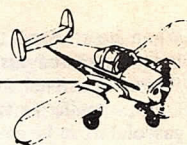


# COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



VOLUME 6 NUMBER 2 JULY 1977

EDITOR: Chuck Ferris

## ANY LANDING IS A GOOD LANDING...



...if you can walk away from it. That is what the old cliché says. John Bartlett made a good landing at Lake Havesu, Arizona, on his way home from the National Fly-In at Tahlequah, Oklahoma. With only two hundred miles of this thirteen hundred mile flight left to finish, Bartlett's 415C began to lose oil pressure. He headed for Lake Havesu airport. He had even sighted the famous London Bridge at Havesu City, but the engine began to shake so badly that he had to shut it down and head for land. He made an approach on a golf course, but he sighted people on the fairway and he had to change at the last moment. He ended in a ravine against an embankment. Bartlett was pinned in his overturned Ercoupe.

According to John, "The Lord is checked out in Ercoupes. I had just enough space to breathe, but not enough to move." Gasolene began to trickle out of the nose tank, a few inches in front of John's face. In less than two minutes, help arrived and they freed John from his plane. He was able to "walk away" from the landing. Then he took a ride to the hospital for treatment of facial cuts and multiple bruises. His coupe did not fare that well. N2940H may be kaput.

Bartlett has had more than his share of narrow brushes with death. His survivability is the envy of every tom cat in town because they have only *nine* lives; Bartlett is indestructible.

John's career as a pilot for TWA was interrupted one day while he was flying, of all things, an Aeronica Champ. What a jet jock was doing in an Aeronica Champ, is unimportant. The fact is that there was a crash. John was not expected to live. He lost a leg. He lay in a coma for nearly a year. He says, "That period

is lost to me. I can't remember any of it." It is just as well, for as it is reported to him, he alternated between coma and fits of screaming in terror. When he recovered, his doctors merely shook their heads in disbelief.

Did John give up flying? Not on your tail cone, he didn't. Told that he would never fly again, he set out to prove that he could. He selected an Ercoupe. (He can work rudder pedals with his wooden leg...he selected Ercoupe because he likes Ercoupes.) And he began to fly again.

Eventually John passed his medical flight test. He joined the Ercoupe Groupe of California and the Ercoupe Owners' Club, and last year flew to Tahlequah, but not without incident. While flying over the Arizona desert toward Prescott, the spring that holds the carburetor heat in "cold" position broke, and the carb heat came on without John's knowing it. Suddenly, miles from any landing place, Bartlett saw the cowl tank gauge begin creeping down. With the carb heat "on", fuel consumption was 50% higher than he had planned. There was nothing to be done but continue on. John says, "I knew that I was going to make a forced landing. It was just a question of where."

John prayed!

The cowl tank lasted for *one hour and forty-five minutes*. John attributes that phenomenon to the prayer. He landed at Prescott and taxied to the fuel pump, where the rest of the group was waiting for him. At that point another 'couper, Jack Owen, looked in the cowl tank. *It was dry!*

This year on his way to the National Fly-In, John once again demonstrated his remarkable talent for fortune-misfortune. On final to Shamrock, Texas, he noticed that he needed to add a little power to make the field. He pushed in the throttle. Surprise: nothing happened. He had no time to figure out what was wrong...only time to decide where to put it down. He nursed it down and landed two feet short, and rolled onto the runway. He stopped and got out and looked. Gasolene was pouring out. The gascolater had broken in flight, luckily on final approach, and the fuel was running out.

He was safe, again.

But he was a long way from Tahlequah. Where does one get an Ercoupe Gascolater? Should he try TG&Y? Rexall Drug Store? At this moment, Bob Amos, an Ercoupe Owners' Club member and the only Ercouper in Shamrock Texas, arrived at the field.

Amos had been working in his auto repair business when he motors and looked up. Incredible! Amos, who rarely sees another Ercoupe, saw a flight of five.



When he realized that they were landing at his home base, he closed his business and hurried to the field. When he arrived at the field, he found the Ercoupe Groupe trying to figure out how to get Bartlett a new gascolater, so he gave him one...off his own 'coupe.

And Bartlett flew again.

On the way home from Tahlequah, John lost his oil pressure, crash landed his coupe, and walked away from it. Will John give up flying? Don't bet even one of your rudders on it. From the hospital, his first telephone call was to Wayne Olson of the California Groupe. He told about his crash and then asked, "Can one of the fellows fly down here and bring me home?"

### SKIP SEZ

What a way to spend a July, attending our Second National Convention with my good friend, Bill Morrison, as a traveling companion and room mate, and also having recently completed a business trip to the North Carolina Coast. I hope everyone enjoyed the Fly-In half as much as I did. If you haven't attended one of our National Fly-Ins then you owe it to yourself to start making plans now for next year. I talked to president Dub Hall and he agreed that we should set the date as soon as possible so that all can make long range plans.

Well what can you say, Leonard Page, Bill Morrison, Fred & Dorothy Weick, Joe McCawley, Roy & Eileen Wright, Jim Jackson, John Thoms, Wayne Olson, Chuck Ferris, Scott Reaser, Webster Fox, Jack Harkness, Dave Edens, Dave Kenny, Gord Squires, Ken McKinley, and all of the coupers from Florida, California, Arizona, Oregon, Washington, Conn., Mass., and all the far places between who can really make up a really great Fly-In. They were all there and many, many more who I cannot name at the present due to space and mental limitations. I want to thank all the coupers who attended and made everything such a success. I also want to thank all those who participated in the Forums for presenting us with such fine programs, which were said by many to have been the highlights of the Fly-In. You even missed seeing yours truly hypnotized by Joe McCawley as part of his program. All in all, a swell time was had by all, the University did their usual good job on food and housing with smooth coordination of it all.

In closing, I would like to say a special thank you to Jim Jackson who tirelessly drove the van to and fro during the whole affair, also to Leonard Page and his Convertible Coupe who saw that no one left saying that they wanted to ride in a Coupe, he gave rides to all of the CAP cadets and anyone who even looked interested in flying, also to those who were drafted at the last minute to assist, Jim Fohr, Webster Fox, John Thoms, and many others whose names I can't remember, THANKS FROM ALL OF US!!

This is my last article as the new president will use this space as he sees fit in the coming months. I have enjoyed bending your ears the last few months and

also all the nice cards and letters that I have received regarding the thoughts that I have shared with you. I have bent Chuck's arm into continuing on as editor of COUPE CAPERS as long as he will, he is doing a super job with it. But he, as I, depends on you for material so let's all send in anything that you want to share with your other Coupers. Also please send in the For Sales and Announcements well in advance so that there will be time to get it in the next issue.

As you no doubt have heard, we have all new officers and a new board of directors as was elected at the National. We have grown so that one man can no longer guide and direct such a large group. I was elected Executive Director by the Board and will continue to serve in that capacity and also as Treasurer. Remember one thing as I close, this is YOUR CLUB, you can make it a thing of greatness or you can just be a member, it is up to you, so why not begin today by requesting a couple of membership blanks and ask one of your coupe buddies to join, may not seem like much but it really helps out. Best of luck to all and may all your flying be CVU. KCF Skip.

### NATIONAL FLY-IN DECALS AVAILABLE

If you would like to have one of the commemorative patches or decals that were made for the National they are available from Fran Heath, our supply officer, whose address appears in the back of the newsletter. One additional note, the patches can be ironed on, I just learned that they are coated with a special adhesive and by applying a HOT iron and pressure they will adhere to cotton blend fabrics. If in doubt try the iron on a material scrap before trying the whole garment. The beautiful patches are only \$1.50 ea. and the decals only 50 cents plus a stamp.

### ERCOUPE FLY-INS

August 20, 21 Vacaville, California, Nut Tree Airport  
Sept. 24, 25 Labelle, Florida, Labelle Airport  
Oct. 15, 16 Lawton, Oklahoma, Municipal Airport

August 20, 21 West coast Ercoopers will be gathering informally at the Nut Tree Airport and restaurant, Vacaville, California. The Nut Tree is 35 miles from Sacramento on the 240<sup>0</sup> radial. This is an unsponsored event. Each person should make his own arrangements with the Nut Tree, (707) 448-6482 or 448-8453. For further information call Roy Wright (503) 266-4269 or Wayne Olson (213) 860-1155.

September 24, 25 Ercoupe-EAA Second Annual fly-in at Labelle Airt. in Labelle, Florida. Ercoupe Owners Club trophies and all the tall tails (tales) that go with coupes. Welcoming homebuilts, antiques, classics. We even like new factory jobs, so fly-it-in and let's all have a good time. Coffee and cold drinks by



Chapter 565, North Fort Myers. (No alcoholic beverages on the field, please) Schedule: Saturday, September 24, afternoon get together and evening doggie roast. Sunday, September 25, all day rip roaring good time. Motels available for overnights. Transportation. For more information: EOC V.P. Bill Morrison, 1004 Greenbriar Dr., Brandon, FL 33511 (813) 689-6449 (or) S.E. Rep. Milt Jobes, 25 Estate Dr., N. Ft. Myers, FL 33903 (813) 995-6291.

October 15, 16 First annual Lasill Optimist airshow, Municipal Airport, Lawton, Oklahoma. 12:00 to 6:00 Saturday, Oct. 15, and 10:00 to 5:00 Sunday, Oct. 16. Prizes awarded for oldest and youngest pilot, best antique aircraft, best experimental aircraft, greatest distance traveled. Banquet and awards ceremony at the Sandpiper Inn, October 15, at 8:00. Banquet \$5.50. Hanger space and security available. Register in advance with the Lasill Optimist Club, P. O. Box 693, Lawton, Okla. 73502. If you request, motel reservation form will be sent to you.

## NATIONAL FLY-IN 1977

Over 110 Ercoupes, Aircoupes, and Cadets converged on Tahlequah, Oklahoma, for the second national fly-in. The fly-in featured contests, fly-bys, and a banquet and business meeting. The most engrossing activity, however, was the viewing of the coupes and exchanging tales, advice, and companionship. Civil Air Patrol cadets served as traffic directors.

Honored guests were Fred Weick, designer of the original Ercoupe and his wife Dorothy. Weick was pressed into service as a judge, and was heard to say, "When we were producing Ercoupes (in 1946 mostly) we had no idea that they could be made to look so beautiful."

Ercoupes winning awards were as follows:

Champion modified Ercoupe: N2522H, Ken and Fran Heath, and N3630H was reserve winner, Joe Figueras.

Champion original Ercoupe: N3461H, and the reserve winner was N94805.

Champion Forney was N3040G, Gary Dalugge, with Walt Rettig's N3036G the reserve winner.

Champion Alon belonged to Bill Geddis, N5462F, and the reserve winner was N6507Q.

Champion Cadet was Wayne Olson's N9533V with N9540V the reserve winner.

Other prize winners included N99327, best paint scheme; N3040G, best paint application; N7508C, best modified interior; N2522H, best modified panel; N99353, most nearly original panel; N87344, ladies' choice, and best restoration; N94805, best engine installation; and a dubious award, most in need of restoration, was unclaimed by the owner of 93661.

Pilots winning awards were John Thoms, 75, the oldest, and Bob Hurd, 21, the youngest. Joe Brooks won the spot landing contest. Shirley Lessard was the

fly-in queen. Jim Jackson was first to arrive and was also the best dressed. Daryle Lessard, from Washington, and Ray Burns, Maine, tied for the greatest distance flown...each having flown over 1600 miles.

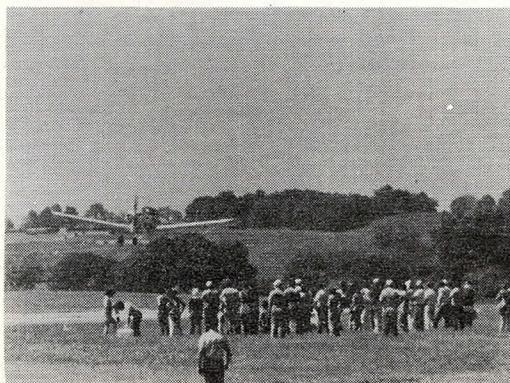
Although she was not at the fly-in because of her participation in the Powder Puff Milestone of Flight cross country event, Alverna Williams was named the "Lady Ercouper of the Year." Chuck Ferris, Roy Wright, and Fran Heath received special recognition for service to the Ercoupe Owners Club.

Fred Weick presented the Fred Weick award, for service to fellow Ercoupers. It was won jointly by Bill Morrison and Wayne Olson.

Pictures accompanying this article were taken by Chuck Ferris.

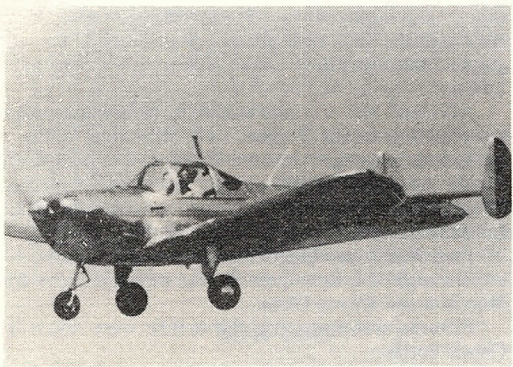


*Tahlequah Airport and the whole community made Ercoupers welcome on the fourth of July week-end. The club had use of the large hanger and the freedom of the whole airport.*

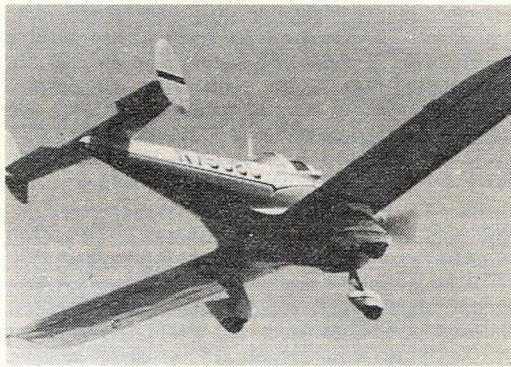


*An interested crowd watches the spot landing contest from right beside the spot. Having a critical audience did not seem to hurt the pilots performance. Some hit the spot exactly.*





*Champion Original Ercoupe N3461H joins the parade of champions. Coupes came from the factory in bare metal with a bit of red trim.*



*You can't see it from here, but N7508C won an award for the best modified interior. The passenger's arm can be seen just after dropping a flour bomb in the bombing contest.*



*Gary Dalugge's N3040G won Grand Champion Forney, as well as award for best paint application. This is one of the few Carlsbad Aircoupes.*



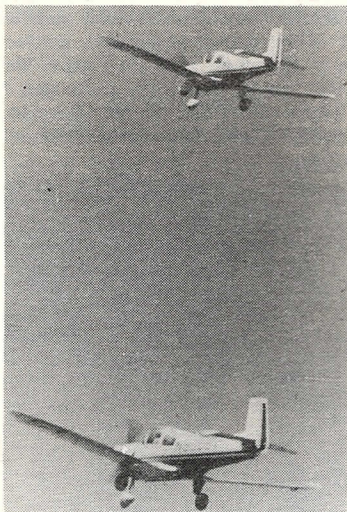
*Joe Brooks from Torrance, California, won the spot landing contest. Joe was part of the seven plane contingent from California.*



*Grand Champion Cadet N9533V makes a low pass piloted by her owner, Wayne Olson. Olson also won the Fred Weick award jointly with Bill Morrison.*



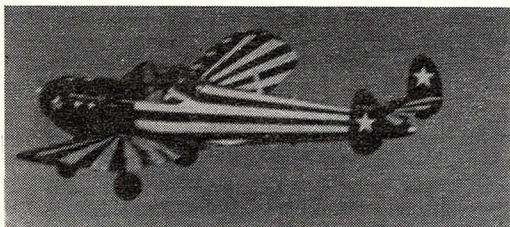




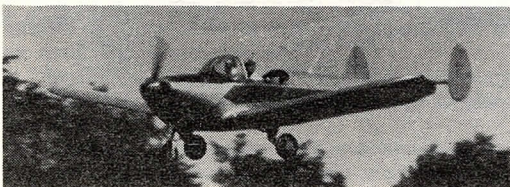
Beautiful fly-bys were a popular part of the fly-in activities. At this point, two Mooney Cadets parade past in loose formation.



Ercoupes with Mooney tails are what some members called the display of four Mooney Cadets. At least one twin tailed Cadet was in attendance too.



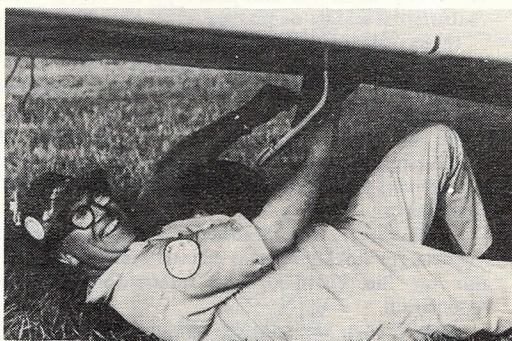
With his centennial paint scheme, Don Dunkerly would have been the hit of the 1976 fly-in, but weather kept him away until after everyone had left. This year his bright red-white-blue beauty was an early arrival.



The owner of N5482E stated that he could fly his coupe 150 mph, and he was treated to a lot of scepticism. So, on Sunday, he made this fast fly-by with an impartial observer, who agreed. 150 MPH!



Is this any way for a queen to act? Shirley Lessard takes life easy on Sunday, prior to her election as Fly-in Queen. That is not a flying magazine she is reading.



Roy Wright hates drag so much that he has mocked up some fairings for the spring landing gear on his Alon. He wants Dave Kenney to produce them.

← Leonard Page and Wayne Olson fly-by in Leonard Page's convertible. Leonard flew continuously for three days and gave everyone who wanted one a ride.



## ERCOUPE OWNERS' CLUB REORGANIZED



*Dub Hall has been a popular Ercouper and the Midwestern EOC Representative, and now steps up to be the club's first president.*

After a long period of planning and studying and reams of paper work, all spearheaded by Skip Carden, Ercoupe Owners' Club has become a non-profit corporation chartered under the laws of the State of North Carolina. To the members this means that dues and donations are tax-deductible. To the club it means a substantial savings on postage.

In accordance with the charter, a business meeting was held at the banquet at the national fly-in.

Elections were held. Dub Hall, Tulsa, Oklahoma was elected president. Dub is a long time member and is the Midwestern Representative for the club. The Southeastern Representative, William Morrison, was elected vice-president. Bill is a spark-plug for those Southeastern fly-ins.

Scott Reaser, from Southern California, an aircraft engineer for Lockheed, was elected secretary. Scott is also on the Board of the International Ercoupe Association.

Skip Carden was elected treasurer. In addition to being treasurer, Skip serves as Executive Director. He was elected Executive director by the officers at their first meeting, following the membership meeting. This means that Skip will run the club, just as he always has, with the approval of the officers. The club address remains the same. Membership rolls and mailing and the production of Coupe Capers remain the responsibility of Skip. Skip has asked Chuck Ferris to continue editing Capers for the time being.

Additional officers include the Board of Directors.

Eight members were elected to Board of Directors. All of the Directors are persons who are intimately connected with the development, production, or promotion of Ercoupes. They are Fred E. Weick, who designed the 'coupe, over forty years ago, David A. Kenney, Janice M. Dyer, R. M. German, LaRoy Wright, W. E. Commings, Joe B. McCawley, and Alverna Williams.



*Scott Reaser checks his 415C in preparation for the trek to Tahlequah. Scott is the Secretary for EOC and is also on the Board of the International Ercoupe Association.*

## 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 John Doe 100 Spring St. Anytown, N.D. 00123	10/77	*Date Memb. Ex *Name *Street *City, State, Zip
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## GEORGE AND MABEL BOMB OUT AT TAHLEQUAH

By Dave Kenney

(With apologies to Dave Edens)

As Ercoupe Niner Niner Dog lurched into air, George nervously scanned the instruments—oil pressure, 5 psi; oil temp, 260; outside air temp; 105; rate of climb, 120 fpm. He relaxed. Everything was normal.

"Well, Mabel, you can say goodbye to Tahlequah for another year."

"You're still steamed, aren't you," she said, "about Ken Heath beating you out of the Most Modified Ercoupe trophy?"

George's face was livid.

"Look," he snapped, "I had just as many modifications as he did, if not more. Who else had a panel-mounted pencil sharpener? Or, for that matter, a stuccoed baggage compartment?"

"But the interior of his 'coupe was fantastic," Mabel said, "especially those plush bucket seats..."

"So what's the big deal?" George interrupted. "We've got bucket seats, too. And what's more, they're made from real buckets!"

"Speaking of which," Mabel said, squirming uncomfortably, "I do wish you had used bigger buckets."

"Well, kiddo, that's your problem. They just don't make buckets that big. But I'll say this for my bucket seats: They serve a dual purpose. On long trips you can..."

"You might have done better," Mabel interrupted, hastily changing the subject, "if you hadn't alienated everybody."

"Such as?"

"For one thing, you mistook the editor of COUPE CAPERS for Foster Brooks and tried to sober him up by throwing him into the shower."

"It was an honest mistake," George muttered.

"And then you picked a fight with the judges when you didn't win the Best Paint Scheme award."

"And with good cause," he retorted. "My paint job was absolutely unique—it was the only one there that didn't have a Snoopy cartoon on the tail."

"Besides," he continued, "one of those judges was a hypnotist and I think he hypnotized all of them into going along with his own ideas. And I refuse to apologize for calling them a bunch of spaced-out zombies."

The Ercoupe droned on. It was a typical Oklahoma summer day—thunderheads to the north, tornadoes to the south, and 3 miles visibility.

"By the way," Mabel said. "Where did you pick up the funny hat with that little model Ercoupe dangling on a wire?"

"This? Oh, it just came floating down out of the sky and made a perfect landing right at my feet. As I

remember, it was right after Leonard Page made a fly-by."

"Sure is an authentic looking little model," she said. "Look—it even left a little puddle of oil on the brim."

For the next hour or so, George concentrated on his navigation. The countryside all looked about the same, he noted, with no real landmarks anywhere.

"I've been meaning to ask," Mabel said, breaking the silence. "Where did you get that fancy purple jump suit? And why does it have MACHO JOE embroidered across the back? Who's Macho Joe?"

"He's a guy I met at the Fly-In. He gave me this outfit."

"Gave it to you? How come?"

"Seems he is quite a lady's man and was going to take a local belle up for her first hop in a small plane. He pre-flighted his Ercoupe, loaded her in, and then tried to take off while still tied down."

"And you witnessed the whole thing?"

"Yup," George said smugly. "He was so embarrassed he said he'd give me this jump suit if I promised not to tell anyone about it."

Through the haze, George spotted a small airport off the left wing.

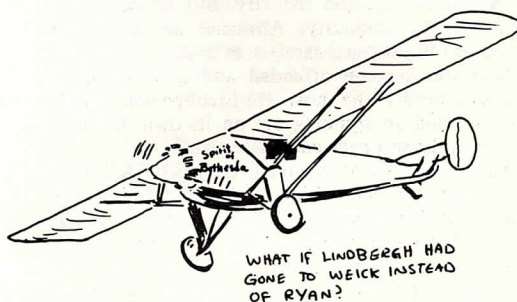
"What say we drop in down there for lunch," he said, circling to make a downwind entry into the pattern. The field looked vaguely familiar.

After an uneventful landing, they turned off the runway and stopped in front of a large hangar. A large banner across the front of the hangar proclaimed "WELCOME TO TAHLEQUAH."

"George, we've made a big circle and are right back at Tahlequah," Mabel wailed in dismay.

Except for themselves, the field was utterly deserted. For a few minutes, George was speechless.

"Well, one thing's for sure," he said finally. "I bet I'm not the only Ercoupe that's going to be returning to Tahlequah today. Look over there—some guy took off and left his entire canopy laying out in that field."





## AN OPEN ANSWER TO QUESTIONS FROM PROSPECTIVE COUPE OWNERS

I would appreciate your sending me any information you have on the National Ercoupe Fly-In as well as information on the activities in general of the Ercoupe Owners Club. I am contemplating buying an Ercoupe within a year and would like to do as much homework as possible before making the "plunge". Any information on evaluating candidates available for purchase as well as identifying acceptable and available modifications and Equipment would be most helpful.

Frank H. Radspinner, 225 San Felipe Way, Novato, CA 94947

I read in the Calendar of Events in the AOPA Pilot of your forthcoming Ercoupe Fly-In.

Recently I have done some reading concerning the Ercoupe and have come up with the conclusion that this is the most remarkable machine ever built!

I would most certainly appreciate knowing more about this plane and the history of same, with the purpose of purchasing one in the very near future.

Are there any books on this famous plane that I can purchase? Although I do not own a plane yet, I would be willing to join your organization in order to learn more.

I would appreciate any help you can give me in this matter.

Edward F. Fedoryszyn, Green County Realty, Golden Hill Road, Eat Durham, New York 12423 (518) 634-7233.

How do you join the Aircoupe Association? How do I get one of their decals? Who can I contact in Chicago for a demonstration ride in an Aircoupe or Mooney Cadet? What is the address of the Mooney Cadet company? What is the weight of the Aircoupe?

Robert Coletti, 6327 So. Keeler, Chicago, Ill 60629

Dear Frank, Edward, and Robert,

Ercoupes (Aircoupes) are a lot like airplanes. You put Av-gas in 'em, and they fly. But in many ways, that ends the similarity. Airplanes are unforgiving mistresses. If you get careless in a turn to final, an airplane will become offended and quit flying, just when you need it the most. No Ercoupe will abandon its owner and go spinning off on its own. In fact, it *can't* spin: doesn't have enough elevator.

Airplanes make people mad. They call FAA towers and airport managers with complaints, "Hey, another @%&\*! just flew over my house and made my cake fall and the chickens have quit laying and..." Ercoupes, on the other hand, have an innate charm. People say, "Oh, that's the plane that you drive like a car. My Daddy took lessons in one of those before World War II."

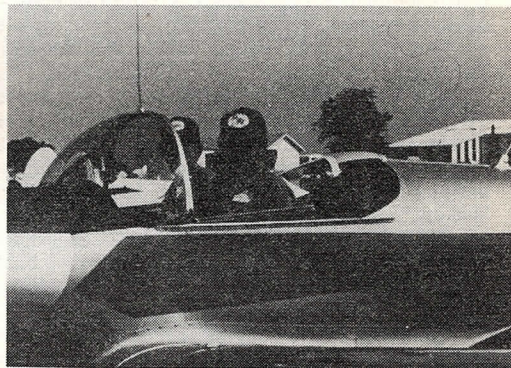
Airplanes offer endless opportunities to buy accessories. They lift enormous weights and are

equipped with countless seats. You really should buy an airconditioner to keep the cabin cool. In an Ercoupe you have a convertible. Open the top, put your elbow on the window sill and you have all the air you want. And as for accessories...Your plane is certified to carry you, full fuel, your toothbrush and a change of underwear—what else do you really need?

For Aircoupes (as the later 'coupes were called) information I suggest three sources: (1) Read COUPE CAPERS—available to Ercoupe Owners Club members (2) Buy Dick Weibly's book, *Everybody's Ercoupe* to be published July 1, 1977, and to be available from him, Dick Weibly, 311 Skyport Rd., Mechanicsburg, PA 17055, and (3) write Wade Halsey, 960 Edgewood Dr., Chillicothe, Ohio 45601.

Hope you make it to Tahlequah! Sincerely, Chuck Ferris

## LEONARD AND LAURA'S CONVERTIBLE



When awards were being given at the annual Ercoupe banquet, Skip Carden remarked, "We need an award for the most spirit. One pilot has flown continuously for three days. Any Ercouper who wanted a ride in his unusual coupe was welcomed and every one of the Civil Air Patrol Cadets to volunteered to help got a ride. My special thanks to Leonard Page."

Leonard and Laura flew in from their home in Arkansas in their specially modified coupe. Leonard has designed the canopy so that it comes off, completely. The canopy sits on the ground, and the pilot and passenger ride about in an open cockpit, sunning or photographing or doing whatever it is that people do in expensive sports cars, and up to a mile high, at that.

Leonard offered rides to anyone with a derring-doo enough to go...and that they did, for three days.

During the spot landing contest, Leonard proved that he is no slouch of a pilot. He landed *one the mark*, twice. You don't fly in and out of your home pasture without learning how to put it down right where you want it. But, alas, Leonard was so busy



ferrying air patrol cadets that he hadn't had time to sign up for the contest.

Page was no amateur at story telling either. At the college dorms when the hanger sessions droned on, Page hit the spot again with his tales. One of his stories went like this: "Last year, Laura and I had to leave the fly in before the awards were given. Then not long after, we got a package in the mail. My wife opened it and began laughing like crazy. She showed it to me. It was a trophy for the greasiest Ercoupe. I didn't think that was so funny.

"So this year I didn't want to get that award again, so I started early to clean the coupe all up. I got underneath and started wiping, I found out one thing. Those judges don't fly out of a pasture. They didn't know grease from cow manure.

"I even took up the floor boards and scraped all the oil and hydraulic fluid out of there, way back in the tail cone. Then, since I don't like to waste anything, I used that gumk and *oiled the runway*.

"Then I had to figure out how to keep her clean 'til time for the fly-in. I finally found a big boulder to set her on. When time comes to take off, just nose her off the boulder and go. But what I haven't figured out yet is, when I get home...how am I going to land her on that boulder?"

One person did not get a ride in Leonard's coupe. "Chuck," Leonard asked, "what do you know about parachute jumping from an Ercoupe?"

"All I know," I said, "is that when the jumper gets out of the cockpit and onto the wing root, you lose all your lift. So when he gets out, he's got to jump right away."

Leonard pondered this for a minute. "This old boy over here wants me to let him jump out of my convertible coupe."

"Maybe *you* should wear a parachute, too, so that you'll be all right if he takes off your horizontal stabilizer."

Leonard said, "I think I'll take me a walk down the field and stay out of sight for a while."

And he did.

### HINTS & TIPS

Here is a suggestion you might try!

I find that if you apply some of the mylar sun reflective screens to your sliding panels and rear windows you can cut the heat in your cockpit 50-75%. I applied this coating to the new panels I installed and find it a lot cooler while flying. The total cost isn't more than \$10-\$15 dollars. Mike Lipford, 2443 E. Mardina St., West Covina, Calif. 91791.

### BRAKES

When installing the wheel fairings on the main gears, be sure to route the brake hose on the top of the horizontal shaft and not along the side. When I removed my fairings to lubricate the knuckles, I found

the brake hose chafed from rubbing of the fairing. I tightened the elbow at the housing, one half turn which brought the hose on top of the knuckle and not alongside. This will prevent the fairing's chaffing the hose with the possibility of brake failure. Frank Sylvia, 180 Frank Street, New Bedford, Mass. 02740.

### NO NEW MEMBERSHIP CARDS

Beginning July 1977 all renewals will be posted to your permanent EOC record card and no new membership card will be sent out as in the past. Beginning last July with this in mind we began issuing a new membership card which does not carry an expiration date. By going to this system we can save enough postage to mail one issue of COUPE CAPERS. If you have any questions please write or refer to the mailing label which carries your expiration date. Your help with this is appreciated. But if you have any problems, then let me hear at once. Coupe Capers, P. O. Box 15058, Durham, N. C. 27704.

### JOHN FRIEND KILLED IN CRASH

John W. Friend, an Ercoupe Owners' Club member from South Dartmouth, Massachusetts was killed in a crash of his 'coupe last month. His mechanic was killed also. They had just taken off on what is reported to have been a test hop after re-cabling the controls and having made some modifications, and dove straight in from about 800'.

The FAA is investigating the cause of the crash. C. M. Cunningham, Strawberry Hill St., Dover, Mass. 02030

### FOLLOWING UP HELP NEEDED IN MAY ISSUE

The idea of Local Wings (of the EOC) sounds great!

To "Shorty" (who had trouble reaching the brakes in her Alon): Remove the rudder pedals for the original 'coupe with never an uncoordinated turn and land on long runways. An old, bold pilot named Ed McClean told me that he taxied his first brake equipped airplane three days before he had the nerve to push them.

Everett (whose plane taxied in a turn when the wheel was held straight) should have his A&E re-rig his 'coupe...specially the nose gear steering linkage. (See service manual from Skypot or Commings.)

Jack and Marget (who wanted to know where to get bucket seats) can get bucket seats from any unguarded laundromat (late at night) or Sears. Larry Blauvelt, Box 167, Hawley, PA 18428, and Skypot have big baggage compartments.

Hobie Steele, Route 3, Box 273, Cambridge, MD 21613



## ROCKY MT. AND DULLES

Why does "ye ed" want to fly over the Rockies? He can go to Phoenix-Albuquerque-Amarillo. (*Ed's note: I finally planned Los Angeles-Tuscon-El Paso-Carlsbad-Hobbs-Tahlequah, but I flew Los Angeles-Oklahoma City-Tulsa via TWA.*)

Vincelette's latest adventure: Why in the world would he go to Dulles, anyway? If he goes there again he should wear the Fuschia gorilla suit and give them something to think about.

"Urethra" Franklin? Vincelette, you're all right.

I'm taking the rest of the day off. KCF. Elliot Brown, 1118 College, No. 3, Alameda, CA 94501.

## WHEEL PANTS

I was delighted to see that the Ercoupes in Coupe Capers cartoons are now being equipped with wheel pants. Dave Kenney, Box 1451, Torrance, CA 90505

## FELLOW DAREDEVILS, ATTENTION

*The following item from People Magazine, June 13, 1977, is from an article about John Travolta who plays Barbarino on Welcome Back, Kotter television series.*

John's only hobby was flying the single-engine Aircoupe he bought himself (for \$2,500) as soon as he got his first \$5,000 in the bank. Now, since his breakthrough, neither Lloyd's nor any other insurance company serving Hollywood will insure a production if Travolta flies. He's become such a superstar, in fact, that he's even been grounded from using his Honda 350 motorcycle. John still maintains that if his showbiz career bombs he'll go into aviation.

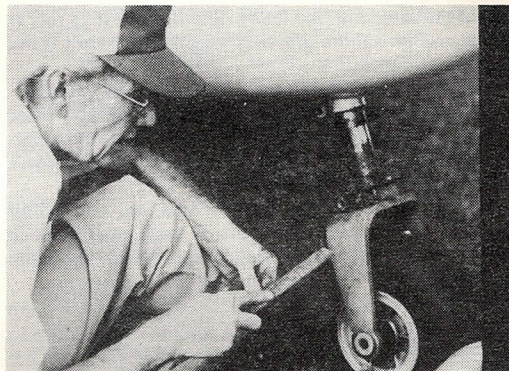
Travolta comes by his daredevil interest (*Italics added by editor.*) from both sides of his family. ....

## ENJOYED THE NATIONAL FLY-IN

We sure enjoyed the National Fly-in at Tahlequah. Our special thanks go to Roy & Eileen Wright, the Northwest Rep. With less than 90 hours flying experience, Shirley and I started from Seattle on June 27th. We met Roy & Eileen in Canby, Oregon and they led the "Fearless Five" coupers across the Cascade & Rocky Mountains, deserts, and plains to a happy landing at Tahlequah on July 1st. The only problems we encountered in 1940 miles was my new omni giving up. Had it fixed in Cheyenne but it quit again - oh well - electronics. Guy McMackin's nutcracker bushings went bad (front wheel shimmy). We called Bob White at Univair while gasing up at Boise and the bushings were flown in to Tahlequah - now that's good service.

When departing Tulsa for Tahlequah my wife accidentally stuck her head out of the open canopy at 80 MPH and got a severe whiplash. She was the Fly-in queen this year. She refused to go back by jet-said she

loved to fly in the coupe. The University loaned us a pillow for the trip home. The return trip was somewhat uneventful other than getting lost twice, dodging antelope in Wyoming, and smoke pouring into the cockpit from oil leaking onto the carb heat muff over the Rockies at 10,000 feet.



*Guy McMackin's coupe had a nose wheel shimmy and he was replacing the bushings when this friendly gentleman came along and began to help. Guy didn't find out until later that was the new president of EOC, Dub Hall.*

We met many wonderful people at the fly-in and one in particular left an impression. While changing the nutcracker bushings on Guy McMackin's coupe a pleasant fellow walked up and started helping us drive out the old bushings and replace them. He was lying on the grass with nice clothes on and getting all greasy in 90° heat, but helped us through the most difficult part of the job. While we were banging and hammering, someone said "Hi, Dub." Where else can you get the President of a 900 member club help you work on an airplane without even asking? Thanks Dub - Guy says the shimmy is gone. Shirley and I were very impressed with Fred & Dorothy Weick. They are really down to earth people and very pleasant to talk with. I really enjoyed listening to Dorothy tell about the early days when Fred was designing the WI project-building parts in their carport and front room. Fred is truly a genius, with a wonderful wife by his side. Skip Carden was a great help to us at Tahlequah. His concern for an individual member while administering the unending duties of the Fly-in is truly appreciated. We never met an Ercouper we didn't like-they were all friendly. Thanks to all for a wonderful experience and thanks to old N873444 for never missing a beat in almost 4000 miles. Daryle & Shirley Lessard, 635 S. W. 142nd, Seattle Washington 98166.



## BUY AND SELL

I NEED (for 415CD) a nose bowl, cowl bottom, engine baffles, screws for fuel tank and wing fairing installation, upper right and left longitudinal cowl braces, screws for cowl braces, tail cone, pushrod for "airline type" throttle, beacon or strobe, small omni and communication antennas, bubble windshield kit (complete and untinted) ceconite wing envelope for one wing, screws and tape for two wings, C-85-12 cam and crankshaft that are standard and certifiable, sympathy, someone to sign my note.

I HAVE FOR TRADE a 415C complete except for firewall forward, wings, controls, gear parts, brakes, instruments, log books. Condition: wretched! Also have nice natural aluminum tail cone (in N.C.) and spare mid fuselage with a good center section.

Hobie Steele, Rt. 3, Box 273, Cambridge, MD 21613

1946 Ercoupe 415C N87131, No. 394, 85 hp Continental. All metal. TT engine 1800 hrs, TT engine 1450 hrs. STOH extensive 850 hrs. Aircraft is ready for inspection and licensing and is ferryable.

Also both main landing gear with Cleveland brakes. Dan C. Adkins, (405) 875-3438, P. O. Box 186, Walters, Oklahoma 73752

Ercoupe 415D, N93494, No. 817. Less than 300 hrs SMOH, less than 1200 hrs. TTAE. Large baggage compartment, good upholstery, tinted glass, clear windshield, good rubber and brakes, new doughnuts on gear, shocks converted from 0 rings to cups, magnetic and gyro compass, Altimeter, Air-speed, aetitude tack, rate of climb, and a new Genave alpha 200B. (Old radio was borrowed late one night.) Annual due. Price: firm \$3500. Ellis L. Sinclair, 226 Scott Drive, Forest, Miss 39074 (601) 469-1768 (day or eve but no collect calls)

Ercoupe 415E 600TT 380 SMOH (C-85-12F) Original, all metal. 35 amp generator, cabin fresh air, static system, in-wing landing lights. Bought for rebuild project, 80% of work complete. Have no time to finish. Over \$9,000 spent on parts fittings and hardware. No detail spared. \$4500. New: Instrument panel with back lighting, circuit breaker panel, and all instruments including electric T & B. Mark III radio, all antennae, Narco ELT, control wheels and shafts, floorboards, all windows, complete Airtex interior, soundproofing, 9 ft. baggage, dual strobe lights, front and side cowl, all engine accessories, shielded harness, brake discs, master cyl & fittings, hydraulic park brake, double arm fork, tires & tubes. Battery. Don Abbott, 5775 Park Plaza Court, Indianapolis, Indiana 46220 (317) 842-1550.

I am interested in a super-clean Ercoupe with rudder pedals. I thought you could pass this on to anyone in the club. I now have 1/3 interest in a 75 Piper Archer based at Van Nuys, California, but this doesn't give me enough flying time, as I only have this

every third weekend. If you know of anyone in the area with an Ercoupe for sale I would appreciate a call. Robert Bieganski, 20994 Bandera Street, Woodland Hills, CA 91364 (213) 884-0027 home, (213) 344-7116 business.

You kindly sent the the March and May issues of COUPE CAPERS last week after I telephoned you about my search for a Cadet or possibly an Alon for my wife, Melinda, who is working on her Private. After reading them, it became obvious that the first thing I should do is join the Ercoupe Owners Club so that I would receive COUPE CAPERS regularly; I have therefore written Mr. Carden in North Carolina for a membership application or information. I was very impressed with the depth and quality of the newsletter.

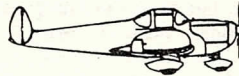
Thank you for your cordial help. John Lyon, 1130 Linda Flora Drive, Los Angeles, CA 90049 (213) 472-3773.

I have just opened a small operation here at the Santa Susana Airport. Being an Aircoupe enthusiast such as yourself, and a former Aircoupe owner (415-C: N2946H, and 415-F1: N24EE) I thought I might pass some savings on to you. My Forney N24-EE was struck from the rear on Memorial Day. I have enclosed a list of parts salvaged.

I am offering you a discount, in addition to already low prices. If you are interested, drop me a note or call me Saturday or Sunday 10:00 am to 6:00 pm

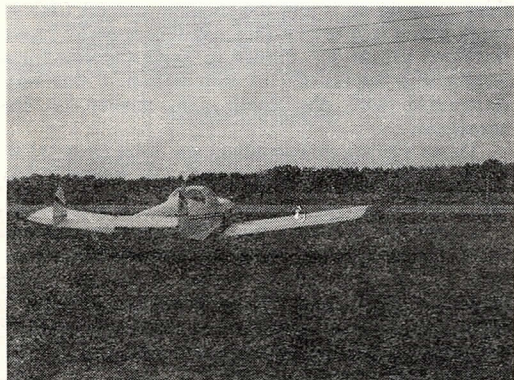
C-90-12F engine (352 hrs) with accessories: carb, carb heat box, fuel pump, generator, magnetos, starter, exhausts, \$1650.00 complete; Wings R&L no damage with landing and taxi lights in left wing, all wired for tip lights, rubing and pitot system \$1400; wheels and brakes (cleveland) with master cylinder and parking brake valve \$250; landing gear (L&R) complete with fairings (except wheels and brakes) \$200; Center section price on request; control column and spider and attaching parts, price on request; Engine mount with nose strut, wheel, axle and tire, \$150; instrument panel, \$20; tach \$17; Compass \$20; air speed \$25; Turn and bank with venturi, \$40; primer \$5; throttle quadrant with trim including push pull rod for throttle, \$10. Phillips W. Doster standard aircraft supply, 1880 Tapo Street, Simi Valley, California 93063.

1957 Forney F-1. Polished metal, 860 TT engine and airframe. New strobe, expensive ELT, Special California wheel pants, 90 ch radio. Good solid Aircoupe. The Continental 90 is running great. \$5,000. Walt Hackett, 804 Hartzell Ave., Niles, Ohio 44446 (216) 652-1590.





Convertible Coupe. (See pictures in National Fly-in story.) 415D, metal prop, univair nose fork, rudders, 50 hrs. SMOH, EGT, CHT, Carb temp, Bubble Windshield, super sound-proof, rams horn control wheel, new panel, genave alpha 500-360 channel, gear leg lights, bucket seats, spinner, new plug wires, eight day clock, and custom built sliding canopy. 100 octane valves, new cam, lots more. \$5,000. Leonard Page, Belleville, AR 72824 (501) 495-2647



Ercoupe 415CD, 1947, 85 hp, all metal N3954H, rudder pedals, Cleveland brakes, 150 hrs STO. KX-150, EGT. \$3,900. C.A. Thomas, 474 Tara Ln., Orange Park, Fla. 32073 264-5460

For Sale: 1946 Ercoupe (N99698) 415D C-85 hp. 1128 TT; 81 SMOH; Alpha Genave 200B Radio, ELT, Rotating Beacon, Stainless Steel Brake Discs, prop recently re-worked, new rubber. \$4,500. Call evenings. (305) 275-8509. Arnold B. Zembower, 2007 Diamond Drive, Orlando, FL 32807.

#### SKIP'S COUPE

1946 415-E, 1200 TTAF, 1100TTE, Polished metal fuselage, new chrome yellow wings and tail, fresh annual engine checked 76-76-76-74 uses 1 qt. oil every 4 or 5 hrs. Has the following new items: plugs, stacks, carb heat wrapper, oil quick drain, air speed, carpet, mag filters, air filter. Has the following mods: Bubble windshield, 85 hp., large rear windows, new style sliding windows with flush lock, all tinted, large baggage, bucket seats, Forney control wheels, split elevator, custom panel with switch panel, metal prop, rotating beacon, custom upholstery throughout, overhead consol, Belleville springs in gear, fresh air vent, double fork nose gear, Alpha 200B nav-com and alpha transponder, Airtex canopy cover. The following goes with airplane but is not installed: stainless steel brake discs, artificial horizon, original seats and cushions, 1 gal. yellow dupont enamel. Seal it for only \$4000.00. I have found another one I want. Call Skip at 919-477-1832 (home) or 919-477-2193 (office)

#### HELP NEEDED: Demonstration Ride

I have a slight problem locating a pilot and a twin rudder Ercoupe or Aircoupe in a 120 mile radius of Chicago to give me a demonstration ride. I have been interested in these type of airplanes for years. I will also pay for the ride, so come on all you Aircoupe or Ercoupe owners in the Chicago area won't you take me on the Demonstration Ride. My address is Robert Coletti, 6327 So. Keeler, Chicago, Ill 60629.

#### NEWS FROM THE NORTHWEST REGION

Well, what a busy month! Our June breakfast fly-in seems ages ago. Since the weather was not outstanding the group was rather small but included two new Coupers. When we arrived Tom Newton was already welcoming Malcolm Gibson, who has had his bright blue Alon (500 total hours!) since 1971. The McMackins were on hand, full of Tahlequah plans. And Daryl and Shirley Lessard, from Seattle, were able to sneak through the haze. Daryl had bought \$500 dollars worth of Ercoupe wreckage, spent 2½ years stringing it back together, and it certainly shows the care and work he put into it. That was the total of the June crowd. We had a nice cozy breakfast, spent considerable time admiring the new Coupes, and even did our bit with the FAA safety inspectors haunting the field. They checked Daryl's plane and ours — don't know about the others. These men are determined to cut down on the appalling plane accident statistics being compiled in the state of Oregon. So be prepared for inspection at any airport or fly-in. You should have in the aircraft — air worthiness certificate, registration certificate, and operating limitations (weight and balance data included); on your person — pilot's license, radio operator's license, and medical certificate.

Our next adventure was the Tahlequah trek. The Lessards flew down to Dietz Monday evening, the 28th, and went with us over the mountains to Redmond where we were all to rendezvous. Clarence and Bobbie Paul were already there and Guy and Joann McMackin arrived before long. We coordinated flight plans and left early Tuesday morning on a really marvelous flight with overnight stops at Burley, Idaho; Cheyenne, Wyoming; and on to Tahlequah, Oklahoma, arriving Thursday afternoon. We picked up Walter and Mary Rettig in Bear Lake, Idaho, so arrived a group of five. Guy and Daryl were plagued by radio and omni problems, and Shirley nearly lost her head to a gust of wind at Tulsa — but all managed to have a good trip otherwise.

At the banquet and award presentation on Sunday evening the Northwest was well represented. We each got long distance awards; Roy presented "Certificates of Survival" to our troop; several of our names were drawn for door prizes; Roy received a certificate of recognition for outstanding service, and was elected to



the Board of Directors; Shirley was chosen Fly-In Queen (for being such an uncomplaining good sport about her whip lash injury); and Daryl received so many trophies for his plane he had to disassemble them to fit them into their luggage!

There were, of course, innumerable ideas for Coupe repair and "personalizing" as well as safety hints. I imagine many will be elaborated on in upcoming issues of the Coupe publications. However, two items remained outstanding in my mind. 1) Be sure your fire extinguisher is D.O.T. (Dept. of Trans.) approved — one young commercial pilot recalled flying at 7000 ft. when his extinguisher went off, pin, flying, and cockpit and face streaming with foam and fumes. (2) The gascolator on the Ercoupe is on a pot metal mounting and should be braced to withstand vibration. One of the California group was fortunately on final for landing when his shattered.

We were all delighted to have Fred and Dorothy Weick back for the Fly-In this year — he is the designer of the Ercoupe — and a more charming couple one could never meet. I must tell you that his arrival at Tahlequah on Friday was less than auspicious. Roy was directing the constant stream of Coupes to parking, saw a Piper approach and waved it off to the side. A few minutes later as the Weicks and friend Joe McCawley humbly strolled onto the field amid warm greetings, Joe mentioned to Roy that the Piper he had relegated to the back lot had been Fred's! Needless to say Roy took a lot of kidding about his determination to keep the Coupe line pure.

Also on hand were Skip Carden, who organized the fly-in this year; Chuck Ferris (ed. of Coupe Capers) who ran around with his trusty camera; Kelly and Edna Vietz who labor lovingly over the International Ercoupe Owners' Newsletter; Dub Hall, who planned the Tahlequah Fly-in last year, and this year spent 1½ hrs. lying on his back under Guy McMackin's plane heading an impromptu committee on nosewheel bushing replacement; and an endless list of other people without whom the fly-in would have been less efficient and a whole lot less fun. Great to see them all again!

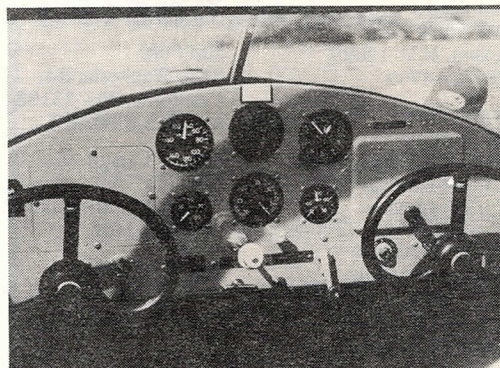
This month our gathering will be at Dietz Airpark, near Canby, and will be a picnic. Bring your own lunch and we'll have pop and coffee. An Air Force Reserve Paramedic Survival Unit will be on hand by 10:30 a.m. to discuss and demonstrate survival, particularly in mountain flying. Plan to arrive around 10:00 a.m. on Saturday, July 23.

Next month is the gathering at the Nut Tree at Vacaville, Cal. There will be no formal Fly-in type entertainment or scheduled events. That gets to be like work and we want to have fun too. So, just a fun get-together with time to exchange ideas and learn answers to questions from someone who probably found it out the hard way. There seemed to be quite a bit of interest from Ercoupeurs in the surrounding states when this was discussed at Tahlequah, so we hope for a sunny weekend and a good turnout. Set

aside the weekend of August 20-21! See you all there. Eileen and Roy Wright, (503) 266-4269.



*Another Roy Wright innovation. Locking gas caps. Foils the thieves, but don't forget to remove them before you take off. Conventional vented caps take their place for flight.*



*Seven instruments, the minimum that you need to fly, grace the panel of this 1941 coupe. They are gas gauge (outside), airspeed, compass, altimeter, oil pressure, tachometer, oil temperature. That, plus the seat of your pants, will get you there.*



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## 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) 1977 National Fly-In Decals - .50ea.

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)



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### 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:

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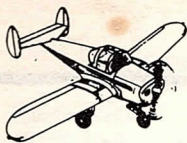
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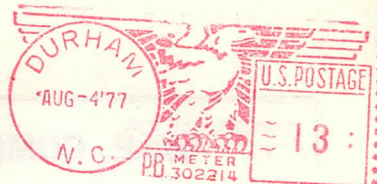




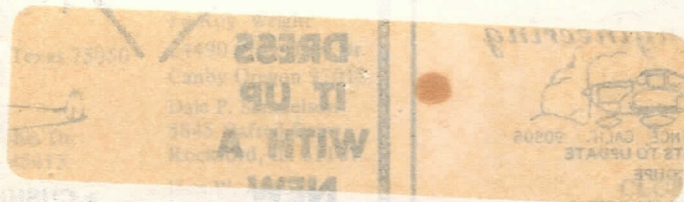
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