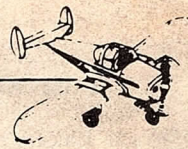


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 6, Number 4 September 1977

EDITOR: Chuck Ferris

WAITING FOR WEIBLEY

Everybody's Ercoupe, Dick Weibley's encyclopedia of Ercoupe information, awaited by Ercoupe enthusiasts, has been delayed again. Plans were going swimmingly last year, with advertisements readied and all. But last winter there was a United Parcel Service strike and the plates were long delayed and the publication postponed. Now, two more factors have intervened.

The first was a spell of bad health that put Dick in and out of the hospital. Doctors considered whether to fit Dick with a pacemaker. Meanwhile, he says, he just didn't have any ambition or energy to use on the book. But even when he did, he just couldn't seem to finish it up. "Oh, I guess I could send it off anytime," he says, "but I keep finding more things that I want to put in." For example, Weibley has been in touch with the person who owns the original prototype four place Ercoupe. "It is just sitting there," says Weibley, "unfinished, with the original clecos still holding it together. Wouldn't that make a good chapter!" So the book goes on.

Weibley has been associated with Ercoupes from the very early years. Reportedly he has logged over six thousand hours in Ercoupes. Dick once bid on the production rights for Ercoupes, but he lost out to "ah...those two fellows." (Who produced the Alons.)

Dick has the production records of the Ercoupes, Aircoupes, and Alons on file...and has many of them memorized. Air Progress and other magazines call Weibley for Ercoupe history. His store of 'coupe lore is remarkable, too. Want to know with what serial number they changed from one type landing gear to another? If Dick can't tell you off the top of his head, he can look it up. Want to know what you have to do to up your gross weight? Weibley knows. That is why so many 'coupers want to buy Everybody's Ercoupe.

But Dick can't seem to get a "big finish" as they say in show biz. The lore of the 'coupe keeps going on. Just when it seems that he can put a handle on it, there comes another surge of interest in the little twin

tailed classics, new legends are made, and another chapter must be written.

I sure want one of those books. If you do, too, you might write Dick, tell him to put a "lid" on it, and send it to the printers. But if you do, he might cut the book too short. The last chapter in the history of Ercoupes has not been written...so why should Weibley write a last chapter to his encyclopedia, Everybody's Ercoupe? Perhaps it would be better for you to join me in waiting for Weibley.

(If you just can't wait: Dick Weibley, 311 Skyport, Mechanicsburg, PA 17055.)

A RECORD?

I own the following registered coupes: N3566H, N2506H, N99309, N2658H. Two are flying, one being polished and painted, and the other ready for rebuild.

Am I King?

Leo Gryczewski, 527 Hawthorne, Frankfort, Ill 60423.

(Ed: Leo may not be king, but anyone who owns four coupes is a prince in my book. Question: Who does own the most flying coupes?)

AMERICAN ERLINES PILOTS

I just had a conversation with a CFI at our field, Harvey Young Field, here in Tulsa, who has just purchased a coupe. He told me that American Airlines used the "no rudder pedal" coupe to check their pilots out on crosswind landings when these pilots were changing from piston engine to jet engine aircraft. They would no longer be able to "drop a wing" to stay lined up with the runway. Instead they would come in "crabbed" into the wind as an Ercoupe does. As God intended an airplane to land, I might add.

Anyway, it was interesting to me to find that even big time Airline pilots could benefit as we do and learn valuable skills in our beloved coupe. Joe Brooks, 3131 So. 67th E St., Tulsa, OK 74145

THOSE ATTRACTIVE ALONS

By Wade Halsey

I really enjoy reading articles about my favorites, Alons and Cadets. Over the years I have saved them and this month have compiled them into a chronological list stretching from February 1965 to September 1977.

I understand that the FAA certification was issued in November 1964, so there may exist even earlier articles. I appreciate all the letters received after the June issue of Coupe Capers carried my appeal for "articles, manuals, and brochures". Especially John Lyon who supplied three articles I didn't know about.

My Alon parts manual is a photocopy, but you can purchase reprinted Alon and Cadet service manuals and a Cadet parts manual from Skyport or Univair. I would like to obtain originals of all these and would appreciate any leads.

How about the 150 MPH Alon, 5482E? I would sure like to hear from the owner of that plane. He must have at least a 150 HP engine installed.

Alon Article Reviews

Flying, February 1965:

Alon's New Aircoupe

Experimental N5468F is featured on the front cover. Author Robert Beatty describes the evolution of Ercoupe/Aircoupes and wonders whether the Alon will sell in the "current" market.

AOPA Pilot, June 1965, Max Karant

Flight test of N5468F by the editor of Pilot who obviously has always liked Aircoupes. A good explanation of the changes made by Alon and of the flight characteristics.

Plane and Pilot, July 1966, Marvin Patchen

Well written description of Alon models and available options. Patchen feels that Aircoupe should sell at a fast pace since it has the "low wing, low horsepower, two-place" market all to itself.

Flying, September 1966, Archie Trammell

Weekend flight test of N5661F in turbulence finds Alon equal to the task and the new spring gear handles crosswinds well. A sporty and luxurious plan says Archie. This issue also had an article about the experimental Alon A-4.

Private Pilot, July 1967, Martin Haynes

A sightseeing trip between Ontario, California, and Palomar (88 miles) and return didn't

give this author a chance to really get to know N5698F. He found it a little slow, both in climb and cruise, but he did like the visibility, stall, and landing characteristics. The interior is "really plush" and "in a class by itself".

Flying, May 1968, Stephan Wilkinson

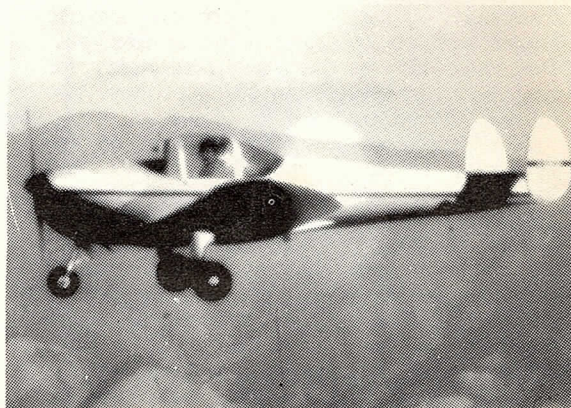
He compares Alon N5622F to a sports car and asks where else can you find "Aircoupe's immediate, bubble-canopied, fighter-plane-shaped (sort of...) light controlled pure pleasure of flight." Total hourly expenses of this club-owned plane averaged \$5.50!

Flying, December 1968, Archie Trammell

Archie says the aeronautical engineering profession must blush since the lineage of the new Cadet stretches back over forty-five percent of fixed wing history. The cadet is N5461F which was a production line Alon, serial #B261, converted to a Cadet and used for the FAA flight tests. The Cadet now stalls and spins with vigor.

Private Pilot, March 1969

A test of the prototype Cadet, N5461. Private Pilot found the plane to be "as frisky as a puppy" with a fairly regular tail wag land eager to test each passing breeze. The stall is sudden and takes a little over 200 feet to recover. A top speed of 135 MPH was achieved by over-revving the motor.



AIR PROGRESS MAGAZINE features Ben Rizzi's silver Alon in the September issue. Ben has had the engine out for some work and he has taken the opportunity to "detail" the interior of the engine compartment so that it gleams like the exterior.

Plane and Pilot, October 1969, Bob Boden

An introductory look at N9506V and a description of flight in the smog filled Los Angeles Area. Little information about flying the Cadet, but the author did like the new individual toe brakes.

Plane and Pilot, January 1970

Beautiful picture of green and white N9505V Cadet over a beach area. The article is all about the 1970 Mooneys. The Cadet is described as a plane that will enable student pilots to solo in a minimum number of hours.

Plane and Pilot, June 1970, Gene Booth

A test of Cadet N9543V which was number 33 off the production line. Booth, who has owned Ercoupes, compares the old and the new planes to old friends who haven't seen each other for years and find that it's good for old times' sake to get together again. But it is evident that having gone separate ways, the old friends are now essentially strangers. Old memories abound but the 'coupe of old has gone mod.

Private Pilot, July 1977, Edward Woerle

Mr. Woerle worked for a FBO in the 1960's which used Alons as trainers. Now he flies N5670E owned by his friend Jerry Sayles, and concludes that the experience is like having a date with an old girlfriend.

Air Progress, September 1977, Keith Connes

A flight in Ben Rizzi's 1966 Alon N6534Q reveals good behavior and performance. Lots of Ercoupe history and good photography plus a question and answer session with Mr. Rizzi.

Hope you enjoyed the magazine listing. You can find back issues in flea markets, periodical exchanges, swap meets, etc. Let me know if you find one I don't have.

Also need information about your Alon/Cadet. My list so far includes over 100 but I would like to account for all of them and publish a list in a future Coupe Capers. If your name and plane have been mentioned in Coupe Capers or the April 1977 membership list, I already have it, but would enjoy hearing from you anyway.

Send all mail to me, Wade L. Halsey, 960 Edgewood Drive, Chillicothe, Ohio 45601.



ROLAND, WHEN YOU DO A 180, TAKE THE AIRPLANE WITH YOU.



"DER GABELSCHWANZ TEUFEL" is Rizzi's name for his Alon. That is what German fighter pilots used to call P-38's. It means "fork-tailed devil."

ERCOUPE FLY-INS

Sept. 24, 25 Labelle, Florida, Labelle Airport

Oct. 15, 16 Lawton, Oklahoma, Municipal Airport

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 overnigheters. Transportation. For more information: EOC V.P. Bill Morrison, 1004 Greenbriar Dr., Brandon, FL 33511 (813) 689-6449 (or) S.E. Rep. Milt Jobs, 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.



WHEEL PANTS, such as the ones on N3577H, Jack Owens' trophy winning restoration, reduce drag and thereby increase speed.

HINTS AND TIPS: REDUCING DRAG WITHOUT COMPROMISING SAFETY

By Scott Reaser

At the recent Nut Tree Ercoupe gathering, some information was passed out about increasing coupe cruise speed. The notion was that cruise speed of those coupes equipped with wheel fairings could be increased by severely limiting the down travel on the nose strut and the trailing arm of the main gear. I have been collecting my thoughts and I think that this invites rebuttal in the interest of safety.

There is no doubt as to the possibility of increasing the speed, but at the same time there is a real possibility of "bending" an airplane, by even an experienced pilot.

Fact: Erco didn't spend money on any part of the plane that they didn't have to. Everything on-board was considered essential. The landing gear design reflects the STOL experience that was gained on the W-1. It is a

Other drag reducing modifications are possible without compromising any of Ercoupe's famous safety features.

gear that can safely absorb a healthy sink rate, a power-on steep approach. If the main gear is tied up, the hydraulic damping is defeated and is all but nonexistent. It is only a matter of time before cracks start showing up in the main spar and at the angle of the butt spar to the top spar cap.

Even though experience has shown that limiting the down travel of the nose gear reduces crosswind mount side loads, the approved method of limiting it, is with part SMK-5 or equivalent.

There are other things, however, that might safely be experimented with to reduce drag.

When you are experimenting you will find that there are many variables. You cannot say that certain changes make the plane go "faster" unless you use specific measurement procedures to find out if you are getting anywhere. You need to chart a lot of good steady, full power test points and then correct the data to standard conditions. Then you make a plot of power-vs-speed, called the power polar. A plot of non-dimensional lift,

C1, versus the non-dimensional drag, Cd, called the drag polar, would be even better. You correct for atmospheric and weight variations, and you fair out the scattered data points to smooth curves. Then you can see accurately what your experimental changes did to the plane's performance.

In the case of wheel pants, there are at least three interplay factors. The gear extension increases the frontal, projected area. On the other hand, gear in the up position will have greater interference drag between the spat and the wing. Yet, when gear is in the up position, the leakage drag around the old inner fairing is minimized. There is no black or white, good or bad, in this game.

Airplanes can be cleaned up and made to perform better without altering the basic mechanical features or handling qualities. A good example is the current owners of Mooney rework of the Mark 21. There are plenty of things to try on an Ercoupe that you can do with a big roll of duct tape, polyethylene sheeting and yarn strips.

One thing that could be tried would be to use a "baggie" to smooth and seal the trailing edge of the strut when it is in the down position. If the kluge works out, new metal pieces with sliding seals could be designed later. The same holds true for making tire-to-fairing-gap seals.

Little streamers of yarn taped in a grid pattern over a suspected area of drag trouble can tell a lot. If the strips lie down quietly in the airflow, you are barking up the wrong tree. If the tell tails are madly dancing around or pointing in some stupid direction you have a winner. This technique is known as tufting. Tufting is also useful to show someone what happens with a wing stalls.

Leakage drag can nickle and dime you to death. Sealing the aileron, rudder, and elevator hinge lines is worth a try. Try covering the lightening holes in the trailing edges of the wing and horizontal tail. Years ago, Del Davis, who was instrumental in the Met-Co-Aire Ercoupe STC's, showed that there was a lot of leakage in the gap between the sliding window and the cockpit sill. A clever fairing that plugs this gap might do wonders in smoothing the airflow.

Last, but not least, is cooling drag. Air that does not go around the cooling fins, or close to the oil tank, or the magnito cooling ports, or the heat muff exits, is not doing a bit of good. Sealing the front baffle plates, the oil cooling and carburetor inlets to the nose cowl with felt or Garlock asbestos-rubber is a

worthwhile cooling improvement as well as a potential drag reducer.

as you see, there are plenty of inexpensive drag reduction ideas to try that do not affect the basic dynamic or stress integrity of the airplane.

Scott Reaser, 1121 Villa View Drive, Pacific Palisades, CA 90272.

CANADIAN COUPER

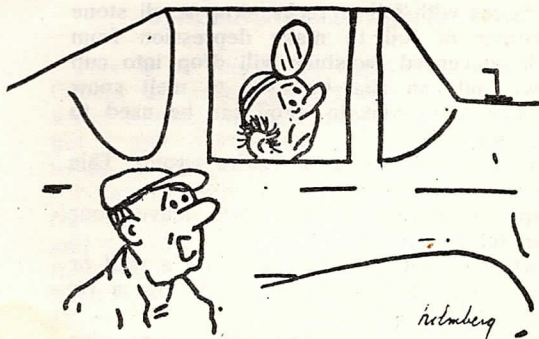
Three years ago I bought an Ercoupe, CF-EHY, whose previous owner had flown it over western North America from the Peace River district of British Columbia to British Honduras in Central America. As far as I know, no previous owner (and I've met two others) have had any serious problems with the airplane.

Could you or other members answer the following questions: Is it still possible to convert the 415-C, 85 hp, gross weight 1260 lbs, to the 415-E, 1400 lbs?

I have found that pulling out the mixture control at 8000 feet altitude makes no difference to engine performance. Have other owners found the same thing?

On hot days (100° F.), fully loaded, 1000 feet altitude, oil temperature increases to the upper limits (210-220 F.) Have other owners found the same increase?

Hugh Matheson, 428 Northcliffe Crescent, Burnaby, B.C., V5A 1A1, Canada.



**DOC, IT'S TOUGH TO BE THAT SHORT,
BUT THIS OUGHT TO DO THE TRICK.**

HINTS AND TIPS: YOUR POCKET SURVIVAL KIT

By Roy Wright

Put the following items in a covered metal box you get from a jeweler, band aid box, or small drawstring sack, and keep it in your pocket while flying.

The most important survival tool is located on YOU -- your HEAD! You are the key to your rescue. Compose yourself - rest - organize your camp. Overexertion causes perspiration, which in cold weather will freeze inside your clothing. Keep hands and feet dry. Collect wood, gas, oil and brush for fuel, lay a fire (at a safe distance from plane and shelter). Unless you need to keep warm, don't light the fire or waste it; you will need it when you hear a plane. Then light it with caution; conserve the matches.

If you are in snow you want black smoke; use oily rags, seat cushion foam, tire rubber or electrical insulation. If you are in woods you need white smoke; use evergreen boughs, leaves, dry bark, grass, moss or a little water. Use smoke by day, bright flame at night.

In Your Kit You Should Have

Matches and small piece of sand paper - matches can be paraffin-dipped to water-proof.

Fire-starter - wax-impregnated cloth. Tear or cut into strips or bite, lay on dry bits of wood or grasses for quick igniting.

Foil - solar still for water. Dig depression in ground, with deep spot in center. Place container or cup in center. Cover pit with foil, seal edges with foil or rocks; drop small stone on center of foil to make depression from which condensed moisture will drop into cup below. Foil can also be used to melt snow over fire or to cook in. (Foil can be used to signal with.)

Prophylactic - No, gals, you're wrong. This is to carry water in!

Paper - leave a note if you leave your plane, telling direction you go.

Yarn - Tie bits on brush to mark a trail or to find your way back to camp. Or use a bit of yarn for fish-lure.

Fishline - with hook and weight. Can also be used as a snare; it is 9' long. Dig for grubs or worms or grasshoppers, etc., for bait; or use a small berry. If you can fly a plane you can catch a but! Fishheads and skin are the most nutritious part of a fish diet.

Razor - cut strips of fire-starter, shave kindling, cut tires or upholstery out of plane for fuel, cut willow for a fishpole.

Mirror - signal a plane with a sun-flash. Hold mirror a few inches from face and sight airplane through the hole. A spot of light through hole will fall on your face, hand or shirt. Adjust angle of mirror until reflection of light spot on rear of mirror disappears through hole while you are sighting on the plane through the hole. Do not continue to flash mirror in direction of plane after receipt of signal has been acknowledged. Practice this frequently and keep mirror shiny. Sweep horizon with mirror at frequent intervals. On hazy days an aircraft can see the flash before you can see the plane so flash the mirror in direction of the plane when you hear it, even if you cannot see it.

Whistle - to signal a searcher on foot; this sound carries lots farther than a whoop and a holler.

Magnifying Glass - (plastic) in case you break your glasses.

You Might Like To Add:

1. A small compass.
2. Some artificial fish eggs or lures. Little spinners can be fashioned of foil.
3. A small, fine-meshed fish net.
4. Liquid mosquito repellent. Besides fending off the "varmints" this is 50% alcohol; sprinkle it on your fire-starter and then toss in a match to light the fire.
5. A small candle. A candle burning in a tin can makes a simple heater for your shelter.
6. Band-aids - tape - aspirin - water purification tablets or iodine. Add 8 drops of 2½% solution iodine to a quart of water and let stand for 10 minutes to purify water.
6. Carry a supply of jelly-beans. These are glucose which is absorbed directly into the system and takes no body fluids to digest. One oz. of chocolate takes one oz. of water to digest. You can't spare it!

DO NOT EAT SNOW! Snow lowers the internal body temperature; melt it first. 12" of snow melts down to 1" of water.

Have in your plane good walking boots, warm gloves and wool socks, and appropriate clothing to survive in for the type terrain you will be overflying. Don't fly in sandals. Never wear nylons under wool socks; they will bind and hamper circulation and absorption. Have a head cover for all types of weather. Body warmth is lost fastest through the head, hands and feet.

KEEP THIS KIT IN YOUR POCKET, OR TIED TO YOUR BELT. Take it with you if

you are flying in someone else's plane. You don't know what the other pilot may or may not have aboard.

ERCOUPERS have always been good example-setters. "Be Prepared" may be a Boy Scout motto but it may also save your life or make you more comfortable while awaiting a rescue. We hope our little pocket kit will inspire you to think "survival". GO FLY, expecting the best but prepared for anything.

Roy Wright, 24490 Sky Lane, Canby, Oregon 97011.

HINTS AND TIPS: UNIVAIR FORK

Here is one for the Hints and Tips department. My Ercoupe has the Univair double arm nose fork and has always been extremely hard to steer. Last week I was talking to Dave Kenney at the Nut Tree Fly-in about wheel pants to fit this model and he said my fork was on backwards. He also said Scott Reaser has calculated the caster angle and the forks are possibly installed backwards from the factory. Upon returning home to Seattle, I reversed the fork. I never thought a plant could steer this easy and track so good. Daryle Lessard, 635 S.W. 142nd, Seattle, WA 98166.

(Editor's note: Scott has talked to Univair. Their design had a caster angle close to the original design, because changing it would have meant additional tests to satisfy FAA requirements. Reversing the fork reduces the caster angle by about one-half and many 'coupers have done this with much the same results as reported by Daryle.)

GOOD BUDDY IS ERCO-HAM

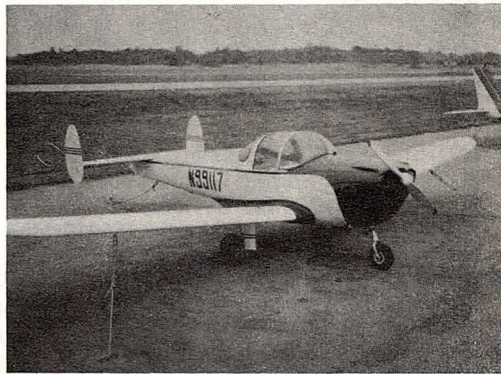
I'm also a "Ham". (Amateur Radio Operator -- Ed note) Call is W6MVB. I also have a CB in the "Chicken Coupe". Range is about 150 * miles, and fun! (*--radio, me, and coupe.) Jack Hickey, 1659 Willis, So. St. Paul, Minn 55075.

(Scott Reaser, EOC secretary, is also a ham. Time to fire up that net again, perhaps? Editor)

RUDY'S PRIDE AND JOY

I enjoy reading Coupe Capers and look forward to receiving each issue. I like to see pictures of other coupes, so I thought I would send you one of my pride and joy.

The 1946 Ercoupe wasn't much to look at when I bought it a year ago. Had to have a major before I could bring it to airport near my home. Flew it for a while like it was and then decided to do something about the looks of it. Took the wings off, brought it home, completely repainted outside, made a new dash, upholstered and carpeted the inside, installed a new bubble windshield and nose cowlings. Real good shape now. Rudy Perotta, 105 S. 10th St., Herrin, Ill 62948.



RESTORED AND BEAUTIFUL is Rudy Perotta's N99117. He was flying her happily, but was even prouder after she was "dolloed up a bit."

STEERING WELL. THANKS

This is to thank all those who sent to Capers or wrote me answers to my nose wheel steering problem. It has been corrected, but I still don't have a double fork nose wheel on yet. Finances.

I had to drive to Oshkosh for the E.A.A. National. Weather lousy between Indianapolis and Oshkosh, and I met Alverna Williams there. SHE IS QUITE SOME PERSON! She filled us in on her aborted Powder Puff Derby Flight. I am really sorry she didn't get to make it in her coupe, even though she did fly in it as a co-pilot.

Best wishes to all. KCF. Everett L. Stedman, 268 N. Hendricks Place, Indianapolis 46201.

**FIRST ANNUAL WEST COAST ERCOUCPE FLY-IN
1977**

N3116H Chuck Ferris, 8750 Paso Robles, Northridge, Ca. 91325
N2940H John Bartlett, 4597 Rosewood St., Montclair, Ca. 91763
N55163 Gary/Louise Walker, 12522 Spinnaker St., Garden Grove, Ca. 92640
N2634H J. Scott Reaser, 1121 Villa View Dr., Pac. Palisades, Ca. 90272
N3660H John/Wanda Buckner, 12085 Branford St., Sun Valley, Ca. 91352
N94774 Richard F. Groff, Box 112, Pacoima, Ca.
N9533V Wayne Olson, 11360 Bos St., Cerritos, Ca. 90701
N2837H C.L. "Mac"/Charlotte McCartney, 3572 Dormer Ave., Concord, Ca. 94519
N3040G Gary Dallugge, 1357 La Granada Dr., 1000 Oaks, Ca. 91360
N5462F Bill Geddis, 1716 N. Beale Rd., Marysville, Ca. 95901
N99188 Eldon D. Peterson, 393 Teloma Dr., Ventura, Ca. 93003
N7519C Doug/Bev Cooke, 4502 Palm, Yorba Linda, Ca. 92686
N5635F Roy/Eileen Wright, 24490 S. Skyline Dr., Canby, Ore. 97013
N3630H Joe Figueras, 521 Evergreen Apts., Inglewood, Ca. 90302
N3006G Jack Stevens, 17407 S. W. Kelok Rd., Lake Oswego, Ore. 97034
N9506V Bill/Nancy Townes, 9210 S.W. 74th, Portland, Ore. 97223
N3571H Edgar/Pauline Festner, 1200 Babel Lane, Concord, Ca. 94518
N93805 Ancel/Anna Robinson, 2539 S. Holly Ave., Fresno, Ca. 93706
N2074H Joe Brooks Jr. & Sr., 20913 Halldale Ave., Torrance, Ca. 90501
N93761 Ralph/Jane Bailey, 2900 Monterey St., San Mateo, Ca. 94403
N2256H Ken/Shirley Leatherwood, 106 Peach Tree Lane, Red Bluff, Ca. 96080
N3514H Morell/Mae Raymer, 5207 No. Villa #29, Clovis, Ca. 93612
N99597 J.C. "Jay" Roberts, 1560 Bridge St., Yuba City, Ca. 95991
N9878W Dave Kenney, 4120 Via Solano, Palos Verdes, Ca. 90274
N3862H Nancy Justis, 8805 Sunset Ave., Fair Oaks, Ca. 95628
N2716H Otto J. Fallar, 1819 Mezes, Belmont, Ca. 94002
N3881H Don Eggers/Marv Smith, 1097 Linda Vista, Napa, Ca. 94558
N99213 Dick Moyer, 511 Fairchild St., Yreka, Ca. 96097
N93569 Charlie/Margaret Miglia, 4241 Fariss Ln., El Sobrante, Ca. 94803
N3188H Richard W. Towle, Rt. #3, Box 2036R, Grass Valley, Ca. 95945
to buy Roger Eisele, 1317 18th St., Santa Monica, Ca. 90404
N3117H Lee F. Truro, 21448 Krzich Place, Cupertino, Ca. 95014



NUT TREE AIRPORT, VACAVILLE, CALIFORNIA is the destination for Scott Reaser's coupe. Scott led the San Fernando, California,

contingent. Thirty-five or more coupes made the trek from all points on the West Coast.

FLYING CLUB WANTS 1977 ALON

Valdivia, Chile, August 21, 1977

In the July 77 edition of "Private Pilot" we read an article related with the ERCOUBE, included in it there is a table of specifications and performances of the "1965 Alon A-2 Ercoupe" that indicates that the price is US \$8395 for a new one. We are wondering if the magazine is speaking of prices in 1965 or of prices this year. We would be very interested in buying one of these planes for our air-club. I understand the latest model has rudder pedals; that we consider quite necessary since during spring and summer we have to operate with 45 to 60 degrees cross wind of 10 to 30 knots.

I know or presume you have nothing to do with the factory that produces this plane but since I haven't been able to find their address to inquire more details directly from them, and as your name is mentioned in the magazine, I beg you to be so kind as to send us information indicating how we can contact the factory and, if you know anything about new ERCOUBE's and their prices in USA.

Thanking you for your courtesy, I remain,
Sincerely yours, Dr. German Schramm M.D.,
President, Club Aereo de Valdivia. Casilla 1189, Valdivia, Chile.

(Editor's note: I haven't had the heart to write Dr. Schramm and tell him that US industry and US consumers were so foolish as to let the production of such fine aircraft lapse. When I do, I shall also applaud his interest in such a fine airplane and suggest that perhaps a fine used one would suit the air-club's needs. See Ercoupes wanted...this issue.)

ERCOUPE ERMAL

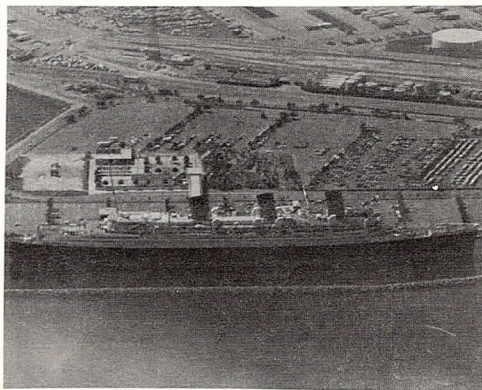
I liked the story and photos that Dick Murphey took over the Saint Lawrence Seaway at Snell Lock. (Coupe Capers, June 1977) Over water pictures sometimes get hazy, but his didn't. Encourage readers to send in more aerial photography. Robert Coletti, 6327 So. Keeler, Chicago, Ill 60621.

(O.K., Bob. See the Queen Mary photos in this issue. Robert is still waiting for a ride in an Ercoupe. Can someone in the Chicago area drop him a card? Editor)

ERCOUPES OVER AMERICA

The city of Long Beach, California, bought the famous ocean liner Queen Mary when it was decommissioned. The plan: make a floating museum, hotel, convention center, and tourist attraction. To the shock of Long Beach taxpayers, the costs of the conversion became astronomical. But finally, there she floats, doing her queenly duty for the city.

Ercoupe N3116H, piloted by Chuck Ferris, cruised over her at one thousand feet. Chuck steered with his knees while he snapped the Queen with his 35mm camera with a 200mm telephoto lens. Five hundred feet would be the legal minimum here. Then Chuck got out of there; the Queen attracts lots of low flying sight-seers. It also makes a fine reporting point. "Long Beach tower, Ercoupe one-six-hotel. Landing with the numbers." "Roger, one-six-hotel. Report over the Queen Mary."



DOING HER QUEENLY DUTY as a tourist attraction, HMS Queen Mary attracts low flying sightseers. Some pilots use the majestic, stately Queen as a floating check point.

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!

ERCOUPES FOR SALE

1946 415-C 85 hp, 100 SMOH. Recent upholstery, glass, double fork nose gear, new tires, control system rebuilt. Rebuilt VHT-3. Complete logs right from original factory test flights. No damage history ever. Two year old paint...cream with bronze trim...My cost \$6011.60. All bills available and most work done within the last few months. \$4,950. Tony Wojcicki, 155 Kinsley St., Nashua, N.H. 03060. 603 - 67301527 dinnertime.

1946 415-C 75hp. Cruises under 4 ghp at 96 mph. Rag wings in green. Two control, rams horn wheels, new Alon nose gear with Univair double fork conversion. Nearly new tires, Electrical T&B, remote compass, ROC, Artificial horizon, cyl head temp, OAT, landing lights, new upholstery, ELT, Alpha 200B radio, new CB radio, all aluminum, now being stripped for painting. Annual is due in April, 1978. Brakes are bad. First \$3,600 flies it away. Will reduce without radios. Based in Minn. Jack Hickey, 1659 Willis, So. St. Paul, Minn. 55075 612 - 451-2146 ask for Jack after supper only.

1946 415-C Airframe 2100 hrs., 525 SMOH. New ceconite wings, Belleville, springs. Battery, Airtex upholstery, bubble windshield and rest of glass new. Many other new items. September 1977 major \$3800. Raymond Murray, 585 North Star Rd., East Aurora, New York 14052.

1966 Alon A-2. White with red trim. Like new throughout. 1274 hours. Never damaged. New battery. Have to see to appreciate. \$6,950. Russ Grant, RR 2, Ellenwood, Kansas 67526. 316 - 564-2543 or 316 - 564-2436.



RUSS GRANT'S ALON is on the block. Make your bid on this beauty or Russ may have to send it to Chile. (See Coupes Wanted.)

ERCOUPES WANTED

The following people have indicated an interest in located suitable Ercoupes. Sellers may contact them directly.

Craig McCarty, 8431 Millbridge Circle, Huntington Beach, CA 92646. 213 - 960-2610.

K.F. Weiffenbach, 1405 Ashley Drive, Virginia Beach, VA 23454.

O. Michael Jarrett, 107 Brookwood Street, Morganton, N.C. 28655.

All metal Ercoupe of Alon. Must be clean. Send picture which will be returned and details. Two or three control. Frank Kretchmar, Box 205, West Brookfield, Mass. 01585.

Good clean coupe. (Would consider dismantled one if close enough to haul in one day.) O.B. Hill, 1463 N. Charles, Wichita, KS 67203.

(See letter this issue) Wants a 1977 Alon. I will be writing to tell him that there are no Coupes being produced anymore. Perhaps your Alon or Cadet will fill the bill--Ed. Dr. German Schramm M.D., Casilla 1189, Valdivia, Chile.

NEEDED

Hobie Steele is still at work on his project. Now needs cowl bottom. C-85 cam and crank. Windshield. Hobie Steele Route 3, Box 273, Cambridge, Maryland 21613. 301 - 288-7595.

Any Custom parts or accessories for coupes, i.e. pants etc. Jack Hickey, 1659 Willis, So. St. Paul, Minn. 612 - 451-2146 ask for Jack after supper only.

Mark 12A & VOA-4. Asking \$650. Ken Cronk, P.O. Box 18204 Lansing, Michigan 48901. 517 - 485-4610.

FREEBIES

Although the editor usually short-stops all items that are offered free and sends for them, he is fully stocked at the moment and cannot grab up anything else until he installs the last shipment. Therefore he lists the following free ads. Now you know why you haven't seen many free ads lately.

Much Alum parts for coupes. Cowlings, gears, etc. Free if you really need them and are short on loot. Jack Hickey, 1659 Willis, So. St. Paul, Minn 55075. 612-451-2146 ask

for Jack after supper only.

One 9 cu. ft. baggage compartment. Someone can have for the price of shipping. Ken Cronk, P.O. Box 18204, Lansing, Mich 48901. 517-485-4610.

MORE PHOTOS FROM TAHLEQUAH

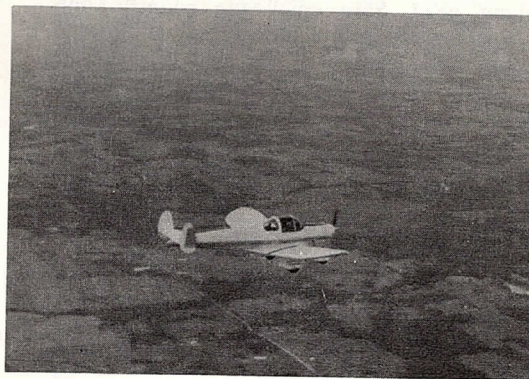
Joe Brooks of Torrance, California, loaned us slides he took of part of the California Ercoupe Groupe. They are gorgeous in color. We copied them in black and white for Capers readers. (If you have slides that are suitable for our newsletter send them to the editor. He will copy them in black and white and return them to you.)

The formation varied in size from four to six coupes, depending upon the leg being flown. For about twenty-five hours, this is what Joe Brooks saw. Joe uses a 35mm camera with a 300mm telephoto lens.

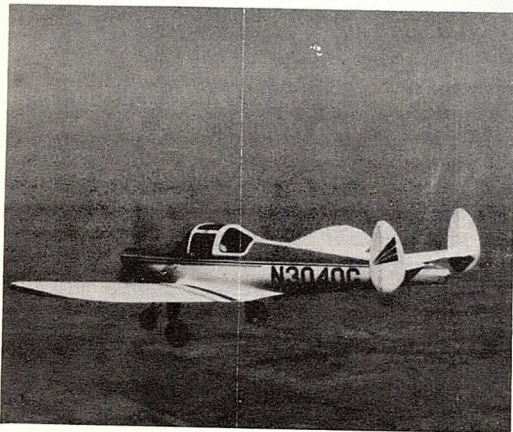
The formation kept in contact on 122.9 mh, and Joe was easily identified by his cowboy "yah-hoo" whenever he hit a sizable up-draft. Since lift was precious while the group was trying to top the southern end of the Rocky Mountains, the other pilots would close in on Joe when he was "yah-hoo-ing" upward.



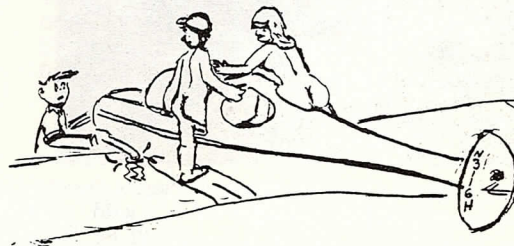
AN ERCOUBE WITH A MOONEY TAIL is what irreverant Ercoupe Groupe members call the Champion Cadet flown by their leader, Wayne Olson.



SOMEWHAT LOWER, Joe Figueras, in his trophy winner, seems reluctant to leave Tahlequah. It is rumored that Joe will be returning to Tahlequah before the next fly-in. Ah, romance!



HEADED FOR HOME in his prize winning Forney is Gary Dalugge. Joe Brooks, of Torrance, California, eased in on each of his fellows in the California Ercoupe Groupe and shot them with his 35mm camera with 300mm lens.



THERE IS NOTHING IN THE FAR'S THAT SAYS WE CAN'T!

ALTERATION ALTERCATION

Hi, you all. Got the slides. They were good, especially the one where I was upside down. Thought I was far enough away no one would notice. (Ed note: turn the screen over.)

Just talked to Bob German. He got a D conversion kit out to me in a hurry. Am converting 2438H to D. Have sold it to Tommy Butler of Tulsa. He is a little on the heavy side, and only has 19 pounds left for passenger with full fuel in a C model. "Sorry about that, Tom." Will have it ready to deliver to him September 20.

Enjoyed the write up in Capers. Had to read it to the convertible first thing.

Have a small problem with the "Friendly Alteration Administration", with the one I am building for myself, but guess will work out OK.

Sorry I didn't answer sooner, but busy making hay, raising chickens, picking peaches, shelling peas. Sure enjoy the country...only the cow pasture gets a little messy at times.

Laura said, thought if she had to write for me, would thank you for including her in the Capers.

Sure enjoyed the fly in. Wish there was a season when more could attend.

Have been thinking, may play a fly in for next fall here at the farm. We could whip a big steer over the head then cook him out under the trees, along with a big pot of beans, and have ourselves a tiiiiitime!

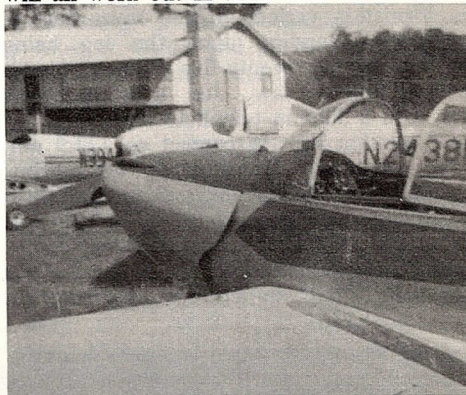
Wonder if any of the members are musicians. I played country music for a living for several years. Now have a bandstand with all the instruments and sound system in my home. Next time. Leonard Page, Rt. 1, Belleville, AR 72824



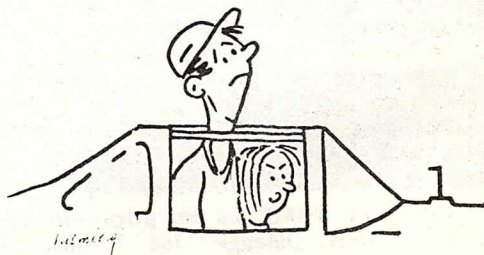
OUR FIRST LOOK at Leonard Page's heretofore secret project. Leonard hasn't said what it is, but look where the firewall will be! Is it possible that he is making a f... p..... E..... convertible?



THE FRIENDLY ALTERATION ADMINISTRATION has been taking long hard looks at Leonard Page's modification. Page feels that it will all work out in the end.



PAGE FARM raises everything. Here, the Coupe Crop has come to the barn, presumably at feeding time. His convertible in the foreground is flanked by his 415-C-to-415-D conversion and his secret project. Not a stock coupe on the farm!



HERBERT, I AM, WITHOUT A DOUBT, THE PILOT-IN-COMMAND.

ALVERNA WRITES

Just received Coupe Capers. My goodness, I didn't know you'd give me such great coverage. Intended to write sooner but haven't, forgive me.

I am terribly sorry about John Bartlett's forced landing. Really, it is too bad. Once I had a forced landing and it was disasterous. I was flying back to Ga. from the Cleveland Nat'l Air Races in 1947 in my Skyfarer. Just before reaching Dalton, Ga. I was suddenly awakened by strange happenings. My instrument panel went wild! I knew I'd have to land it. Dalton terrain is hilly but I spotted this gorgeous strip of land (the only one among the trees) and continued to do figure eights over the base until I lost enough altitude to come in on final.....It was perfect and I made the field without incident.

I set in my plane waiting for my heart to return to normal and here the people came from everywhere.....It's a girl they shouted. I realized that I was going to be mobbed from all directions so I bounced out of the plane to prevent the people from touching it. When they saw me, I shocked the hell out of them. "They screamed, fainted, shouted; she's hurt, she has no legs, call an ambulance".

After awhile, I made them understand, I was not hurt and everything was ok. Then came the questions, dozens of them.....I'm trying to be compatible, etc., and here comes this guy....."would you autograph this please?".....Would you believe, it was my fabric (an all fabric plane).

Well.....My engine threw a rod and knocked a hole in the case, the people cut my plane to pieces. So I know how John Bartlett feels.

Went to Oshkosh this year, flew via Braniff because the new top tank had not arrived. The Wheelchair Pilots Assoc. had a hand controlled golf cart there and I covered lots of miles with it. Saw Fred Weick, Kelly Viets and many Coupers. Did not stay for the Coupe banquet because I got a ride back to my home base with an Antique Club member who wanted a co-pilot because of building weather in exchange for a free ride. Saving \$100 plane fare is anybody's bag. Was on stage 3 times and helped the 99's with Womens Activities. Had a great time.

Nov. 7th in Grand Prairie is Alverna Williams Day. Banquet and all the trimmings. I had to be told because I was leaving in Oct. for South America. I met Jerri Cobb during

the Powder Puff, she was TAR 84. She was the only woman pilot in America qualified for the space program. Why America didn't do like Russia and send her into space, when she was ready, politics tells it all. After that disappointment Jerri went into missionary flying in Amazonia, S.A. She's been doing this for thirteen years, has 27,000 hours of flying time. She has the Jerri Cobb Foundation, flies for three mos., comes back to Fla. for a mo. to regroup and operates on donations. So I am going with her. It is a FANTASTIC opportunity, flying the jungles. Hope I can get some good pictures for you.

While in Oshkosh, met Bob Griffin, director of JAARS (jungle air and radio service). He's flown missionarv flights and helped get JAARS off the ground.

Soooooo, I have written Jerri asking her if she might be able to wait until after Nov. 7th.

I realize all the publicity I get a great compliment in regards to my handicap. Over the years it has been a lot of hard work, laughter and tears that all goes with life.

Activities hinder my progress in finishing my autobiography but the jungle flights will be interesting to put in it so I keep procrastinating. "SOMEDAY".....that's what I've named my plane and my dog and my license plates.

It's great to have Dub Hall active again.

I appreciate you and everyone for all your thoughts. Have you heard anything about Gordon Squires. He lives in Santa Barbara and they had a disasterous fire there this past summer. Gordon donated \$100 to me for the Derby and my insurance for same.

Wasn't it nice about the roses. Suzanne and I certainly enjoyed them and we smelled pretty all the time. She thought you guys were something else and so do I.

Much love, Alverna Williams 528 Hensley Dr., Grand Prairie, Texas 75050.

P.S. The picture being displayed at Smithsonian Air and Space Museum, General Aviation section is me setting on the wing of my Ercoupe and not a portrait. Isn't that wonderful?



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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!

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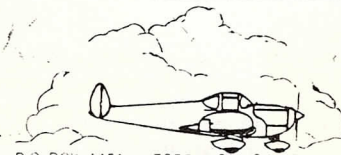
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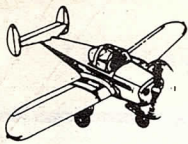
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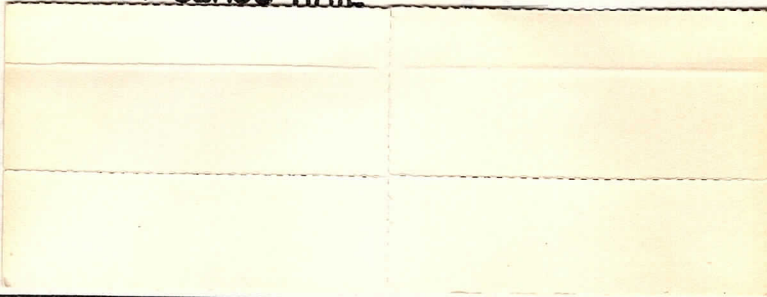
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