

# COUPE CAPERS

NEWSLETTER OF ERCOUBE OWNERS CLUB



VOLUME 6 NUMBER 3 AUGUST 1977

EDITOR: Chuck Ferris

## THE ADVENTURES OF AMAZIN' ALVERNA

### Lady Ercouper of the year tells her own story



Grande Prairie Daily News Photo



## POWDER PUFF AND ROSES By Alverna Williams

A dozen roses was sent to me on every stop. Nine in all. The wonderful members of the Ercoupe Owners club really surprised me. Thanks, fellas. They also cared enough to see that I received the Lady Ercouper of the Year - 1977 - trophy. I received it July 6th at the terminus banquet at Tampa, Florida.

The final Powder Puff Derby is over. One hundred fifty-eight TAR's registered to make this historical flight. I was TAR 47. Close to 400 women pilots in all. Whether you were to be pilot, co-pilot, or passenger, all had to be licensed pilots.

### Planning

I started making plans to fly the Derby in September, 1976. Like all of the girls, my biggest problem was finances and the plane. We were lucky if we got a sponsor, because for some reason, women pilots do not have the pizzazz to convince big business that it's all necessary. But we do not argue, nor sell our souls. We have to do it on our own; which is what I did.

Sometimes I get discouraged belonging to so many clubs, working my best being an officer and always dependable making fly-ins and club activities a success. Soooooo, I thought I'd put out the word. "Hey, I need your donation - whatever you feel like giving." I must say, "It was an eye-opener." Until I did get a sponsor, two days before leaving Grand Prairie, Texas, for Palm Springs, California, I would have scratched for lack of finances. But Sarah Coventry Jewelry of New York City came through and I was able to leave June 17th.

### Headed for the Starting Line

*Someday*, my plane, Ercoupe N2549Honey, was sick and needed a major operation. When I left for Palm Springs, she had a total of ten hours "around the patch" time. But I figured that, with TLC, this was no problem.

Bryan Becker is a young fellow whom I have known for six years and always admired. Every year he has had to wait for a birthday to get a new rating. After he got them all, instructor, commercial, and instrument, he lost them...because he had to go to work after high school graduation and couldn't afford to fly. I was delighted to have him aboard - his first sight of flying west.

As we left Grand Prairie, we tried to file a flight plan in the air but the radio didn't work. We flew all the way to California without it, landing at satellite fields.

The first gas stop was Big Springs, Texas. While the plane was being refueled, the airport manager took it upon himself to phone the press. When I went to pay the gas bill, I was informed about it. So I decided to be compatible - at the cost of two hours on the ground. After that, I refused to lose any more time than necessary.

The density altitude on the ground at Wink, Texas, was 8500 feet and the temperature was 110°. *Someday* did not want to fly, especially with full tanks. We climbed slowly for seventy miles with the temperature gauge reading 220°. We decided that crossing the mountains to El Paso was too risky, so we did a 180° and landed at Wink again. We sat for several hours and waited for the engine to cool and tried again. This time the temperature gauge read 230°, so we did another 180° and spent the night at Wink, Texas.

### Early Start

In the air June 18th before sun up, we climbed to 8500 and made El Paso with the temperature gauge reading 180°. We flew high, landing for gas at Cochise, New Mexico, and Gila Bend, California. Since we had no radio, we landed at Thermal, California. I thought my ear drums would burst. We had been holding altitude to clear the mountains, and then dropped to an airport *below sea level*. I had an ear ache for over an hour. After phoning Palm Springs tower for an OK to land by light signal, we were airborne again.

It was hot, turbulent, and gusty and we both flew the airplane into palm Springs. Just before we sighted the airport, the fuselage gas tank registered empty. This meant that I was out of gas. But I couldn't be! In any event, we played it smart and hung close to the highway. There is no way that I will ever set my airplane down in mountain country. I'll take my chances on the highway.

We made the airport, outside air temperature 115°. We had flown nine hundred miles - and we were tired.

The fuel tanks on my airplane were designed to hold nine gallons in the right wing, nine in the left wing, and five gallons in the fuselage tank, just in front of the cockpit. The fuselage gas cap holds a cork float fastened to a wire that protrudes from the cap and is visible to the pilot. When the wire starts down, I know that I am flying on the five gallons of reserve fuel. By tracing down the problem, we found that the cork had split in two. It was good to know that I was not wrong on my fuel estimate. We had arrived in California on Saturday and the maintenance shop was closed until Monday, so I visited with my family in Ontario, California, until Monday.



### Plane Repaired

Monday, I went back to Palm Springs and put my plane in the shop. The shop foreman didn't know anything about Ercoupes, but he didn't need to. I phoned my home base, Coker Aviation at Grand Prairie, Texas, and an Ercoupe expert at Univair in Aurora, Colorado, and the foreman had access to all the information he needed. Leaving both phone numbers, I left my plane in his hands and went to Sandiego. I returned the following Friday. The plane was finished and hangered. I paid the bill of \$300 for radio and repairs and returned to Ontario.

Monday, June 27th, was Powder Puff arrival day, and I returned to Palm Springs. Tuesday was impoundment day, and we were up at five a.m. At noon I was finished, number nine in line, and the temperature was 135° on the concrete. After impoundment, we were free until June 30th. Problems with planes and radios were monstrous, but even so, we gals got acquainted, went sight seeing, signed each others' program book, got bored and were glad to see banquet night arrive, June 30th. I won a trophy and nursed it all during the flight.

### Take Off

Friday Morning, July 1st, and we were ready to go. Up at five for breakfast, weather briefings, and transported to the airport. I was number twelve to take off. Just as I turned to take off position to check the mags, the gas from the fuselage tank drowned me, and I had to abort the take off and return to maintenance. The shop foreman drained three gallons of gas from my top tank and I tried again. Another gas bath and I returned to maintenance. He drained my top tank dry, which left me only eighteen gallons. This meant that I'd have to stop for fuel in 200 miles. I tried a third time, and another gas bath, so I returned to maintenance.

The Powder Puff rule is that there is a three hour limit on getting a plane ready after the last girl takes off. I ran out of time and was disqualified. So I sat on the wing of the plane and cried. Who can say who is to blame. Certainly not my airplane. My maintenance bill of \$300 was not cheap. It is always best to blame the pilot.

I rode to ElPaso, our first overnight, in a 310 with Art Lambert and a friend. They supplied Kleenex for me all the way to El Paso.

At ElPaso the tower operators were rude to us, and so was the hotel. Most of us switched hotels. There, I teamed up with Suzanne Parish. She had planned on flying a P-40, but couldn't get the engine ready in time. She flew an AT-6 that she had instructed in during WWII. It was named *The Wasp*.



*Alvena Williams prepares to enter the cockpit of her 1946 Ercoupe which she intended to fly solo in the recent Powder Puff Derby. A gasoline leak forced her to drop out of the race with the Ercoupe. She continued the race with former WASP Suzanne Parish in a WWII AT6.*

Reprinted from the Aviation Journal

### SECOND DAY

In order to get a parachute for me, a regulation, we overflew Midland to "Edwards Air Force Base". (We were glad that we didn't go to Midland...they were rude at Midland, too.)

The best way to describe Connie Edwards is as a character. He owns 650,000 acres, an airfield, and air-force planes. He calls his domain "Edwards Air Force Base". When we told the FSS that we were changing our flight plan to land at "Edwards Air Force Base", they told us that we were headed in the wrong direction. An X marks his runway because his friends know they are welcome anyway. Land only if invited. He took us to dinner, gassed the plane, fastened me into the parachute, and kissed us goodbye.

An AT-6 looks like a two story house compared to an Ercoupe, so Connie dreamed up the best way to get me into it. First, he lifted me onto the wing. Next he lifted me onto the metal step on the left fuselage. When I was balanced, he put both hands on my bottom until I said, "Ready." Then he shoved. The problem was that I almost went over the other side and I snagged my girlish figure on the canopy. But, it worked.

Our overnight on July 2 was at Dallas, Texas. Two planes were damaged by a gas truck. By this time we were all quite put out by the rudeness of ground personnel. Take off on July 3rd: Sue and I decided to fly on to Tampa, since there were no rooms in Thomasville, Georgia, our scheduled third overnight.



### Dismounting Causes Double-take

Getting out of the AT-6 was funny. Here were two gals flying a 600 hp airplane. We'd roll back the canopy and Sue would holler, "We need a man." They'd come running. "My co-pilot needs some help getting out of the plane." I would look down at them, smiling, and they would look back, skeptically, like we were pulling their legs, or something. Then I would sit on the cockpit ledge, and when they saw that I didn't have any legs, their eye balls popped.

"But how do we handle you," they would ask? "With tender loving care," I replied, perching myself on the metal step. My "figure" must have blinded them, for that was what they reached for first, until I guided them a little lower. It was all very funny.

As Sue and I flew at eleven-thousand-five, easterly direction, we conversed over the inter-com, and laughed at center and FSS. She was TAR 27 and I, TAR 47. The Powder Puff never idents anything but their TAR numbers. The FAA are a fantastic bunch and had well prepared the centers, towers, and controlled airports as to who we were. They deserve the greatest admiration and respect, and they are very much appreciated by the Ninety-nines. It is unfortunate to meet up with a wrong controller, because he makes it hard on himself. Just as the FAA knew our whereabouts at all times, they also knew our problems. I am sure that many shops and problem personnel will be approached by the FAA from Washington, D.C., Oklahoma City, and other places.

### Chauvinism on the Air

Sue and I heard a conversation between a pilot and FSS. The pilot wanted to let down from eleven-thousand-five, but was advised to stay up there because the Powder Puff was in progress. "One hundred fifty planes and four hundred women. Squirrely, and if I were you, I'd stay at eleven-five." "Roger. I will."

To fly from coast to coast, and hear the airways cluttered with silly jabber, was a bit much, but men are men, and women read them loud and clear...and are forgiving. We are proud to be Ninety-nines.

The fact that there were no rooms available at Thomasville, Georgia, because of a golf tournament, gave the gals food for thought. Some stayed at Monroeville, Alabama, but Sue and I flew on to Tampa, Florida, to arrive a day ahead of schedule, July 3rd. We had to drop from eleven-five to fifteen hundred to dodge the elements of thunderstorms. We had left Dallas at 0800 CDT, refuelled at Dothan, Alabama, and arrived at Tampa at 1315 EDT. Two other TARs beat us to the finish line.

### Better Treatment

According to the TARs that landed at Monroeville, Alabama, the town rolled out the red carpet for them. The town folk offered their homes, personal transportation, and food. Some gals even slept in the mortuary (and tried out the caskets) and it was the nicest town on the entire route. But at Thomasville, Georgia, the Holiday Inn bedded the gals down on mattresses in the ballroom, and since temperatures ranged into the hundreds every day, they allowed them to cool off in the swimming pool.

### Closing Ceremonies

The terminus was a welcome sight. For ten days we laughed and cried with each other, exchanged autographs in our program books, and formed an exclusive sorority for "Powder Puff Pilots" only. Then there were the good-byes.

I thought that the standing ovation I received while on-stage at Oshkosh, Wisconsin, Ladies' Night, 1976 was pretty great, but the standing ovation I received from the gals at Tampa, when I received three more trophies, made me feel humble, and grateful that I was lucky enough to be a part of their team.

In all of my years of flying, the highest honor that I have ever received was from the Wheelchair Pilots Association on July 6th. I was presented with a plaque that reads as follows:

*Presented to Alverna Williams  
on behalf of the Wheelchair Pilots Association  
with the heartfelt gratitude  
for your tireless efforts and dedication  
in the field of Aviation for the Handicapped  
From a grateful  
organization of  
handicapped flyers.*

### Personal Thanks

In closing, I want to say "Thanks." Thanks to the Ninety-Nines, especially the Powder Puff Derby pilots and ground crews for making the Thirtieth Anniversary an historical one. Thanks to the FAA in Washington, D.C., and Oklahoma City, for caring that I had to abort my flight, and for doing something about the reason for it. I want to thank the Smithsonian Air and Space Museum, the press, and my sponsor, Sarah Coventry Jewelry. To all who were interested, "Thanks for Powder Puff and Roses."

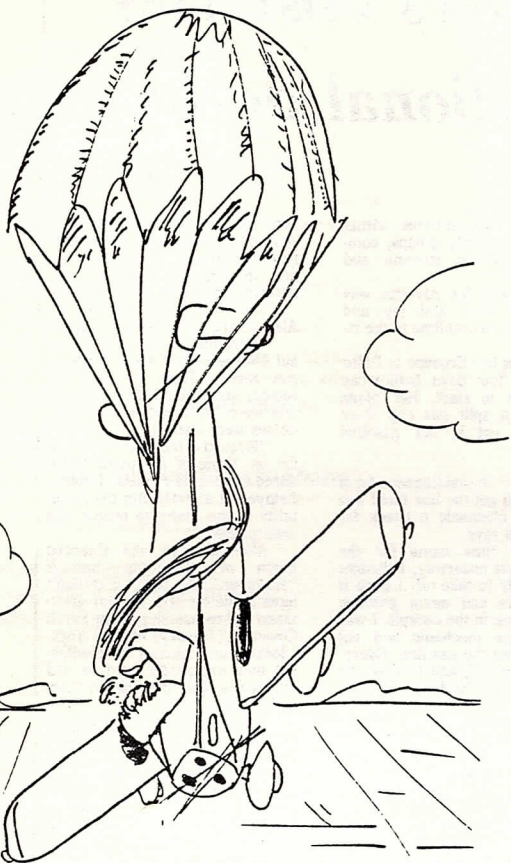
To Suzanna Parish, TAR 27, and AT-6 *Triple Three Sugar-U*, God Bless. Last, but not least, my thanks to Al Williams. While I flew the Powder Puff as co-pilot, he went to Palm Springs, fixed the plane, and flew it back to Grand Prairie.

Until the day I die I will never get over the disappointment in not being able to take-off. Nor will I get over my gratitude that so many wonderful people believed in me.

Thanks.

**Alverna's Address:** You may write to Alverna Williams at 528 Hensley Drive, Grand Prairie, Texas 75050





I'VE TOLD YOU A DOZEN TIMES —  
DON'T MESS WITH THE RIPCROD  
WHILE THE COCK PIT IS OPEN.

#### DIT-DIT-DIT-DAH

I'm a ham operator, W4ZQG, usually on 20, 40, and 80 meters, and am contemplating going on 2 meters in the near future. Dave Didio, Box 592854 AMF, Miami, Florida 33159. 305-264-1723.

#### HAMMING IT UP

Ercoupe owners who are also amateur radio operators.

W10BH	Dick Groton
WA1IQD	Joyce Caporale
WA1EDI	Joe Caporale
WA3PBA	Larry Blauvet
WA4BNT	Skip Carden
W4ZQG	Dave Didio

K4BQD Joe McCawley

VE3FPO/4 Bill Sword

W5OWB Tim Butler  
W5NGX Betty Butler  
K5ROV James Parsons

K6JGY O. M. Raymer  
K6JHA Eura Mae Raymer

W8VMJ Lowell Ditmar

Question: Do any Coupes have Ham or CB rigs in them? Tell us about it.

#### ALVERNA TO BE HUNG

The Amazin' Alverna is scheduled to be given recognition in the General Aviation Gallery of the National Air and Space Museum, Smithsonian Institution, Washington, D.C. An invitation to submit a picture included this comment by E. T. Wooldridge, Jr., Assistant Curator, Aeronautics:

*"Your efforts to overcome serious disabilities are well known and have served as inspiration to many who would otherwise never have tried to fly. We would greatly appreciate the opportunity to include your picture in our exhibit, where it may be seen and appreciated by the millions of people who visit the National Air and Space Museum every year."*

Alverna may not have been amused that the editor of *Coupe Capers* congratulated her on being "put in the Smithsonian Institution with the *Wright Flyer*, the *Spirit of St. Louis*, and other aeronautical anti-ques."

#### LIKED THE FLY IN -- --HATED THE HAZE

That was some flight to Tahlequah fly-in for an old cripple like me.

We aren't used to all that haze that you have. I didn't see real clear skies until we got back here to N.H. From there home, I could see for a hundred miles.

I can't complain, as 26C made it all the way without a hitch.

I thank all the hard working people running the club and putting on the fly ins.

Webster Fox



# Pilot conquers obstacles to fly in national derby

By FLOYCE KORSAK  
Staff writer

The saga of the final Powder Puff Derby doesn't need a Zane Grey-type writer to tell it, simply because the adventures of the 400 women taking part in it don't require imagination and flourish to put the point over. The facts are colorful enough.

Grand Prairie had its pilot representative among the 400, and she did the city proud in multiple ways.

Flying in the Derby from Palm Springs, Calif., to Tampa, Fla., Alverna Williams says, "It's over now, but I feel I'm still flying. This will remain one of the highlights of my entire life."

Alverna is the only participant who reaped four trophies and nine dozen roses as a result of the Powder Puff Derby.

As a member of the Ercoupe Owners Club, she was remembered by this club at each of the nine stops across the nation with a dozen red roses. This was in recognition of her spirit and courage, despite a severe handicap.

When she was 18-months old, Alverna's legs were amputated at the hips after a street car-auto accident in Philadelphia.

One of the four trophies was from the Wheelchair Pilots Association, in appreciation to "Alverna Williams for paving the way for handicapped persons to have the right to pilot planes."

In 1944, at age 16, she learned to fly an airplane with hand-operated controls. After passing all the required tests, physical and technical, she was refused a license by federal authorities. Alverna took the matter to court, sued the Federal Government and as a result was the first handicapped person to receive a pilot's license.

Three years later she soloed cross-country.

The Wheelchair Pilots Association is made up largely of war veterans maimed in combat, who are still able to pilot planes.

Another trophy was from the Ercoupe Owners Club who gave Alverna their "Lady of the Year" trophy. The other two awards

were from organizations within Powder Puff Derby groups, commending her for stamina and courage.

The Derby for Alverna was filled with tears and joy and ranged from the sublime to the ridiculous.

She flew her Ercoupe to Palm Springs a few days before the Derby was to start. Her plane developed a split gas cap there and debris got in her gasoline line.

"I put it in maintenance for a few days to get the line fixed and wrote the mechanic a check for \$300," she says.

When time came for the Derby to get underway, I thought I was ready to take off. I gave it the throttle and again gasoline drenched me in the cockpit. I was soaked. The mechanic had not even touched the gas line. Every-one else took off, and I sat on the wing and cried for hours."

Some friends of the derby interceded and flew Alverna on to El Paso to catch up with the rest of the 158 planes. And from El Paso, she flew as co-pilot for Susan Parish in an AT-6 aircraft.

"Susan was a WASP in World War II and an instructor on the AT-6," Alverna says. "She is fantastic. One of the requirements to fly in this plane is to use a parachute, and I didn't have one. Somewhere in West Texas we stopped at a place called 'Ed-ward's Air Force Base,' a private strip owned by a man named Connie Edwards. He owns 650,000 acres of land there.

"Edwards loaned me a parachute, gased up our plane, took us to dinner, and kissed us goodbye. We took off again."

During the Derby flight from July 1 to 4, the group lost 20 of the original 158 planes, for various reasons, but suffering no physical casualties. The only accident occurred in Dallas at Love Field where the group stopped to spend the night.

"A gasoline truck backed into some of our planes while refueling was going on," she says, "and demolished the tail sections of two of the planes. This, of course, ruined the flight for these planes and the women involved."

"In Thomasville, Ga., a city where the women had obtained

hotel reservation more than one year ago, they found a regional golf tournament was in progress and, indeed, no rooms had been reserved for them.

They flew on to Monroeville, Ala., where they spent the night.

"Here the townspeople turned out like no other place for us," she says. "They furnished us rooms, and when hotels and motels were filled, homes and businesses were opened.

"Even the mortuary open up for us. Some of the more brave dared to sleep in caskets. I didn't. I stayed at a motel. But the hospitality of the Alabama people was unsurpassed."

Alverna says she financed much of the trip herself. "However," she says, "I couldn't have made the trip without assistance and sponsorship from Sarah Coventry (Jewelry) of New York. I looked for a sponsor for months, but they are pretty hard to find unless you look like Farrah Fawcett-Majors!"

A bright era in the history of this country passed away with this, the last of the Powder Puff Derbies. The flight was not a competitive, only a commemorative one, made at the request of the Smithsonian Institution in memory of Amelia Earhart.

In 1929, Miss Earhart, America's first great woman pilot, a pioneer in her field, organized a club of women fliers and because 99 women attended the first meeting, the club was called the "99'ers Club."

After Earhart's death, the women of the club originated the Derby and kept it going for 30 years in her memory.

Alverna has been a member of the 99'ers for many years.

Flying is only one achievement for her. She drives her own car, swims, surfs, bowls, tap dances and rides a motorcycle. She also reared two children of her own.

Life has always been an uphill battle for Alverna.

"In a way," she says, "I'm a loner. The problems I have had to face with this so-called handicap, have made me a loner, since there are not many with this same problem. So the answers to life I have had to find out all by myself. I've hit the low places and I've soared to heights of ecstasy, but alone."

Reprinted from the Grand Prairie Daily News



## NATIONAL FLY-IN WINNERS

Grand Champion Most Original Ercoupe  
3461H - Art Heunemann, Garland, Texas  
Reserve Winner  
990805 - Chuck Rovell, Altus, Oklahoma

Grand Champion Modified Ercoupe  
2522H - Ken Heath, Tulsa, Oklahoma  
Reserve Winner  
3630H - Joe Figueras, Inglewood, California

Grand Champion Alon  
5462F - Bill Geddis, Marysville, California  
Reserve Winner  
6507Q - Clayton Cook, Charlottesville, Indiana

Grand Champion Forney  
3040G - Gary Dallugge, Thousand Oaks, California  
Reserve Winner  
3036G - Walt Rettig, Idaho Falls, Idaho

Grand Champion Mooney Cadet  
9533V - Wayne Olson, Cerritos, California  
Reserve Winner  
9540V -

Best Modified Interior  
7508C - Gene Taylor, Houston, Texas

Best Paint Scheme  
99327 - Don Dunkerly, Carmel, Indiana

Best Paint Application  
3040G - Gary Dallugge, Thousand Oaks, California

Best Modified Panel  
2522H - Ken Heath, Tulsa, Oklahoma

Best Original Panel  
99353 -

Ladies' Choice  
87344 - Darryl Lessard, Vancouver, Washington

Best Engine Installation  
99805 - Chuck Rovell, Altus, Oklahoma

Ercoupe Most in Need of Restoration  
93661 - J. R. Dickey, Nicoma Park, Oklahoma

Bomb Drop Champ  
Perry Tanner, Harvey, Ill. (3857H)

Spot Landing Champ  
Joe Brooks, Torrance, California (2074H)

## ERCOUPE FLY-INS

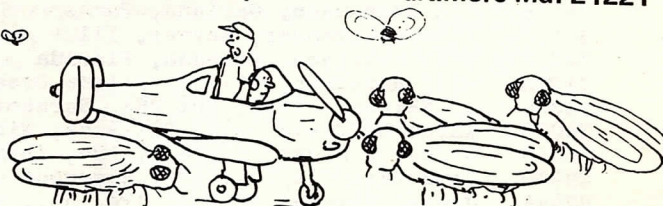
August 20, 21 Vacaville, California, Nut Tree Airport  
Sept. 24, 25 Labelle, Florida, Labelle Airport  
Oct. 15, 16 Lawton, Oklahoma, Municipal Airport

August 20, 21 West coast Ercouplers will be gathering informally at the Nut Tree Airport and restaurant, Vacaville, California. The Nut Tree is 35 miles from Sacramento on the 240° 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 Airpt. 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.

**EAA 8th. Annual East Coast Fly-In**  
**September 16-18 1977 Martin State**  
**Airport Baltimore Maryland**  
**Tower 121.3 Information Contact:**  
**1800Kittyhawk Rd. Baltimore Md. 21221**



"I THINK WE ARE AT THE WRONG FLY-IN."



ERCOUPE OWNERS CLUB NATIONAL FLY-IN, JULY 1,2,3,4, 1977 AT TAHLEQUAH, OKLAHOMA

6507Q Clayton and Mary Cook, Rt. 1, Box 37, Charlottesville, Ind 46117  
 9773M Darryl and Betty Shewmaker, 6418 Ridge Pass, San Antonio, Texas, 78233  
 2569H Tommie and Billie Mills, PO Box 401, Snyder, Texas  
 Harold and Dolores Fraxes, PO Box 3536, McAllen, Texas 78501  
 3667H Richard L. Casey, RR 2, Portage, Wis 53901  
 3258H Guy and JoAnn McMackin, 9902 N.E. 6<sup>th</sup> Pl. Vancouver, WA 98664  
 87344 Daryle and Shirley Lessard, 635 S.W. 142nd, Seattle, WA 98166  
 3036G Walter and Mary Rettig, 1574 Lola St., Idaho Falls, Idaho, 83401  
 Dale and Phil Samuelson, 10530 Bluebonnet, Rockford, Ill 61107  
 Dave and Adela Edens, 14140 NE 8 Ave, North Miami, FL  
 99327 Don Dunkerly, 4109 E. 146<sup>th</sup> st., Carmel, Indiana 46032  
 99327 Don Gipson, 154 Pearl Street, Carmel, Indiana 46032  
 Tom Lewis, Rte 2, Box 83, Smyrna, TN 37167  
 Marvin F Gray, Box 82, 404 West Chestnut St, Neponsyt, Ill. 61345  
 5462F Bill Geddis, 1716 North Beale, Marysville, CA 95901  
 87051 George D. Gallaspy, 3104 Kerry Lane, Oklahoma City, Okla  
 Garlan Martin, Apt 43, 155 Broad Street, Flemington, N.J.  
 3630H Joseph W. Figueras, 521 Evergreen, Apt 5, Inglewood, CA  
 87308 Buz Kimball, 6 Maple Drive, Catlin, Ill  
 2074H Joe Brooks, 20913 Halldale, Torrance, CA 90501  
 9533V Wayne Olson, 11360 Bos, Cerritos, CA 90701  
 (9078D) Craig Baldwin, Univair Corporation  
 2634H Scott Reaser, 1121 Villa View Dr., Pacific Palisades, CA 90272  
 Stanley W. May, 3680 South River Road, Grants Pass, Oregon  
 2980H Kenneth E. Douglas, 5114 Nevada, Ave., Ft. Wayne, Ind 46815  
 Tom Butler, Limestone, Arizona  
 93935 Wayne Lawrence, 5942 Bellaire, Wichita, KS  
 87272 Terry Lee Grimes, 2214 So. Voltusia, Wichita, Kansas  
 94765 Gary Olson, 2424 N. Tustin, Santa Ana, CA  
 938#1 Jim Jackson, 511 22nd street, Spirit Lake, Iowa  
 2181H Willis Frink and David, 13608 Onyx, Dallas, Texas  
 3116H Chuck Ferris, 8750 Paso Robles Ave., Northridge, CA 91325  
 94740 Hank Taxis, 3920 Brunswick Ave, Minneapolis, Minn 55416  
 37139 Rex Rains, 2027 Everett, Wichita, Kansas 67213  
 Ed. J. Stmm, 610 Henslee Dr. Euless, Texas, 78039  
 94805 Chuck Rovell, 1320 Andy Street, Altus, Oklahoma 73521  
 93977 Herschel Ruble, 2634 South Drive, Clearwater, Fl  
 99651 Henry Rill, 1446 Byram Drive, Clearwater, Florida  
 Dave Kenney, 4120 Via Solano, Palos Verdes, California  
 99625 Jack Harkness, 4110 W. Lawrence Lane, Phoenix, Arizona  
 99444 George Parrigin, PO Box 12125, Houston, Texas 77017  
 99444 R.P. Griffiths, 5503 Wood Creek, Houston, Texas  
 94767 Burt Ellegaard, Shakopee, Minnesota, 55379  
 Joe B. McCawley, Orlando, Florida  
 (6784J) FRED AND DOROTHY WEICK, Vero Beach, Florida  
 2357H H.W. Knapp, Waco, Texas  
 99369 Doyle Mosbey, Shallowater, Texas, 79363  
 99369 B.H. Thomas, Jr. Shallowater, Texas  
 3461H Art Heunemann, Garland, Texas  
 3857H Perry A. Tanner, Harvey, Ill  
 3081H Bill Morrison, Brandon, Florida  
 2172H Bill Horstman, 1915 E. Willow Creek Terr, Mustang, OK 73064  
 7520C Ed Skinner, Rt 3, Box 28A, Sarasota, Florida 33580  
 3807H Kirke Hatfield, 2167 Palisade, Wichita, KS 67213  
 3005G Harvey E Hicks, Route 1, 184, Anthony, New Mexico  
 2940H John Bartlett III, 4597 Rosewood St. Montclair, CA 91763  
 87444 Jeanet Harman, 5600 5<sup>th</sup> Ave. No., St Petersburg, FL 33709  
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## AIR TO AIR PHOTOS

By Richard A. Clarke

I have my own photographic business but wasn't into Aerial photo coverage until recently, after I took up flying. Then I really began to enjoy flying. I bought my own plane, an Ercoupe. With my coupe I could go up and enjoy the freedom of flight, and take my camera along with me.

The type of camera to use is strictly up to the individual and what he feels comfortable with. More important, it should be one on which he knows all the functions so he can operate it smoothly.

I like the 35mm camera because it is easy to handle in the plane, and because most of my finished prints are 5X7 in size.

The type of film to use is determined by the photographers personal preference and should be one that he is used to. For black and white photos, I like Plus-X which I shoot at 1/500th of a second at f/8, using a (UV) haze filter.

When shooting color, follow the manufacturer's recommendations. For my own use, I stick to Vericolor. Exposure is at 1/500th second at f/6.3 using a UV filter to cut the haze a little. When using Kodachrome II, I shoot 1/500th second at f/5.6 with UV filter. These are fixed exposures for use on clear days. The best time of day to shoot is between 10 AM and 2 PM.

You should not shoot pictures through closed windows, for to do so will defeat your sharp lens and, if you are using color, defeat certain color wave lengths. Moisture in the air will result in your getting soft, rather than sharp, serial numbers on the side of the airplane.

The camera ship will fly a straight line. The airplane to be photographed will be "talked into position". Both the camera ship and the subject fly at the same speed. Keep the distance between the aircraft to about 200 feet. Set the camera at infinity and adjust the distance so that your image utilizes about one-quarter of the negative. I prefer a normal or a 135mm lens on a 35mm camera.

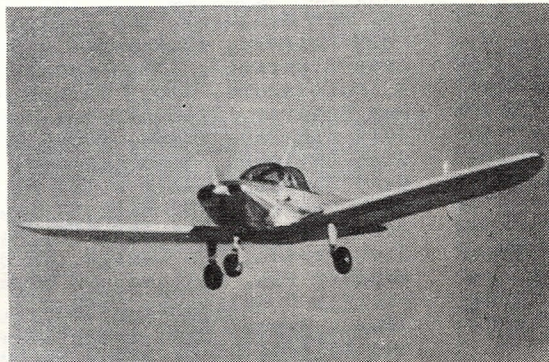
The accompanying photo was made from color negative, so a little detail is lost in the reprint. It shows my own coupe, 99014, flying. We were on a cross country, flying along with another couple in their plane. My friend radioed and said he was going to shoot some pictures of my plane and wanted to know what to set the camera at. I gave him my set figures for air to air photos and he came up with some good shots of my coupe. Richard A. Clarke, 7997 South Byron Road, Durand, Michigan 48429.

## BUTTONS

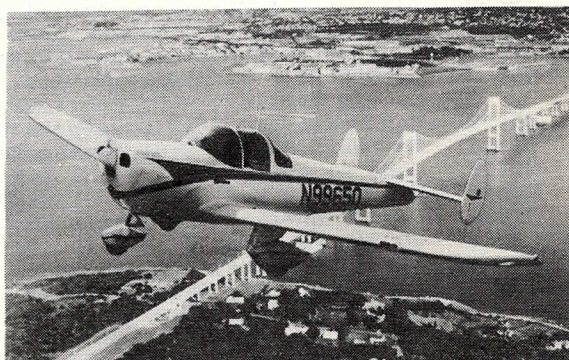
If you want to order a Club Button, then send the order to me at P. O. Box 15058, Durham, N. C. 27704. Fran will no longer handle these!



*Using instructions radioed to him by Richard Clarke, a friend took a picture of Richard in his coupe. Richard recommends that the image of the plane occupy about one quarter of the negative for most effective pictures, but for publication we have cropped it close.*



*Gary Olson in N94765. Chuck Ferris took the picture while holding the control wheel with his knees. Now Chuck says, "It takes four pilots to take good air-to-air photos."*



*If you fail to master the techniques of air-to-air photography, you can always employ the technique used on 99650, here seen "flying" over San Diego, California. A photo of your parked coupe, an attractive aerial photo, a pair of scissors, and a paste pot are required.*



## AIR TO AIR PHOTOS: ANOTHER VIEW

By Chuck Ferris

Reprinted in part from *Coupe Capers*, Volume 4, Number 7, December 1975

An Ercoupe makes a good camera plane because it is maneuverable and because you can fly with the cockpit open, but keep the camera strap securely tied to something inside the plane.

Choose black and white film for pictures to be printed in *Coupe Capers*, or for your family album use a high speed color print film. High speed film permits you to use a faster shutter speed, which will reduce the distortion that comes from engine vibration. Hold the camera in your hand and do not rest it on the plane. A shutter speed of 1/500th second should be adequate to defeat movement distortions.

Fill the frame with your subject. You should be able to do this without getting dangerously close if you use a moderate telephoto lens. Too strong a telephoto lens will exaggerate the vibration and the camera movement and make a clear picture difficult. On a 35mm camera, a 90mm or 135mm lens should do. Using a normal, or wide-angle lens, such as you find on your family instamatic, would mean that the planes would have to fly very close together.

Decide on a plan of action before take-off and discuss it with everyone. Choose a rendezvous, a direction of flight, and an altitude, keeping in mind the sun (keep it behind the camera), the background (show the ground, the clouds, or the horizon, but keep it uncluttered), and possible traffic (avoid it).

Use four pilots. The pilot of the subject plane flies along the agreed upon course, keeping his eyes glued to the camera plane. His co-pilot watches everything *but* the camera plane, ready to take over if traffic appears. The cameraman maneuvers the camera plane to get the angle and the elevation he wants. Then while he takes the picture, his co-pilot, who has been watching for traffic, holds the plane in trim. That's four, count 'em four, pilots.

Maintain two way radio contact between aircraft on 122.9 mhz, because something is sure to come up that you did not anticipate when you were on the ground.

Take many, many more photos than you think you need. With four pilots and two aircraft involved, film is the cheapest part of the operation. Take lots of pictures, select only the very best, and throw the rest away. If you never show the culls, people will think you are a great air to air photographer. And you will be.

### HINTS AND TIPS

#### Fuel Pump failures

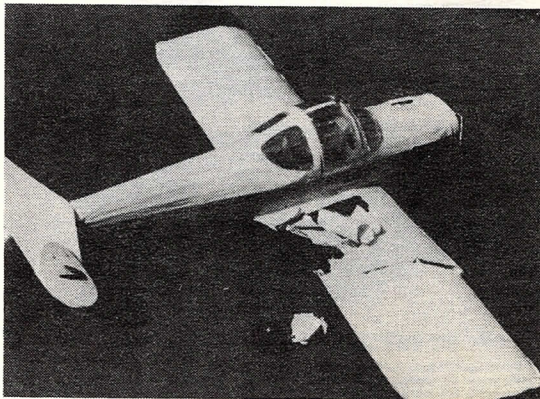
I have found that the fuel pump, over the years of use, builds up a corrosion from constant moisture and from climate changes. This corrosion attacks the aluminum which the pump body is made of, causing lime-

appearing build up - which will loosen and restrict the outlet side of the fuel pump (or pressure side) and restrict the fuel flow to the cowl tank. As a result you will have to fly by using the five gallon limit, then refuel every five gallons.

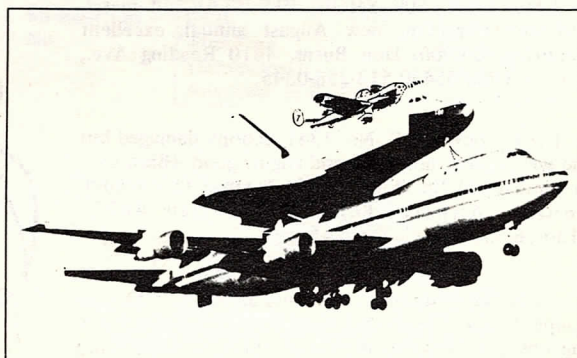
This can be dangerous and it is advised to remove the old fuel pump, which could possibly be 25 years or more old, and replace it with a new one - they should not be cleaned at this stage because the inside Boss which controls the fuel filter flow is deteriorated to the point that it by-passes the screen, and does not filter. As a result the chunks of corrosion passes by and plugs up the tiny orifice in the outlet elbow of the pump which is approximately a mere 3/64" diameter and can plug easily.

I've experienced this deathly problem twice and it is very serious.

Buck Buchanan  
1448 Sylvan Glen  
Okemos, MI 48864



*John Bartlett's coupe, 2640H, was not the only one totalled flying to or from the national fly-in. This miniature 3116H, a tissue paper and balsa wood Comet model, was crushed in the trunk of Chuck Ferris' car, by a rolling can of aircraft motor oil.*



At 45,000 feet we drop the space shuttle, and then at 87,000 feet we.....



## ERCOUPES FOR SALE

1946 415-D 85 hp (1400 lbs gross weight) N3355H serial number 3980. 985TT, 232 SMOH, licensed until June 1978. Artificial Horizon T&B, Rate of climb, remote compass, 24 hr. clock, sensitive altimeter, OAT, wings recovered with Eonnex in July 1976, aircraft painted white with blue trim. Alert model 50 ELT, nav lights, canopy cover. Nice inside and out. \$3,950 Ralph Steele, 23659 E. 2nd Street, Grand Rapids, Ohio, 43522. 419-832-2074.



We thought that you, our readers, might like to see a very recent aerial photograph of the Waterville facilities. As you can see, we now cover a wide area. This picture was taken by the editor, from Ralph Steele's little airplane in late April. When I say little, I mean little-it's a two seater, Ercoupe, built in 1946. Ralph keeps his plane at the Henry County Airport, near Napoleon, Ohio. He recently put on a new coat of paint - J-M blue and white. Yes, that's an open cockpit, and yes, it is quite a sensation flying in a plane with the "windows" open. Thanks, Ralph.

Reprinted from INTERCOM Johns-Manville newsletter

1946 415-C 509 SMOH, 715 TTAE, all metal, polished aluminum, new August annual, excellent condition. \$3,900. Don Burns, 4410 Reading Ave., Dayton, Ohio 45420 513-256-0345.

Parting out 415-C, No. 1347, canopy damaged but the wings good, tail good, and engine good. (Blew over in windstorm) Jim Wilson, 2131 Taxiway O, Oakland-Pontiac Airport, Pontiac, Michigan 48054 313-666-3581.

Although I do not own any airplane of the Ercoupe design, I have always been interested in obtaining one of the Alons in average condition that could be reconditioned and put in top shape. Robert J. Butts, Suite 100 First National Building, Enid, Oklahoma 73701.

Although I don't own an Ercoupe right now, I've wanted to own one for some time, and am looking around for an available one. I'd like to find one in the \$3200 to \$3500 class, all metal, with rudder pedals, if possible. Have ready cash for the right one. Paint and appearance are not too important if engine time is low and is mechanically OK. Dave Didio, Box 592854 AMF, Miami, Florida 33159 305-264-1723.

## ERCOUPES WANTED

*The following named people have expressed an interest in selecting suitable Ercoupes. Sellers may contact them direct.*

Harry Beeson, Ful-Air Radio, 4341 W. Commonwealth Ave., Suite E., Fullerton, CA 92633. 714-521-1620; 714-551-6036.

Edward F. Fedoryszyn, Greene County Realty, Golden Hill Road, East Durham, New York 12423. 518-634-7233.

Nick Pisoni, 526 Franru Lane, St. Louis, MO 63125. 314-892-5527.

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

Robert Bieganski, 20994 Bandera Street, Woodland Hills, CA 91364. 213-884-0027 home; 213-344-7116 business.

John Lyon, 1130 Linda Flora Drive, Los Angeles, CA 90049. 213-472-3773.

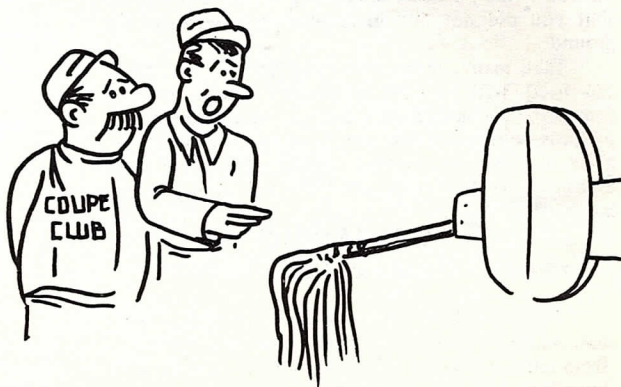
Robert J. Butts, Suite 100 First National Building, Enid, Oklahoma, 73701.

Dave Didio, Box 592854 AMF, Miami, Florida. 305-264-1723.

## ERCOUPES FOR RENT

1946 415-C \$15 hour: San Fernando, California, airport. 213-361-9877.

*If you know where coupes are for rent, please inform Coupe Capers.*



"HEY JOE, HERE'S A MESSAGE FROM YOUR WIFE."



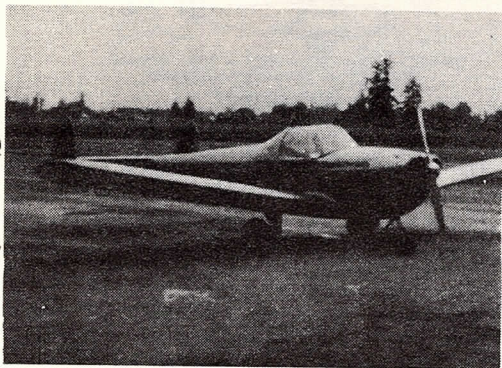
## ERCOUPE ERMAL

Here is a picture of my 'coupe, red and gold with black trim. The seats have all been tufted and rolled and buttoned in black leather. The interior is red rug up to the bottom of the seat, with red leather up to the window and to the firewall. We used half inch fire resistant padding behind the wall interior. Now you can hold a normal conversation while flying.

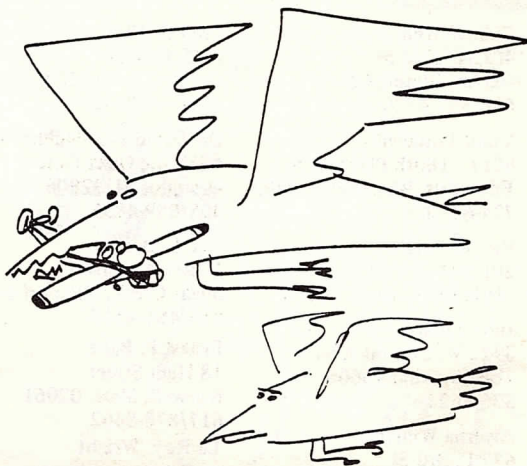
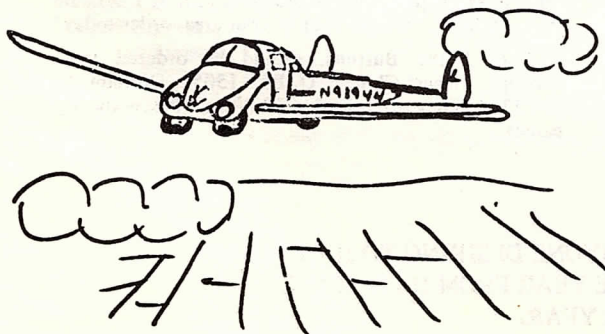
Also we have installed a cassette stereo system that allows you to hear your radio while the cassette is playing. We are about three fourths finished with the interior.

I have Tim's Aeromotive in Hubbard, Oregon and annual several Ercoupes in the Northwest Ercoupe Club in the Willamette Valley in Oregon.

I am interested in any information that may help me and my customers in keeping Ercoupes above standard. Tim Brownhill, Tim's Aeromotive, P.O. Box 104, Lenhardt Airpark, Hubbard, OR 97032.



IT'S NO MODIFICATION.  
ONE DAY I HAD TO MAKE  
A FORCED LANDING ON A  
FREEWAY AND.....



TOWER, YOU'RE NOT GOING  
TO BELIEVE THIS, BUT...

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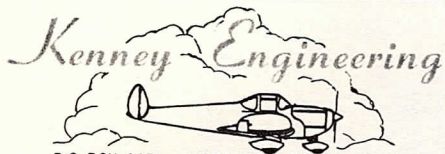
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News items, articles, announcements, letters and photos (including slides which will be copied in black and white and returned to you), free buy and sell items, cartoons, anything of interest to COUPE CAPERS readers:

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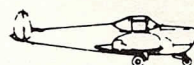
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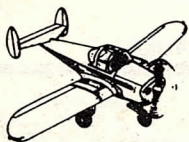
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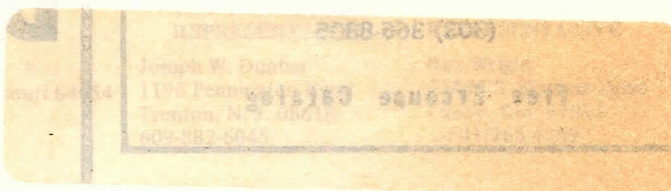




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