue any discussion which would not be constructive to all Coupe owners. The person who appreciates one version of Fred Weick's creation will admire the other variations in my opinion.

Although this column is intended to be a forum for exchange of Alon and Cadet information, it is inevitable that references will be made to the differences caused by the evolution of the Coupe design. Some of these changes were due to problems that occurred in the Ercoupe design. An example of this is the gas leaks common in the riveted gas tanks. Alon improved on this by welding all seams in their tanks.

So, to put all of the above in perspective, each of the variations of the original ERCOUE is a fine aircraft. The latest Alons and Cadets have the advantage of later technology but the earlier Ercoupes also had some advantages. My 1946 Ercoupe had a delivered weight of only 798 as compared to the delivered weight of 972 for my Alon. So let's put any debate to rest and concentrate on enjoying all our classic Coupes.

I can hardly wait for the August Air Progress article on Ben Rizzi's Alon. The last Alon magazine story I know of was in Flying in 1968, then a couple of Cadet articles in 1970. In a future column I will compile a list of these articles. If any of you have articles and "Flight Tests" you would like to share, please send either the original or a good quality photocopy of it. The same also goes for advertisements, brochures, parts or repair manuals, etc.

Also, I have been compiling a list of Alons and Cadets. I hope to get information on all that were produced. I would appreciate hearing from any of you who own or know of these planes. I have some information on about 100 so far. I want to include even those which were crashed or scrapped. After I complete this project, it will be made available to all. The basic information needed is the owners name and address, serial and N number, and any special equipment or modifications to the plane.

Betty Burnett's problem in reaching the toe brake bar is partly the result of the limited adjustment of Alon's ground adjustable bucket seats. Cadets had the seats on sliding tracks and

could be adjusted in flight. In addition they offered some additional travel although I doubt that it would amount to 8 inches. The hooks on the bottom of the Alon seats could be repositioned which might do the trick.

It appears that a conversion to a hand operated brake is the most likely answer. My Alon has the hand operated brakes installed. If the parts can be obtained the installation appears to be very simple. I also think that the hand brake as used in some Tri-Pacers and Cherokees could be adapted.

While we are on the subject of brakes, my own preference is individual toe brakes. These provide directional control even if something in the nosewheel steering system breaks. The only Coupes ever built with factory toe brakes were the Cadets. I wrote to Univair for a quote on a kit to convert my Alon. They replied that while they don't have a kit for this, they could provide all the parts and drawings — for \$300.00. Since the Ercoupe I sold was modified with toe brakes I think that a similar system can be installed on the Alon — for under \$50.00. More on this later.

I hope that my first effort at writing about Alons and Cadets whets your appetite for more. Send your ideas for future articles and any materials you want to share to me, Wade L. Halsey, 960 Edgewood Dr., Chillicothe, Ohio 45601.



Wade Halsey and his Alon, N5638F, "on top" at 9500 ft.

## PLAQUES

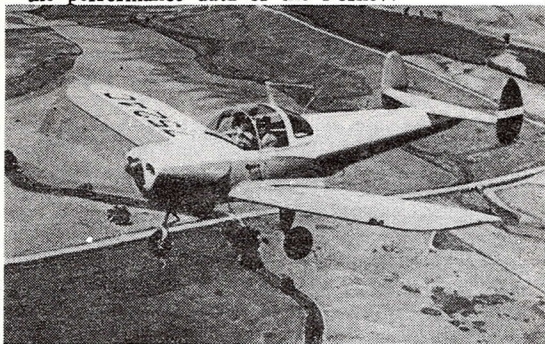
Walnut and Marble Plaques for the 1976 and also 1977 Fly-In will be available at the National Fly-In. Please note we will no longer sell these direct! Also the supply will be limited so it will be on a first come, first serve basis until we sell out. Sorry but trying to inventory all these items is too costly.

Skip.



## FORNEY AIRCOUPE MODEL F-1

I received a request for national fly-in information in a beautiful 5x7 color postcard from a former Aircoupe dealer: Dr. Wayne Wilkerson, Box 324, Pearce, AZ 85625. The card also listed the performance data of the Fornev.



Forney Aircoupe Model F-1 Performance:

Range-480 miles  
Absolute Ceiling-18,000 ft.  
Service Ceiling-15,000 ft.  
Max. Cruising Speed 75% power-121 TAS  
Stalling Speed-56 mph TIAS  
Take-off distance SL-500 feet  
Landing roll SL-600 feet

## COUPE FOR TRAVEL

I fly my coupe in and out of Coronack Sask. to a power plant under construction. I'm an iron-worker: the roads and trails are my landing strips and I find no problem getting in and out.

Two problems I have had. The last annual they left me with the rudder pedals reversed. Not checking close enough to catch the problem, in a crosswind, I almost dumped it in the high snow banks along the runway when it responded to the left when the right rudder was needed. One of those thrills.

Problem no. 2. I flew into the job site in a rain storm, landed and tied down near the main gate to the job area. Hail had hit town about that time and 2 hours later hit the job site.

I called Gordon Squires and the response was quick and positive. The mechanic flew in from Glasgow with supplies. We patched the fabric and it is now in Glasgow waiting its turn for permanent repair.

It's lots of fun and sure beats driving time by ½ and gas by ½ per trip.

Thanks,  
John Hentz

## THE FURTHER ADVENTURES OF GEORGE AND MABEL

By Randy Jones

Mabel pulled the family station wagon into the driveway and nearly ran into the hedge. "Darn that crazy husband of mine," she thought. "This old Chevy's kinda hard to steer since he took off the steering wheel and replaced it with a Ram's Horn."

She put the car in reverse cog to back up a little and try to get it off the lawn and back onto the driveway.

Thump! Thump! "That'll be the 6.00 x 6 tires George painted white to line along the driveway," she thought. "Oh, that crazy man!"

CRASH! The car stopped.

Mabel got out to assess the damage.

She had backed over the mailbox. "Now I'm in big trouble! It's ruined!" George had spent two weeks building that mailbox. Cut the tail cone off a wrecked 'Coupe and riveted it onto an old horizontal with both vertical fins still attached. Then mounted the whole business on top of a landing gear leg. The lawsuit to force the mailman to deliver mail in it was still pending.

"It's really not my fault!" Mabel whimpered. "I couldn't see to back up..." Mabel couldn't bear to look in the rear view mirror because it brought tears to her eyes to look at herself. After all, the crew cut she had to get to remove the asphalt undercoating from her hair after the wild ride to Lakeland still hadn't grown out. She still wore a big bandana wrapped around her head so nobody would see her short hair. She couldn't have turned around in the seat to look out the back window, either. The rear window of the Chevy was completely covered with bumper stickers that said "I Flew The Coupe," "Twin Tailed Tiger," "Ercoupe Owners Club," and "Ercoupe Pilots Get Two Pieces of Tail."

Finally gathering her composure, Mabel got the four grocery sacks out of the car and with two bags in each hand, headed into the garage.

"Where is that man? Why doesn't he come out and help me?" she said under her breath.

Crash! Mabel tripped over an old wing tank and broke two dozen eggs.

She finally made it to the kitchen and deposited the groceries on the table.

Then she heard it.

"Oh, Lord! Aargh! I can't stand it!" That, plus the sound of feet stomping around upstairs.

"George!" she cried, and went up the steps four at a time.

She found him in the bedroom. He was wildly



rifling through a chest of drawers, flinging things in all directions.

"What's wrong George!?" she cried.

"Aarrgh!" he moaned.

George's face was a bright crimson. Beads of sweat had broken out on his forehead. She could see his pulse racing at his temples. He was hunched over, obviously in pain. He was holding his knees tightly together and was viciously stomping on the floor with his left foot.

"Aarrgh! Aarrgh! AARRGH!"

"George honey! What's wrong? Are you sick?" Mabel was on the verge of hysteria now. After all, George had cashed in his life insurance policy to get the engine majored on his 'Coupe and buy more bumper stickers.

"AARRGH!" George groaned, his eyes bulging.

"I gotta go to the bathroom!"

"Well land's sakes, why don't you go?"

"Dammit woman, I CAN'T FIND MY COUPE CAPERS! AARRGH!!"

### ERCOUPE OWNER, A SECOND CLASS CITIZEN?

A few days ago I had the subtle collection of misfortunes that are the consequence of visiting Dulles International Airport, and specifically Page Aviation, in Washington, DC. As soon as I landed, ground control directed me over to Page Aviation. I noticed on the Southeast ramp, that many propeller driven aircraft were parked. It was another two miles through this Brobringnag International Airport to the Page Aviation terminal. I was tempted to fly at low level over the taxi-ways because of the distance involved.

I finally arrived at Page Aviation. The smallest aircraft, other than mine, was a Learjet that had just arrived. In one of the Learjet windows was the face of an old, old woman just out of her Calgon bead bathtub. Her mouth dropped open and fell into her multi-chin, livid gullet. Her multi-focal spectacles fell into the vein laced suitcleaner bags that dangled about her miniscule round nose.

An employee of Page Aviation ran out of the building. I had assumed that he was about to gesticulate towards the place where he wanted me to park. Instead, he ran up to my Ercoupe and expostulated, "You can't park a plane such as yours here!" He sent me back to the Southeast ramp. Only the rich and powerful were allowed to park near the lounge. I was given a ride to Page Aviation where, inside, I found that someone who had just stepped out of a turbo-prop was discussing service for his airplane when he was interrupted by the arrival of a more expensive business jet.

The air was heavy with oppressively loud Muzak, in which the hydrosulfuric acid rock sounds of Urethra Franklin were redone "tastefully" by Laurence Welk. The old woman in the Learjet walked by, drooped her eyelids, and exclaimed, "Haw!" If only Dave Edens were with me to see it. He would know how to prepare an airplane (and the appearance of the pilot) for such a place.

After the third attempt to give them a fuel order, and several hours of delay, they finally put in fuel and two and a half quarts too much oil. Meanwhile, there was a wind warning, and the surface winds began gusting to 45 knots with a variable direction. So I investigated the price of a motel room for the night. Everywhere, they wanted \$40 to \$50 for a single room and some places wanted an additional \$50 for the round trip by taxi for the few miles.

I told the people at Page Aviation that I refused to pay more than \$12 for a motel room before I left; They threatened to have me arrested, and I figured that they were bluffing. Of course, they were. I told them that I would take the cash out of my wallet and burn it before I would pay a motel \$40 for a few hours use of a bedroom.

In the early hours of the morning the wind diminished below 30 knots and it was down to gusts of 25 by the time I was ready to take off. (I regret that I didn't think to leave a puddle of oil on their ramp before I left.)

There are two sides to making an impression where one goes. One side is that one should begin with civil, courteous behavior that will reflect well upon general aviation. But the other side is that one should never make concessions to rich and powerful bullies who want to experiment and see what low quality service they can give and what high prices they can get away with.

Barney Vincelette

### NEWS FROM NORTHWEST REGION

Tahlequah isn't far away now! Roy and Bill Townes have torn down our plane for it's annual and Tim Brownhill did his usual thorough inspection, so we're ready - can't wait! If any more of you want to join our group going to the annual Ercoupe Fly-in at Tahlequah, Okla. through July 4th weekend, let us know. We have four planes going so far.

Back to local news. Those of us who flew to Dallas last month had a very tasty meal and the usual good company! As we were ready to start Roy saw Jack Stevens flying over so we joined him for the flight down. When we arrived the Mohrs and Sheas were already admiring Bill Shea's



new paint job. Clark Mohr said that Roger Holman was reported to be recovering well from facial cuts from his crash last month - glad to hear that! Tom Newton was at the field and, once again, stayed to help park and greet any newcomers. Before long Ken and Dorothy Damewood arrived - good to see Dorothy again since she has had to work on our fly-in weekends the last several months. Also, we were pleased to see Stan Turel again. He says he hasn't been flying as much lately as he'd like to and that a little Turel is expected - we always welcome new pilots!! Dick Kleinschmidt arrived late, having been delayed at Albany, but had time for a hearty breakfast and reported on some of his travels. His next project is flying a Citabria back to Oshkosh. Dick also mentioned enjoying a 23 Ch hand-held CB radio made by Midland which he got for about \$135. He gets really distant broadcasting range from the plane. And, finally, we welcomed Walt Weir, another Couper new to our ranks, Walt has his '61 Forney N3051G at his home grass field, Shady Oaks Air Park, at Eagle Creek, Ore.

Since the Bandon Crab Feed was the same day as our breakfast fly-in, we didn't linger too long at Dallas. Most of the Coupers had made other plans for the day; but we and Tom Newton and his friend all flew on down the coast to Bandon. There was a Coupe contingent already there to meet us! Bill and Nancy Townes had been by our house Sat. and said they'd go straight to Bandon so we weren't surprised to see them there. Jim and Aggie Prosser had flown down with friends. And Stan May and the Pauls had flown up Sat. and stayed overnight. This year there was plenty of crab and we all stuffed. And, of course, since I'd warned everyone to bundle up, it was balmy and windless. We flew home with Townes and, in stopping at Coos Bay for gas, Bill spotted three Coupes in the big hangar. We found two already on our mailing list but left a note on the third one, N3394H. Since then we have received a note from the owners, Bill and Betty Mault, and look forward to meeting them in the future.

Another name to add to our area list is Ron and Kathleen Gillespie who stopped by our house one Sunday last month on a return flight from Eugene to their home at Enumclaw, Wash. They have N993313 at Enumclaw Airport. We had a nice visit with them and hope they'll be able to fly down to our breakfasts sometimes. We're sorry to hear that Doyle Gardner has sold his Erco Coupe, but want to welcome the new owners, Delbert and Joanne Wells of Roseburg, Ore. And Al Henderson flew by Dietz last week to confess that, in a moment of weakness, he was unable to pass up a bargain on a Cherokee - so, his Erco Coupe is now for sale at Pearson.

Meanwhile, Roy has been beating the bushes for a speaker on survival techniques for this month's meeting but has drawn a blank. Everyone is either taking the summer off, too expensive, or not available. We have a couple more leads to follow up so still hope to have someone in June.

We have brochures from the Nut Tree in California in reference to our interest in having a West Coast Fly-in there. Looks pretty good! Roy & Eileen Wright, 24490 S. Skyline Drive, Canby, Oregon 97013

## NEWS FROM REGIONS: ARIZONA

Things are really going here in Phoenix. We have had three good meetings. one flying trip, and one cancelled due to high winds. We will try for a flying Sunday before the weather gets too hot. Each meeting we are getting a couple more names of owners we didn't know about and they are being contacted.

Looks like five planes coming to Tahlequah. Mine was the only one last year. We still have a couple to contact. We form a pretty sight here in Phoenix.

Jack Harkness,  
4110 W. Lawrence Lane,  
Phoenix, AZ 85021

## HINTS AND TIPS

### Frozen fuel lines

I am very grateful for "Hints and Tips" published by Coupe Capers. I put 70 hours on the "Little Rascal" last year with no problems except ice in the fuel line last winter. I found that by adding ½ can of "Heet" in each tank at refueling I eliminated this problem. Most owners of light aircraft around here do so, I found out AFTER my frozen line problem.

My coupe is N93984, Serial No. 1307, born in April 1946. When I picked her up, I had a friend, a retired Air Force Pilot, fly with me, in a C-150, to ferry her back for me as I had never flown a 'coupe before. I was concerned about its ability to keep up with the C-150 on the way back. I should not have been. He literally "flew circles" around me on the return trip. After we had landed back home, his enthusiasm over the little bird's performance made me very proud-and I still am, 70 hours later. Dave Meyers, 671 N. Ridge, 60148



## Rear Windows

I find the plexiglass rear windows "fight" you less if you bend them in a bow and expose them to the hot sun for a few days. Also, the rubber lock strip installs easier if you use a medium size set of external snap ring pliers to spread the channel as you roll the strip in. Fred Best, 795 W. Gate Dr., Safety Harbor, FL 33572.

## More About Rear Windows

In installed formed 1/8" thick, large size, rear windows in my 'coupe using lockbead. They are very easy to install and can't be pushed out, as the 1/8" fills the lockbead gap completely. It turned out that my window form works well for forming these, so I will be offering these soon.

The formed interior is the most difficult thing I have undertaken. However, it will surround the pilot with luxury. Hope to have my "Lear-jet" style windshield on my 'coupe. I doubt that there will be much market for it, since the fuel tank filler will have to be moved forward. I just want to see how it looks! Dave Edens, National Aviation Enterprises, 14140 N.E. 8th Ave., North Miami, FL 33161.

## All metal birds

I have a tip for those club members who maintain a mirror polish finish on their unpainted 'coupes. I ride a British motorcycle which has quite a bit of polished aluminum on the engine, and keeping a shine there is a point of pride! A fellow biker suggested that I spray the surface with a light coat of cheap hair spray right after buffing. The lacquer in the hair spray coats the finish and retards the oxidation, making the results longer lasting. Why not a clear lacquer? It is harder to apply in a smooth clear coat.

I have a painted bird so I have not tried this technique on my plane...but my "Snortin' Norton" looks spiffier longer because of this tip. Ed Skinner, Rt. 3, Box 28A, Sarasota, FL 33580.

## Answer to Steering Problem

I have a comment re: Everette Stedman's steering problem. I assume he means on the ground steering, I had a similar problem with my bird. My I.A. was ready to sign it off (I'd worked for 2½ years bringing it back-to-life), he said "let's give it a taxi test...I could hardly hold it on the taxiway...we took it onto the runway for a fast run, who-o-o-e-e-e! It wouldn't turn off at the end until it slowed to a fast walk! Anyway, I did some measuring and found the fork (single) was sprung nearly an 1/8th inch!! This cocked the nose wheel, at the ground, to the

right, thrusting the forward forces to the left...like no hands on a bicycle and make a left turn. To measure I put a bar thru the axle hole and a straight-edge across the top flange of the fork forging then measured down on each side of the fork. Should be equal ... mine wasn't!

Everette's problem will be solved if he goes to a double fork...my preference is the single fork.

John E. Cadman  
30 Valley Falls Rd.  
Vernon, Conn. 06066

## BEST COUPE AT HORN'S POINT



The Dorchester County Heritage Museum/University of Maryland/Potomac Aero Squadshow sponsored Antique Fly-in at Horn's Point (near Cambridge on Maryland's Eastern Shore) was held May 21 and 22. Three local 'coupers presented a special KCF award for the best Ercoupe. Over 150 antique aircraft were judged and among the winners was this "Best 'Coupe", N2338H, owned by Bill Merola and Charles Lovett of Nordheims, N. J. Shown in photo are the trophy donors along with winners, Merola and Lovett. (L to R) Ed Nabb, Bill Merola, Charles Lovett, Fulton Moore (former Erco Chief Test Pilot) and Hobie Steele.

## CLEVELAND BRAKES FOR EARLY BIRDS

Cleveland has just developed a new brake installation kit for Piper J3, PA 18, et al. These of course are the same wheel and brake, axle, and back plate as on the Ercoupe up to Serial number 813, and the kit will replace the Goodrich-Hayes wheel and brake assemblies with the double spot brake very similar to the brake that is approved to replace Goodyear on Ercoupes after serial number 813.



We are awaiting receipt of one of the new kits from Cleveland Aircraft, and as soon as it is received, it will be installed on an Ercoupe on a form 337. At the time we will work out brake line changes if any, and if all goes well, we will make the kit available as a complete, ready to go, installation.

Cleveland Aircraft has established a list price of \$389.50. Our tentative price to Ercoupe owners will be \$330 outright, \$295 exchange.

We will contact you again when we have completed the above. Regards--W. E. Commings, P. O. Box 163, Watkins, Colorado 80137 303-366-8805.

### ERCOUPE EMAIL

#### Dub Hall's plane

I have just purchased Ercoupe N2552H from T. R. Jones. I understand that you folks know this little beauty as "Dub Hall's" plane.

I bought 52H virtually sight-unseen, based on what several people who had seen it told me. When it was delivered, I was not disappointed. It was everything I was told it would be.

John W. Nichols

#### Learning Right!

I bought a 415-C last fall. I am a student pilot. Keith Pinson, Rt. 1, Tipton, OK.

#### Likes the EOC

I joined the club in October 1976 and I am sure pleased with the cooperation of everyone involved in coupes. I purchased insurance for my '59 Forney F-1 from Gordy Squires and bought parts from both Univair and Skyport. I would certainly recommend these firms to anyone. I wish other outfits gave such good service.

I am wondering if Dick Weibley's book will include Forneys, Alons, and Cadets? And what will the price be? Jim Kirwan, 7660 E. McKellips No. 20, Scottsdale, AZ 85257.

### WON'T GIVE YOU THE SHIRT OFF HIS BACK

I gave my husband an Ercoupe T-shirt from Shilo Arts and Novelties. He has practically lived in it ever since. The T-shirt is really well-made and holds up under hundreds of washings. Keep up the good work. Sandra L. Binkley.

### ALVERNA'S REPORT

You must be terribly busy with fly-in preparations. I am absolutely swamped with the Powder

Puff. My plane is having a major and that expense hurts.

In case anyone wants to phone me during the Derby, the overnights are as follows. We leave July 1 and spend the night in El Paso, Mesa Motel. July 2 overnight in Royal Coach Inn, Dallas. July 3, Thomasville, Georgia. No room data is available, but phone the airport. July 4th, Tampa, Florida, Holiday Inn on West Cypress. Alverna Williams

### MOONEY MAIL

#### Cadets as trainers

Glen Martin of S. Sioux City, Nebraska, owns six Mooney Cadets used for flight instruction. I bought N9525V from him. We understand that there were only fifty Cadets made. Is this true? There are four N numbers in sequence based here in South Sioux City. Each one has the Sioux Indian Head painted on the tail. Bob Mummelthie, 611 Pearl Street, Sioux City, Iowa 51101

### DROVE-IN LAST YEAR - FLY-IN THIS

Sure enjoyed myself at Tahlequah last year. Remember me? I was Uncle Sam. I have already made plans to fly my pride and joy, N99735 to Tahlequah this year.

The installation of Cleveland wheels and brakes from W. E. Commings has given me the kind of brakes I wanted. Sure made a world of difference.

I haven't been able to fly as much or as often as I'd like, but I do get to a South Carolina Breakfast Club fly-in every once in a while. I'm looking forward to the trip to Oklahoma very eagerly.

I enjoy COUPE CAPERS. I believe that each letter or note should be identified with full name and address. John P. Thoms, 509 Fern St., New Ellinton, SC 29809.

*Hope you noticed that we are following your suggestion in this issue.*

### JUNE FLY-IN

I remain a very enthusiastic Coupe owner. We have three at present at our Mishawaka Pilots Club. Another man is trying to locate one also.

As a result of Coupe Capers, I have written Alverna Williams and she in turn has told me quite a lot about her "99" flight via her Coupe which will take place in July. I think it would be nice to hear more in Coupe Capers about her preparations for this flight and then a "final report" after she has made this flight--and



especially how her Coupe compared with all the other airplanes making this flight.

We at the Mishawaka Pilots Club (near Elkhart, Indiana) are holding a fly-in the third Sunday in June, '77. I don't know whether this allows enough time before the next issue of Coupe Capers, but all Coupe owners are invited. I would like to see lots of Coupes at this fly-in. We have several grass runways and one N.E.—S. W. hard surfaced runway 2400' with no obstructions on either end.

I continue to fly people who have never flown a Coupe or been a passenger. They are always amazed at the performance—speed and visibility are the two most talked about items. Then when it is gas time—which is seldom—they find it hard to comprehend how so much flying can be done on so little gas.

In closing, I want to say that our Coupe Club is "tops"—same as the aircraft we fly. Thanks to all for making my aircraft activities very interesting. - Walt Shelton

### FROM THE GROUND UP

June is here and I have owned my Ercoupe for over one year. Due to breakdowns and preventive maintenance my coupe was only in commission for seven months (82 hours logged).

When I bought N94805, SN 4918, I thought it was in good shape, having just passed an annual inspection. I was wrong. The previous three years the aircraft had only flown 28 hours (18, 0, 10) and the sitting had taken its toll.

While replacing the side windows (they were cracked) and reupholstering the cockpit (it was torn), I discovered that the wiring needed to be redone. Twisted and taped wires are not the best way to avoid an electrical fire in an aircraft. After several yards of new wire and dozens of shielded wire splicers the aircraft electrical system was safe.

Next, the generator failed due to lack of brushes and had to be completely rebuilt. This was followed by brake failures, flat tires, mag failure, exhaust system problems, and the list goes on.

The story has a happy ending. I finally decided to completely rebuild the aircraft and started on 2 Jan 1977. On 5 Mar. 77, with the annual signed off, I again flew my *new* Ercoupe. New, because it is now in better shape than 3 June 1948 when it came off the assembly line.

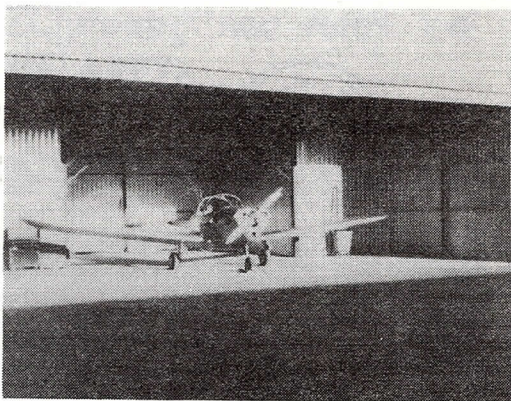
I had removed and rebuilt the engine, installed new mags, harness, plugs, rebuilt starter, generator and new voltage regulator. (Whew.) I had rebuilt the nose gear to include new oleo, rebuilt both main landing gears, installed new brakes, tires, tubes, window welts, battery box, and new

bushings and rod ends in some flight controls, removed the engine mount, sandblasted it, and applied epoxy paint. I put in all new hoses, clamps, and exhaust system in the engine compartment.

The local airport AI, rebuilt the engine and supervised and signed off all of my work. I saved a lot of money by doing my own labor and besides, I really know my coupe now. It was a "labor of love". My wife asked, "Why didn't you just buy a new plane to start with?" and I told her, "they don't make Ercoupes anymore".

As an instructor pilot with over 5000 hours, I presently fly the C-141A and have flown such aircraft as the KC-97, KC-135A, T-37, T-38, and RF4C. The reason I give this information is that in my 20 years of flying I have never had so much fun as I have in my Ercoupe. I always fly open cockpit, if the weather permits, and get a great kick out of taking my fellow Air Force pilots up for their first open cockpit ride. They all just think it's great, and it is.

Chuck Rovell, 1320 Andy Street, Altus, OK 73521



### HAS YOUR MEMBERSHIP EXPIRED?

Beginning this month we will no longer send out COUPE CAPERS to members whose membership has expired. The computer is programmed to delete all names that are not current. If you have any doubt look at the mailing label key below and then at your label. Remember if you don't renew in time you will get cut off!

Membership →  
No.

0221	10/77
John Doe	
100 Spring St.	
Anytown, N.D. 00123	

→ Date Memb. Ex  
→ Name  
→ Street  
→ City, State, Zip



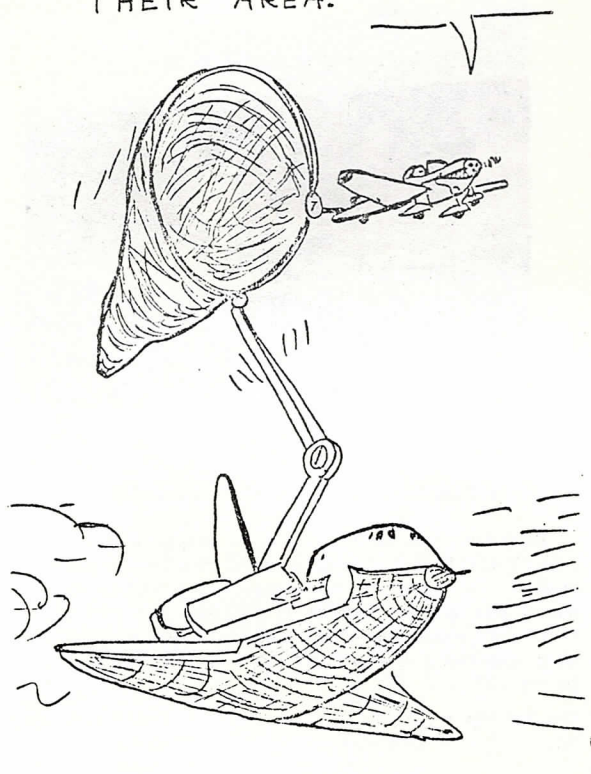
## ANOTHER NEW MEMBER

Together with 2 friends I am rebuilding an old Ercoupe 415-C with serial No. 3962.

If possible, I would like to be a member of your club. Odd Bjornestad, Joh. Berentsensv. 71, N-5031 Laksevaag, Norway.

Editor's note: My wife took a four month tour of Europe, and reports that she saw few light planes, and in all of Europe, only one Ercoupe. That one was in Bergen, Norway. Maybe it was Odd's.

LET'S TAKE A LOOK AT THE MAP. I UNDERSTAND THAT NASA GETS VERY UPSET IF YOU GET TOO CLOSE TO THEIR AREA.

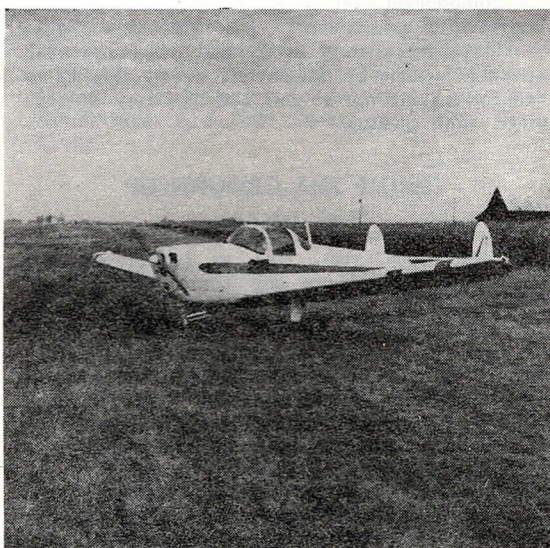


## INTERPRETER NEEDED

Tower: Ercoupe one six hotel, wind is ten knots gusting, fifteen, three zero zero, altimeter is two niner niner niner zero, caution wake turbulence C-one thirty departed two minutes ago, cleared for take off one six right, downwind departure approved, make it high and wide. Burbank departure one two four point six.

Passenger: What did he say?

Me: He said, "Go".



Here is a picture of Harold J. Eskew's 415CD. I found the picture in my file, but no trace of Harold's letter.

## IT'S BEEN A LONG DAY

Me: (At my home base, the second busiest general aviation base in the world) Van Nuys Ground Control, Ercoupe 16H between the runways. Want to cross the right, taxi to parking.

Van Nuys: (Short pause while he looks at the line of planes on final.) (Sigh!) Roger, 16H. Take your best shot.



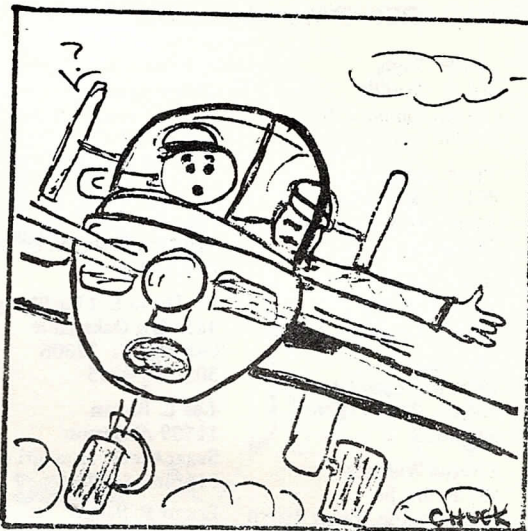
## QUESTIONS MOST ASKED OF ERCOUBE OWNERS

By non-Ercoupe Owners:

Do they still make these?  
How many of these were made?  
Do you have rudders?  
Could you put rudders in this?  
How do you make cross wind landings?  
What is your fuel consumption?  
What is your range?  
Could you put an O-200 in this?  
How high can this go?  
What does one of these cost nowadays?  
Is this plane for sale?  
(In So. Calif.) Do you know Wayne Olson?

By other Ercoupe Owners:

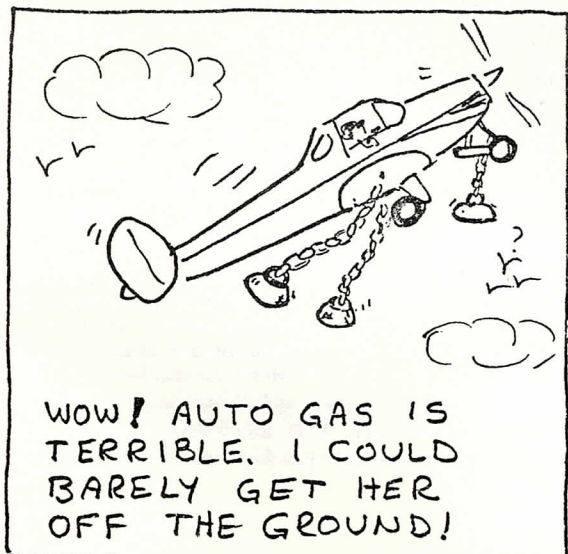
What do you cruise at?  
What oil temperature do you run?  
Is yours Eighty-five?  
What prop do you have?  
Do you have Cleveland brakes?  
Do your wheel pants add much speed?  
Does your O-200 add much speed?  
Where can I get a (any part)?  
Are you a member of EOC (or IEA)?  
(In So. Calif.) Do you know Wayne Olson?



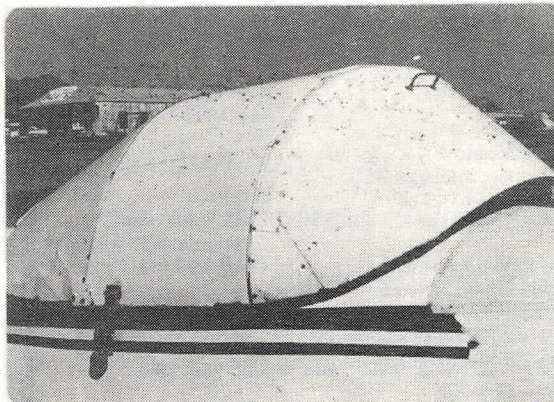
**IN A STANDARD PATTERN,  
ALL TURNS ARE MADE TO  
THE LEFT.**

## SATURDAY NIGHT SPECIAL

The following picture is reprinted by popular demand (of the Editor). This time with the caption.



CHUCK



*Bothered by termites? Threatened with artillery attack? Then what you need is a canopy cover like the one on N99205, Boulder City, Nevada. It is sheet metal and padlocked on. It should keep out vandals. (You, too, should you forgetfully lock your key inside.) Inverted, it could be used for taking a Saturday night bath. Airtex, take note.*



## REGIONAL DIRECTORS

Charles Wells  
401 N. 23rd St.  
Herrin, Illinois 62948  
618/942-4720

Vince Iannicello  
8011 - 180th Place, W.S.  
Edmonds, Washington 9802  
774-6482

Ray E. Berg  
201 S.W. 3rd St.  
Little Falls, Minn. 56345

Judy Labash  
3922 W. Central Ave.  
Toledo, Ohio 43606  
536-8623

Alverna Williams  
637 E. 3rd St.  
Grand Prairie, Texas 75050  
214-264-1452

Lowell Dittmer  
5846 Philadelphia Dr.  
Dayton, Ohio 45415  
513/275-8792  
Bus. 667-2431 ex. 228

Wayne F. Olson  
11360 E. Bos  
Cerritos, Calif. 90701  
213/860-1155

Stan Sessler  
R&S Stock Farm  
Canaan, N.Y. 12029  
518/781-4739

Denver Jones  
630 Meadow  
Pontiac, Michigan 48053  
313/334-6143 or  
313/332-0800

Gerald Shenkman  
161 Argon Avenue  
Coral Gables, Fla. 33134  
H-305/271-7835  
O-305/445-1589

Jim Jackson  
511 22nd Street  
Spirit Lake, Iowa 51360  
712/336-2383

Milt Jobes  
25 Estate Drive  
N. Fort Myers, Fl. 33903  
O-813/995-6334  
H-813/995-6291

Fred D. Fisher  
P. O. Box 816  
Elizabethtown, N. C. 28337  
919/862-3342

Dr. David E. Flinchbaugh  
4855 Big Oaks Lane  
Orlando, Fl. 32806  
305/859-4855

Lee L. Brown  
11509 Anderson  
Sugar Creek, Missouri 64054  
816/461-4517

Ernest P. Baker  
18 High Street  
Norwell, Mass. 02061  
617/878-5462

La Roy Wright  
24490 S. Skylane Dr.  
Canby Oregon 97013

Dale P. Samuelson  
5845 Daffred Drive  
Rockford, Ill. 61107

Don W. Abbott  
5775 Park Plaza Court  
Indianapolis, Ind. 46220  
(317) 842-1550

R. W. Groton  
Cranfield St.  
New Castle, N.H. 03854  
(603) 431-7968

Jim Fohr  
2124 Waukesha Rd.  
Caledonia, Wis. 53108  
414/835-2111

Willard Carson  
Box 113  
Troy Mills, Iowa 52344  
319/224-3406

Jack L. Harkness  
4110 W. Lawrence Lane  
Phoenix, Ariz. 85021

## MIDWESTERN REPRESENTATIVE

Dub Hall  
3317 S. Indianapolis  
Tulsa, Okla. 74135  
918/742-8875

## NORTHEASTERN REPRESENTATIVE

Joseph W. Dunbar  
1196 Pennington Road  
Trenton, N. J. 08618  
609-882-6045

## SOUTHEASTERN REPRESENTATIVE

William T. Morrison  
1004 Greenbriar Drive  
Brandon, Fla. 33511  
813/689-6449

## NORTHWESTERN REPRESENTATIVE

Roy Wright  
24490 S. Skylane Drive  
Canby, Ore. 97013  
1-503/266-4269

**NATIONAL MEETING OF THE ERCOUBE OWNERS CLUB, INC. TO BE HELD AT NORTH-EASTERN UNIVERSITY, TAHLEQUAH, OKLAHOMA, JULY 3RD, 1977 AT 7:30 P.M. THIRD NOTICE. NORMAN F. CARDEN, III, EXECUTIVE DIRECTOR**

## 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) Bound issues of Vol. IV - \$6.00 ea. P.P.
- (4) Bound issues of Vol. V - \$6.00 ea. P.P.
- (5) Vinyl Decals - 50 cents ea. + postage
- (6) Water Decals - 25 cents ea. + postage
- (7) Cloth Patches - \$1.50 ea. + postage
- (8) 1976 National Fly-In Patch - \$1.50 ea. P.P.
- (9) 1977 National Fly-In Patch - \$1.50 ea. P.P.
- (10) Tie Tacs ( ) gold or ( ) silver \$2.50 ea. P.P.
- (11) Wings ( ) gold or ( ) silver \$10.00 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, should be ordered from Ercoupe Owners Club, P. O. Box 15058, Durham, N. C. 27704. They are priced at \$2.00 pp. (Please specify name)



## W. E. COMMINGS

P.O. Box 163

Watkins, Colorado 80137

(303) 366-8805

Free Ercoupe Catalog

### JET ADVISORY AREA

*Me: Castle Air Force Base, this is Ercoupe 16H.  
I'm crossing the Jet Advisory Area to land  
at Merced.*

*Air Base: Roger, 16H. Watch out for jets!*

### DIT-DAH-DIT

You can add us to your list of Erco-Hams. Tim (Butler) is W50WB and I am WA5NGX. We are not on 40 meters at this time however. Betty Butler, PO Box 119, Cedar Glen Ranch, Limestone, Ark. 72646.

### 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

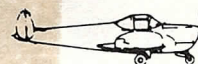
# Don't Fly a DOG



**DRESS  
IT UP  
WITH A  
NEW**

*Airtex*

**ERCOUPE  
INTERIOR**



- CUSHION SET
- CARPET
- WALL PANEL SET
- ERCOUPE WINDOW CHANNEL WELTS
- BAGGAGE COMPARTMENT

### PROTECTIVE COVERS

### RE-COVER ENVELOPES

### RE-COVERING SUPPLIES

### AIRCRAFT FINISHES

Send \$1.00 for Catalog and Fabrics Selection Guide

*Airtex Products, Inc.*

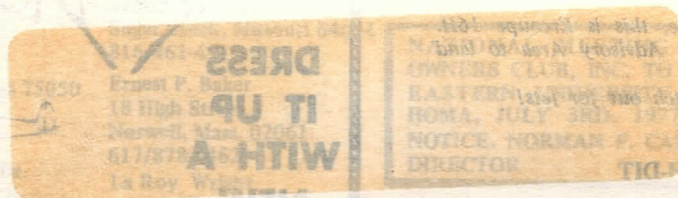
DEPT. "A", LOWER MORRISVILLE ROAD  
FALLSINGTON, PA. 19054  
(215) 295-4115



COUPE CAPERS  
P. O. Box 15058  
Durham, N. C. 27704



FIRST CLASS MAIL



UNIVAIR AIRCRAFT CORPORATION

(303) 364-7661

UNIVAIR

- FAA TYPE CERTIFICATE HOLDER  
# A-718, A-787
- MANUFACTURERS - ERCOUPE; FORNEY, ALON,  
MOONEY M-10 PARTS UNDER FAA PRODUCTION  
CERTIFICATE # 414.
- ORIGINAL PARTS
- SERVICE AND CONVERSION KITS
- ACCESSORIES
- PROPELLERS - WOOD AND METAL
- TIRES, WHEELS AND BRAKES
- WINDSHIELDS
- MANUALS (BULLETINS AND MEMORANDA, OWN-  
ERS, SERVICE, FLIGHT, ERCOUPE  
ELEMENTARY FLIGHT MANEUVERS  
AND MORE)

Plant, Offices and Warehouses:

Route 3, Box 59, Aurora, Colorado 80011

"KCF"

**Skyport**

Aircoupe Services  
Division, Fox Engineering Company



Skyport is a distributorship specializing in, and  
limited to, Ercoupe/Aircoupe.

Skyport service includes knowhow, careful  
attention to your order, and attempt to make everything  
you may require for your Coupe available from this  
single source.

1340 FRANCIS STREET  
JACKSON, MICHIGAN 49203  
PHONE 517 - 782-9340

FEARLESS UNDERWRITING



DAYS AND SQUIRES INSURANCE

18 E. CANON PERDIDO STREET  
SANTA BARBARA, CA. 93101

TEL: (805) 966-0835

"Insuring the Coupe Group with the Great Rate"