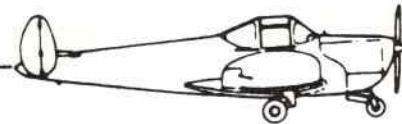


COUPE CAPERS

NEWSLETTER OF ERCOUE OWNERS CLUB



Volume 10, Number 10, March 1982

Telephone 919-471-9492

Editor: Skip Carden

EOC NATIONAL FLY-IN JULY 2-5, 1982, FT. COLLINS COLORADO

REGIONAL NEWS

Region 1

Dear Northwest Coupers,

We Pacific Northwesterners can really be thankful for our location this time of year, I'd say. It's heartbreaking to see news reports of the weather lately in the midwest, east, and even south -- all those poor little twin-tailers with icy wheels and frozen rudders. We're not overly endowed with sun here, you understand, but with webbed wheels and umbrella canopies we get by.

Our January gathering was more drive-in than fly-in but we did have a good turnout for this time of year. Tom Newton and Art Doll were the sole occupants of the aircraft parking lot with short hops from their home fields. Those less fortunate who arrived by car were Damewoods, Pauls, Leppins, Roscoes, VanLies, Loopers, and yours truly.

Roy had propaganda along about the Lazair he's building. We also took a large topographical map to show the location of this year's National Fly-in at Ft. Collins, Colo. Several people were enthusiastic about going and, since it will be only a two day flight from here, we're hoping for a good big group. It will be July 4th weekend, so start planning vacation now and allow extra time to enjoy the area if you can.

Ken Damewood brought his Escort 110 radio to show how easily an intercom can be added -- anyone else interested in this feature can contact Ken (503) 344-5358 for further details.

Dick and Mary Roscoe had pictures of their Christmas holiday trip to Mexico with 8 friends in a 4 place and 6 place planes. Fun!

And, speaking of the Roscoes, they have invited us to their coast retreat for chowder Sunday, Feb. 21 at Noon. Land at Newport and call 867-3921 for a ride. Anyone is also welcome to bring a sleeping bag and come down Sat. night. If we decide the coast range is nonflyable Sun, we'll gather at Albany as usual and just sit in the larger booths.

Thanks again all of you who pitched in for the stamp kitty. We really appreciate your willingness to help out.

Hope to see you all at the coast (or Albany).

Roy/Eileen Wright

Region 3

Arizona Coupe Group

The Arizona Coupe Group held its monthly meeting on Monday, Feb. 8th. As usual we had a great turnout. It's always lots of good gabbing and great food. An extra bonus is holding the meeting at the airport and driving around to see the Ercoups based there. We had three new members join us. The Coopers bought an Ercoupe and are anxious to start ground school. Plans were made to have a night flight to Wickenburg for dinner on Feb. 27th.

Our January fly-in was to the Brave Bull Resort, north of Tucson. It was a beautiful day and the Brave Bull was an excellent host. There were 8 planes and 20 people. Ron Breck and his uncle, John Martin from Jacksonville, FL.; Del Denham, Cliff Eldeman, Larry Pain, Don Carlson, Jim & Marge Duval and daughter, Kim, who drove in from Tucson, Allan & Linda and baby Crystal Gustavson, David Schwaki, Bonnie Tomas, Ron and Joy Jewett, Ken and Helen Foster, Bob and Bernie King. The dirt strip had a few gopher holes but posed no problems. It was a fun day.

Jack Harkness Memorial Fund

Money received for the Jack Harkness Memorial Fund this past month: Jim & Peggy Cox, Phoenix, AZ; Jim & Marge Duval, Phoenix, AZ; Glen & Arlene Hill, Phoenix, AZ; Robert & Lois Fisher, Goodard, KS; Wayne Olsen, CA; Joe Brooks, CA.

Again, thank you for your generosity. If you haven't sent a check and wish to, make it out to "Jack Harkness Memorial Fund" and mail to Skip Carden, Coupe Capers, P.O. Box 15058, Durham, N.C. 27704. Thank you.

The engine is going back together, thanks to Bob Ferguson and to Saguaro Aviation Inc. The complete O.H. will cost \$600.00. The wings are stripped, thanks to Del Denham and Harlen Daubs. Stits A/C Co. have given us the envelopes and are selling us the dope at cost for a

total cost of \$200.00.

As you can determine the total cost for engine and wing repair will be \$800.00. There are a few other minor repairs to do. Thus far we have received \$600.00 for the fund. We are getting close but do need some more financial help. Again, thanks to all who have donated and to all who will be donating. Hopefully my next report will be to solicit a buyer for Jack's airworthy Ercoupe.

Happy Day
Ron Jewett

Region 6

5th ANNUAL MIDWEST REGIONAL ERCOUE FLY-IN

Memorial Day Weekend May 28, 29 & 30, 1982, at the Logan County Airport, Lincoln, IL. We are sorry that we will not be able to greet the EARLY ARRIVALS on May 28, 1982. Our son is graduating from high school that evening, but we will assure you that there will be someone to meet all of the early arrivals. Will keep everyone informed as things progress along.

Make your reservations early at the REGAL-8 INN, 217-732-9641 and identify yourself with the EOC: They will reserve 35 rooms for us. The room rates are reasonable. "JACK" start making the banquet reservations.

It's time for all of the COUPES to come out of the SNOW, ICE, FOG and whatever kind of bad weather everybody has had to keep them from flying.

Yes "LEONARD PAGE & GEORGE GALLISPE" our COUPE is flying. Have to keep it tied in the hanger because it tries to get out and fly by itself.

It would be nice if everyone planning to attend the FLY-IN would drop us a line with their "N" Number so we could plan accordingly as to how many would be joining us and we could complete our plans. We really hope to see a lot of the NICE PEOPLE, also we will try to get our plans together with everyone attending to meet along the way to the big NATIONAL FLY-IN in COLO., 4th of July Weekend.

John & Rita Wright
4 Flossmoor R.R. 6
Springfield, IL. 62707
217-546-0585

Enclosed you will find a check for this year's dues. I can't believe another year has gone by. A new job, and going back to school, the past year has "flown" by.

I'm sorry to say it's been a disappointing winter for flying here in the Midwest. The average temperature has been much lower than normal. The airport has been charging an arm and a leg for preheats this winter, and it's been so cold you just have to preheat. Fortunately winter is coming to an end.

The National in Colorado sounds excellent. That's a nice 600 mile hop over some real flat land. Please inform all the club members that anyone can stay at my place as a stopover on the way to Colorado. I live less than 5 miles from the airport. Johnson County Executive has 5500' paved, lighted. There are 2 FBO's on the field. I've also got an A&P friend who'd like to go if anyone's got an extra seat.

I'd like to get a formation of coupes out of Kansas City to fly to the National. I'll see that everyone who participates gets an 11x14 color picture of the group.

Give everyone my number and address and tell them to call anytime. I hope to see several coupers in Kansas City and everyone in Colorado.

Sincerely,
Ric Middlekamp
Kansas Wing Leader
(home) 913-764-8534 (work) 816-556-8552 (7am-4pm)

Region 7

REGION 7 FLY-IN AT
Laredo, Texas
March 19 & 20, 1982

For more information call our host: Hector Soliz, Box 74, Encinal, TX 78019, phone (512) 948-5258 or (512) 724-7777 until 4 p.m.

Region 10

**FLORIDA FLY-IN
ERCOUPE FLY-IN
SATURDAY & SUNDAY, APRIL 24 & 25, 1982
10:00 A.M. Saturday through Sunday afternoon
New Smyrna Beach Airport
New Smyrna Beach, Florida**

This fly-in is for you if you're an Ercoupe, Forney, Alon or Mooney Cadet owner, former owner, future owner, admirer, enthusiast, or if you just enjoy airplanes and flying.

Fly-in, drive-in, jog-in, walk-in, this is an informal get-together to look at, discuss, admire and fly our airplanes. We'll also plan future get-togethers and our participation in the upcoming National E.O.C. fly-in in Colorado, July 2-4. Let's get some group activity going within our State and increase the enjoyment of our airplanes and flying.

New Smyrna Beach Airport, located slightly north of the City, is an uncontrolled airport with unicom on 122.8, long runways and a good restaurant. We will also have ground transportation for those wanting to go into town for shopping or to spend the night at one of the many excellent motels; and, remember that Dave Willman, who is, in my opinion, the finest Ercoupe mechanic in the Southeast, will be there to answer questions and visit with us. Dave's now headquartered in his own shop at Spruce Creek Airport, just west of New Smyrna Beach Airport.

Come — Look — Talk — Fly — Enjoy a day or a weekend of fun, flying, and fellowship. Fly carefully - bring your tie downs. There will be a surprise prize on Sunday. We're looking forward to seeing you at New Smyrna Beach on Saturday, April 24 or Sunday, April 25, or better yet, Both!!

Joe B. McCawley, Acting Regional Director
Region 10, E.O.C., Orlando, Florida (305) 894-0066

NEWS FLASH!!

Our founder and executive director, Skip Carden, is planning to fly in from Durham, North Carolina to be with us and Fred and Dorothy Weick may well visit us one or both days. We will also have a raffle, featuring a digital clock to be used on your aircraft panel. If you have any aircraft items for sale, bring them and we will have an informal flea market both days.

**COME AND ENJOY A WEEKEND OF FLYING,
FUN AND FELLOWSHIP!**

**Thanks to Dave & Gloria for
this Timely Article**

"ICE CAN SNEAK UP ON YOU"

Gloria was flying a Civil Air Patrol practice search and rescue mission last October on a bright, sunny morning at cruise power in moderate turbulence over some very rugged mountains between North Idaho and Montana.

She noticed a slightly different sound in the engine and when she looked at the RPM gauge, she noticed that she had lost power. She scanned the instruments and pulled on the carb heat and immediately lost more RPM's. During this time with and without carb heat, there was no roughness, sputtering, coughing or anything associated with carb ice. It was just a smooth power loss. The FAA later determined that it probably was due to carb ice.

She radioed her problem to the Cap base camp and all of a sudden they had a real mission.

Her observer, an Air Force Sergeant from Mountain Home AFD and non-pilot, spotted an abandoned Forestry field in the bottom of a narrow canyon, hopefully within gliding distance. Apparently the carb heat wasn't helping so she turned it off and had an increase of power.

Not knowing about the winds gusting up to 25 to 45 MPH from the south, she kept the airspeed at 80 MPH until she was sure she had the field made. She was going in for a landing to the north with a strong tail wind into a narrow canyon. When it became apparent they were going to overshoot, she tried the usual methods for getting a Coupe down but with that tail wind nothing was working so she dove for the beginning of the runway. She hit the field with a high airspeed and fast sink and bounced. The end of the field was coming fast so on the second bounce, she pushed the nose forward and 99762 lit on its nose and the strut folded under. The prop, vacuum pump, carburetor, oil sump, engine mount and lower firewall all went together.

Gloria was uninjured but her observer had a cut on the bridge of his nose when his glasses broke on hitting somewhere on the panel. Gloria was wearing a shoulder harness but her observer was not and hadn't wanted to put it on. He was injured and she was not. We were both completely sold on shoulder harnesses. It was a good thing that she was wearing hers because the seat belt came loose and she would not have had any protection.

If you have seat belts with hooks at the ends, "do not!" hook them into the triangular piece of the belt holder that the Ercoupe came with. I set ours up that way and that is why her belt came loose.

I am enclosing a copy of the 337 for a shoulder harness anchor. We highly recommend them to everyone and it isn't difficult to put in.

When the front strut folded back and under the fuselage, the control column was pressed against the fuel tank, squeezing it. I'm sure that with a little harder ground strike, it would have burst and caused a fire. In calculating the weight and balance, I found that removing the fuselage tank would cause it to go out of its envelope aft. Has anyone removed the fuselage tank and how was it done?

We installed an 0200 last May and apparently have had overheating of the cylinder heads. Does anyone else have this problem and come up with a solution?

Sincerely,
Dave Tornbom

P.O. Box 383, Hayden Lake, ID 83835

**THE SHOULDER HARNESS HAS SAVED SEVERAL LIVES
RECENTLY AND IS AN ITEM I WOULD RECOMMEND FOR ALL.
ALSO NOTE DAVE'S COMMENTS REGARDING THE SEAT BELT**

Skip

Hints 'N' Tips

I've harped before about head sets to keep noise down (also pilot fatigue). I've built several Intercoms and thought I'd share the design.

The basic idea is to provide Pilot/Passenger communication without yelling and not lose any radio communications either. Of course, this is to be done in true Ercoupe fashion (i.e. cheaply). How it works: Most radios built in the last twenty years have an input called "Aux. Audio." This is for inputs from other devices like Nav. Receivers, other radios, etc. This input is used for Intercom. A 4 pole double throw switch is used to switch the mic. from transmit mode to intercom mode. In transmit mode the mic's work like usual - push to transmit. In Intercom mode push to transmit only allows intercom communications. In any mode the radio is heard over the headset but in Intercom, the speaker is cut out to prevent Positive Feed-back (the squeal in a "P.A." system is Positive Feedback).

BASIC LAYOUT

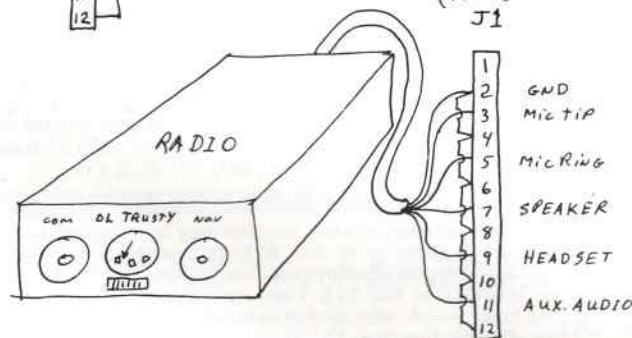
THE PIN-OUT FOR CONNECTORS

From Radio	From Airplane
Male Plug J1	Female Plug P2
1. N.C.	1. + 12VDC
2. GND	2. GND
3. Mic tip	3. Mic tip
4. Mic shield	4. Mic tip shield
5. Mic Ring	5. Mic Ring
6. Mic Ring Shield	6. Mic Ring Shield
7. Speaker	7. Speaker
8. Speaker Shield	8. Speaker shield
9. Head Set	9. Head set
10. Head Set Shield	10. Head set shield
11. Aux. Audio	11. N.C.
12. Aux. Audio Shield	12. N.C.
From Intercom (to Radio)	From Intercom (to Plane)
Female Plug P1	Male Plug J1
1. N.C.	1. + 12VDC
2. GND	2. GND
3. Mic tip	3. Mic tip
4. Mic tip shield	4. Mic tip shield
5. Mic Ring	5. Mic Ring
6. Mic Ring Shield	6. Mic ring shield
7. Speaker	7. Speaker
8. Speaker Shield	8. Speaker shield
9. Head set	9. Head set
10. Head Set Shield	10. Head set shield
11. Aux. Audio	11. N.C.
12. Aux. Audio Shield	12. N.C.

These 12 pin connectors are wired such that the Removal of the Intercom and connection of the J1 & P2 will allow the radio to function normally. To keep Aircraft Electrical noise out of the Intercom, two Voltage Regulators are used.

PARTS LIST

1. 12 Pin connectors, 2 male & 2 female
2. 8-R 10 watt resistor
3. 1K-R ¼ watt resistor
4. Red L.E.D. 20 MA. 1½ volt
5. 560-R ¼ watt resistor
6. 4 pole 2 thro switch
7. 2 amp fuse or circuit breaker
8. 2000 mfd 25VDC capacitor
9. 50 mfd 10VDC capacitor
10. 150 mfd non polar 25VDC capacitor
11. Appropriate box (aluminum)



Certain Telex carbon microphone elements do not perform well on "Intercom" mode. Therefore carbon mics are not recommended.

For most, the Aux. Audio is a new trick. It is the slickest trick yet for simple communications. If you have more than a Nav-Com or Com Radio you won't want this intercom. Where is this Aux Audio input on my radio you ask. Well, I can't answer that question for "all" radios but those I do know about - here goes: Narco Radios: MK12, etc. white/w blue tracer is Aux Audio. Narco Escort 110, Pin No. 10 on P801 plug is Aux Audio. Genave Alpha 200, Pin No. 3

Pin No. 9 (non-isolated audio in) for plug.

About the only hang-up with this Intercom is that one tends to "Transmit" when in Intercom Mode! The red L.E.D. is "on" in Intercom Mode to warn that you are NOT transmitting. The Intercom Mode is VERY QUIET when no one is talking and the radio is not receiving. When the radio is off the Intercom doesn't work. The joy of not yelling to your passenger is more than worth it, tho! Good Luck!

Dear Skip,

I first met Wayne Olson one beautiful winter afternoon when I went to his back fence, introduced myself and said "Tell me something about your airplane." Well, for all of you who know Wayne that question was an invitation to listen for the next couple of hours about Ecoupees. When I left his yard I had the name and phone number of an owner in Phoenix who wanted to sell his Coupe. At that point in time I didn't know how to fly, didn't have a student license, and really didn't have any intentions of learning to fly, let alone buy an airplane.

Here I am, 15 months later, with my own Coupe N99146 which, with Wayne's help, I purchased before getting my first physical for my student license. Maybe that's putting the cart before the horse but it only took me 6 months from solo to FAA signoff for my license. Without the Coupe I probably wouldn't have finished getting my license. By the time you receive this letter I will have logged over 200 hours in N99146.

Needless to say, Wayne Olson and I have become the best of friends. Wayne has, through his patience and experience, taught me more about flying and maintaining the Ercoupe than any school or book I could have attended or purchased.

I, for one, in this large group of Southern California Coupe Owners, owe Mr. Wayne Olson so much for his help in making me a pilot. Many thanks Wayne.

Bob Elliott
N99146
Hesperia, CA. 92345

FOR SALE AND WANT ADS are placed free of charge to any current member of the Ecoupe Owners Club. Ads are run as received and those received after the 15th of the month will be held until the next publication. If you want to repeat your ad, then you must re-submit it for publication before the 15th. We accept no responsibility for any errors in ads other than to re-print it the following month. Non-members may place ads for a \$5.00 service charge per ad.

FOR SALE

Large Baggage kit - Skyport. Complete, never used. Ferd Choss, 6033 Burchell Ct., San Jose, CA. 95120.

Moving to Florida April 15th - Need to sell at once! 1946 Ercoupe 415C N87122 Serial No. 295, completely restored in 1978. Polished aluminum, new type landing gears, Kenny wheel fairings, landing lights. A beautiful Coupe, also parts, old type landing gears and complete cowlings, reasonable. John Stockard, P.O. Box 3157, Jackson, TN 38301, phone 901-427-2345.

NITL - 1956 Forney No. 5610, 831 TTAE, 422 SMOH, red on white Imron Paint. Last 4 years two time National Grand Champion Forney, two time Reserve Champion Forney, numerous awards elsewhere. All metal, rudders, Escort 110, electric compass, fork nose gear, Cleveland brakes, Belleville springs, bubble windshield, bucket seats, large baggage compartment, retractable landing light, very good rubber. \$9,000.00. Jack Trnovec, Illinois 815-568-6123.

1946 Ercoupe 415-C-85 hp. Annualled Jan. 1982, 170 SMOH, good compression, Nav/Com - wing tip strobe lights, transponder, new Cleveland brakes, new nose wheel tire, ELT, ceconite wings, Must Sell. \$4700.00. Phone evenings (408) 735-8474.

150 HP Lyc A1A with all accessories and logs. No failure - this engine is ready to fly, approximately 1450 hours since new all A.D. \$2895.00. Harry Flint, Rt. 1, Box 136B, Pacific Junction, IA. 51561, ph. 712-527-5478 ev. after 9:30 C.S.T.

1946 Ercoupe 415E Serial No. 3727, TT 1340 hrs., in storage last 8 years. 2 Sets of rag wings, some storage damage, need cover. Needs C-8S-12 engine and prop. Asking \$1800 or will trade for 0320-E2A engine. Call 419-884-2838 after 4:30.

A-4 FOR SALE

Dear Skip,

I thought you and the other coupers would like to know the status of the A-4 (four seat Alon prototype). As you stated in the January Coupe news, I am an A&P and was looking for a winter project. I heard of this project by word of mouth and was intrigued by the aircraft. Through all the moves and owners there has been various dings and dents that need to be repaired but all in all it is in good condition. The fuselage sat outside for several years so the elements have tried their best to recycle this legend. I moved the project to my garage and started disassembling it to restore it to airworthy condition. After complete disassembly I called the FAA inspector to inspect it and advise me on what I had to do to make it airworthy. It happened that the FAA inspector was Ray Doyce who was the inspector in McPherson when it was being built. After a thorough inspection he said it was in good shape and the only other inspection will be the final signoff before flight. He stated it can be licensed in the experimental exhibition category.

It seems that about 90% of the parts are the same part numbers as the A-2. Except for the Lycoming engine, most of the systems are the same. The constant speed propeller is an experimental version of a Hartzel production unit.

Now the bad part. I bought the airplane as a winter project but it seems as always that it is going to take more time and money than I predicted. I wanted to fly it to Oshkosh and especially the annual Coupe Convention in Colorado but I don't think I will have it finished by then. My purpose for working on this project is to have something to work on this winter then fly it and sell it. Then with the proceeds from the A-4 I would buy another project. I have to admit I am hooked on Coupes so I will probably be looking around for a 2 seater after this one.

If there is anyone interested in acquiring the XA-4 while it is being restored, now would be a good time to choose your own paint, radios, interior, N-number, etc. I will consider all offers or trade.

Mark E. Pullmann,
Box 235, Juniata, NEB 68955
(402) 751-2528



Alon 1966 A2, S/N 194, 694 total time, white with blue trim, original paint. Full gyro panel all working with vacuum pump. Narco Mark III. Excellent airplane ready to go anywhere. They raised my hanger rent again. So the price is \$8500.00. Contact Stan Gerlach, Palmyra, WI. 53156, phone 1-414-495-4349.



C85-F12 Continental Engine w/mags, starter and generator. 1336 SMOH. When removed from airplane, cylinder comp. was 80-87, with logs, asking \$1800.00. Also have engine mount for 46 Ercoupe, needs repair plus an extra crank case that needs certification. Will take \$200.00 for both. Contact Jim at (801) 266-2617 or write A.J. Denham, 4033 South 1140 East, Salt Lake City, UT 84117.

Pull Starter C-85 \$75.00; Nutcracker Assembly (steel) No. 34043 & 34019 \$40.00; Cyl. rod and head assem. No. 34099 \$10.00, plus shipping. Dave Tornbom, P.O. Box 393, Hayden Lake, ID 83835.

Ercoupe, 1946 415-C, 85 H.P., 720 since T.O.H. Forked nose gear, Escort 110 Nav/Com, E.L.T., Strobe tinted overhead, rear. Recent paint. Clean interior, good condition, ready to fly. \$5,800.00. A. Gelbin, 4507-H Edwards Mill Rd., Raleigh, N.C. 27612 (919) 781-7173 (no collects).

1946-415C, 75 HP Ercoupe. Approx. 1100 total hours. Mark 16 Narco Nav-Com. Rebuilt mags, new brakes, new tires, double fork, Kenny wheel fairings & lights with strobe. Bubble windshield, metal wings, polished prop & spinner. Fresh Annual. White with blue stripe and blue wing tips. Very Clean \$9500.00 or take trade. Howard Bromley, Rt. 3, Atchison, KS 66002, 1-913-367-7411.

1946 Ercoupe 415CD, Rudder conv. all metal, 85 HP, 2600 T.T. 1000 S.M.O.H. 175 S.T.O.H. Large luggage area, bubble windshield, large rear windows, new interior. Mark III Radio - completely gone thru. Needs Annual. \$5750.00 w/A \$5250.00, w/o. Butch Kuntz, P.O. Box 393, Grand Rapids, MN 55744, 1-219-326-8370 nites, 326-3966 days. No collect please.

1977 Maule M-5-235C Lunar Rocket. TT 360 hrs. Well equipped: Collins ADF, Nav, Com, Vor/Loc Ind Transponder, ADF, Telex headset and mike. Wing tip tanks, reinforced for floats, large tires. More. \$25,000. Would consider trade for 172 or XP. C.W. Martin, P.O. Box 544, Cortez, Colo. 81321.

WANTED

Right wing tank for 1966 Alon needed. If possible welded aluminum tank. Otherwise riveted will do. Hans E. Holst, 509 Redondo Court, Bakersfield, CA 93309, telephone (805) 397-2000 Ext. 528.

415C Right Aileron, electric junction box for wing lights (located below battery) above serial No. 813 wing center section (uses 6:00x6 wheels & tires) main landing gear shocks struts 1 set below No. 813 and 1 pr. above serial No. 813. Light assembly for leading edge of wing. Cadet brake pedals with brakes and cables, etc. Harry Flint, Rt. 1, Box 136B, Pacific Junction, IA. 51561, ph. 712-527-5478 ev. after 9:30 C.S.T.

Alon, Alon Mooney, Mooney M10, low time - good radios IFR if possible, NDH, to \$9,000.00. Write with a description of what you are selling. A.G. Biliskis, 8911 Midnight Pass Rd., Sarasota, FL 33581.

Club Items

The following Club items are available from Fran Heath, 710 S. Woodbine Drive, Sapulpa, OK 74066 (918) 224-0644.

MODELS

Ercoupe Models \$1.75 ea. pp.

DECALS

Vinyl (Club) \$.50 + postage

Water (Club) \$.25 + postage

PATCHES

Large Gold EOC Wings 11 1/2' (gold braid) \$3.00

Small Gold EOC Wings 4 1/2' (gold braid) .. (SOLD OUT) \$1.50

Club Patch \$1.50

ERCOUPE JEWELRY

all items are in gold and in silver.

Tie Tacs - \$3.75 ea.

Necklaces - \$4.50 ea.

Stick Pins - \$4.20 ea.

Lapel pins - \$3.20 ea.

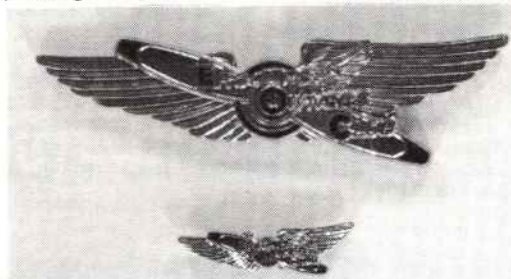
Charms - \$3.50 ea.

Earrings-wire, post, clip-\$4.70 ea.

"EOC" WING JEWELRY

Large Wings - \$4.50
Lapel pin wings - \$3.75

Stick pin wings - \$4.20
Tie Tack Wings - \$3.75



"Free bees" - red and blue Iron On; paint sheets and bumper stickers. Caps available in colors specify first and second choice

CAPS

EOC FLIGHT CAPS AVAILABLE WITH EOC WING EMBLEM OR CLUB PATCH - \$5.00

NEW ITEMS

Zippo Lighter - \$6.95 pp

Plaques - \$7.90

NEW ITEMS

Zippo Lighters with Ecoupe
Engraved in the side

FLY-IN PLAQUES

These are plaques mounted on walnut bases which commemorate each of our Fly-Ins.

BACK ISSUES OF COUPE CAPERS

These are bound issues of Coupe Capers and are bound by volume. The following volumes are all that we have available! Volume 7, Volume 8, Volume 9...\$10.00 each. Single copies of Volume 10 are available at \$1.00 ea. and are available from headquarters.

National Commodity and Barter Association

Reclaim all of your freedom . . . get involved! Be a part of the patriot movement that is growing across this great nation. By joining the National Commodity and Barter Association, you can enjoy being a freeman and taking part in preserving Liberty in our land.

Membership Includes:

* Subscription to Courtroom Procedures

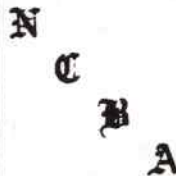
Complete ongoing course for the tax patriot who claims freedom for his heritage. Includes W-4 Exempt, Tax Court Procedures, Suits at all levels with briefs, motions, etc. Explanation of separation of powers and Jurisdiction of the courts argument.

National Commodity Exchange Service.

Convert your FRNs to silver or gold and make inflation work for you!! An easy way to "drop out" of the federal reserve system and still operate your life or business. This alternative to banking is a must for the patriot.

Legal services

Do it yourself or use NCBA's legal dept. With the proper argument of Jurisdiction you cannot lose. The IRS cannot proceed criminally or civilly against you when this powerful argument is asserted!



Freedom is yours but, if you don't claim it, you will lose it! Get started today before it is too late by hosting an introductory seminar Constitutional Taxation and Law in your area. For more information write:

National Commodity
and Barter Association
P.O. Box 2255, Longmont, CO 80501

SPECIAL SKY PRINTS OFFER TO ERCOUPE OWNERS



Your Bonus Offer

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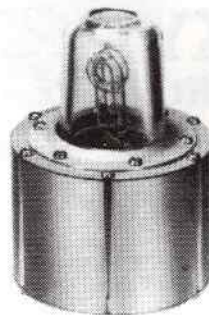
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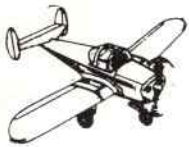
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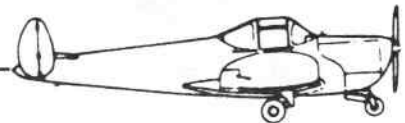


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