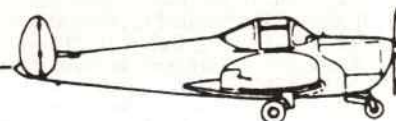


# COUPE CAPERS



NEWSLETTER OF ERCOUPE OWNERS CLUB

Volume 10, Number 11, April 1982

Telephone 919-471-9492

Editor: Skip Carden

## Regional News

### Region 2

Fifteen coupes and two un-coupes made the flight to Agua Caliente, California, for the March get together in Southern California. Agua Caliente is about two hours south of the center of Los Angeles, and is located in the Borrego Desert. There is a state park near the airfield with a pool of natural hot water. This provided refreshment for several of the pilots.

Flying in were Wayne Olson, N2081H, Region 2 Director, Bob Elliott, N99146; Jack Owen, N3577H; Charles Taylor, N6595Q; Joel Dilbeck and Rich Anderson in N2714H; Bill Kandler, N87448; Peter Leffis, N3007G; Roland Furhman, 99089; Roger Koach, 93965; Dan and Lois Falconi, N2522H (Ken Heath take note); Frank Saletti and Robert Hummer, N9516V; Gary Dallugge, N3040G; Joe Brooks, 2074H; Dave Melenchin, 3047G.

The San Fernando contingent consisted of Dick Groff, N2640H; Scott Reaser, N2634H; and John and Wanda Buckner, N3660H. Un-coupes were Ben Schimberger in a Cherokee, and Ben Snyder in his Cessna.

There was no restaurant at Agua Caliente so Olson, Owen, Anderson, Dilbeck, Leffis, Furman, Koach, Dallugge, Brooks, and Melenchin dodged the Joshua trees to fly to Borrego Desert to lunch there. Wayne Olson advises Ercoupe Drivers in the area that Hesperia Airport is re-paved, and that the restaurant and Motel are open, and that the Unicom frequency is 123.0 MHz. In fact, it appears that Hesperia will be the jumping off point for California Coupes who want to fly together to the National fly-in in July.

Chuck Ferris

Hi Skip,

A short note to send some new names for the Club. Wally Guthrie who owns Coupe N292-N has just bought it and learned to fly in the year 1922. How about that? He is 76 years young. The other member is Forrest Burleson of San Diego, CA. He owns Coupe N3621-H. He is a member of the San Diego C.A.P., has been flying since WW II.

We had our monthly meeting fly-in at Agua Caliente today and had 19 planes show. Not too bad for a flight into the unknown. Had two real good pilots overfly the field and got lost but we won't squeal on them Ha! Ha! The planes that made it were: Ed Shimbarger 51445; Dick Groff 2640H; Jack Owens 3577H; Bob Elliott 99146; Chuck Taylor & wife 6959Q; Rich Andersen & Joel Dilbeck 2714H; Mr. & Mrs. Kandler 87448; Pete Leffis & friend 3007G (my old Forney); Roland Therman 99089; Roger Koach & wife 93965; Scott Reaser 2634H; John Buckner & wife 3660H; Dan & Lois Falconi 2522H; Frank Saletti & friend 9516V; Gary Dallugge 3040G; Joe Brooks & wife 2074H; Dave Melenchin 3047G; Wayne Olson 2081H; Ben and his wife in a Cessna 172. Can't remember their last names. Too bad because they come to many of our fly-ins. Will get it someday.

All had a good time. Went swimming in the hot mineral springs, then went flying off to Anza Borrego Airport about 25 miles to the north for lunch. Sure was one of those beautiful California days meant for flying.

Received a letter from Dave Edens, and a couple of pictures of his new wind screen. Boy what a beautiful job he did. Didn't give me the price though. I'm sure he will have it at the Colo. National fly-in. If he does I'm sure it will be a crowd pleaser.

Just put the new Slick 50 Teflon in Bob Elliott's and my bird. Hey, man, what a difference in RPM, gas and smoothness in running. I believe we should all be using it as it is F.A.A. App. Jack Owens, Roger Koach and Peter Leffis have all bought it and are going to put it in their birds. For those who don't know what it is, it is an additive for the engine and will prolong the life of overhauls to almost twice the T.B.O. Fantastic stuff and not too expensive \$35.00 qt. One time in 300 hours. Try it - you'll love it!

Well, enough for now. Will write next month.  
KCF.

Your Director  
Wayne

### ARKANSAS REGION

Hi You All

It's a little sad at our house lately.

My 99 year old grandmother died last week, and we lost a dear friend and fellow couper last week. Mr. Les Ledbetter who has been a member for some time, and who many of you met last fall at Oshkosh "his first trip there" had another one of the crash burn accidents. He was taking off, when airborne, made a sharp right turn, and crashed into other planes and burned. It is not known at this time what caused the crash.

The accident happened March 2nd and he lived till March 9.

The Family says, a memorial in his memory may be given to the American Cancer Society.

Mr. Ledbetter had been a pilot for many years and the family is giving all his memorabilia, including Coupe Capers, to the Air Museum at Topeka, Ks.

I have been thinking I may refuse to do another annual on a coupe unless the fuselage tank is removed. This is not to say Mr. Fred's coupe is a bad design. The problem is that the Bureaucracy and the oil companies are forcing us to use glorified paint thinner for fuel. It didn't happen as often when we were using tractor gas. I still do.

The Les Ledbetter family address is 4405 W. 19th Street, Topeka, Kansas 66604.

Keep flying safely.

Leonard & Laura Page  
Belleville, AR 72824  
501-495-2647

### In Memory of LESLIE LEDBETTER

Born  
December 12, 1919  
Shirley, Arkansas  
Date of Death  
March 9, 1982  
Topeka, Kansas  
To Fly is to be free

### Region 3

March 8, 1982 the Arizona Coupe Group held its monthly meeting at the Glendale Airport. Discussion included our fly-in picnic to be held at the old Luke Air Force No. 4 practice strip, on March 28, 1982. We expect a great turnout as it is close enough so that those that can't fly can drive.

February activities consisted of a night time dinner fly-in to Wickenburg, Arizona at the Golden Nugget Saloon. Three coupes, one non-coupe and four ground (cars) coupes arrives with twenty five members: Ron & Kathy Beck, Pres., Frank & Judi Estes, V. Pres., Kent, Helen & Darin Foster and friend Cindy Johnson, Ron, Joy & Kelly Jewett and relatives Ken and Roberta Swift from Michigan, Jim & Marge Duval, Bob & Bernie King, Jim & Peggy Cox, Burt & Vivian Kanowitz, Bud, Kit and Lorie Warner, and Aggie Liljegen. We celebrated the birthdays of Ron Beck and Kelly Jewett.

Two new families joined our membership, both just recently purchased coupes: Fred & Joan Cooper and Chuck & Evelyn Lathram. This brings our family membership to thirty-four with twenty-seven coupes, one Mooney Cadet and three non-coupes.

We are proud to report that monies towards repair of Jack's Ercoupe was received from the following since our last newsletter: Robert & Jean Butler, San Antonio, TX., Dave Higley, Tuscaloosa, AL., Mr. & Mrs. C.M. Sinclair, Birmingham, ALA., Burt & Vivian Kanowitz, Phoenix, AZ., Mr. & Mrs. Frank Tomlinson, Phoenix, AZ., and Fred & Joan Cooper, Phoenix, AZ. We now have a total of \$700 in the fund. We still need another couple hundred to finish the plane.

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



It looks as though the plane will be flying and ready for sale by the end of April. It will have a zero time engine and newly covered wings. If anyone is interested in purchasing this coupe please drop me a note at 3935 W. Country Gables Dr., Phoenix, AZ. 85023. A price has not been established. However, we want everyone to know the money goes to Jack's wife, Shirley, and as we all know, her string of luck has been short. Perhaps offers for the coupe could be made and we will advise all involved as the offers progress. This will be sort of a life insurance pay-off of Jack's second love to his first love.

Ron Jewett  
Phoenix, AZ.

## THE WISCONSIN ERCOUPER

Fellow Ercouper:

Now that winter is on its downward trend, it is time to think about getting our coupes ready for the coming flying season. Be sure that you give your coupe a real thorough going over before you get airborne with it. Before getting that far, be darn sure that you are super critical with the pilot and his performance. As you are aware, you can become extremely rusty in a very short period of time.

No doubt by now you have noticed that the newsletter hasn't been sent out for a couple of months. This has been done this way intentionally. There really isn't too much to write about during the mean months and, to keep this whole project solvent, I had to choose to either cut down on the frequency or raise the ante. I chose to cut down on the frequency. I do hope this meets with your approval but if you have other ideas, shoot. I never turn a deaf ear to any opinions.

I have set up a tentative fly-out to Oshkosh on April 25. We can discuss our future activities over lunch at the airport restaurant around noon. 80 octane can be gotten at Basslers on the field for those of you who will need a refill before going home. If you know anyone who may be interested in joining us, bring them along. The more the merrier. Bring along any ideas that you may have buried away and we can kick them around at the same time.

Here is another thought that you can give a little time to before we meet. The EOC National Fly-In is to be held at Ft. Collins, Colorado July 2 through July 5. It might just be that some of you would like to make it a group flight there and back. Could be that we can work something out along that line.

For your information: The Tower frequency at Oshkosh is 118.5 and ground is 121.9.

Weather willing, I hope to see you there on April 25 at or around noon. Here's wishing you clear skies and a good tail wind.

Bob

## The Longview Daily News

Thursday, February 25, 1982



### SPREADING THE GOSPEL BY AIR

Some preachers use television to spread their message. Some use radio.

Dr. Ken McKinley has found a new way: the airplane, his airplane.

McKinley, a professor in the Bible and Missions Department at LeTourneau College, has a 1946 two-seat airplane — an Ercare — that he flies to speaking engagements around the state and country.

As well as providing fast transportation, the plane has helped his ministry, he said.

"You don't know how many people I have had the opportunity to witness to after I got them up in the plane," McKinley said. "Before, I couldn't get to first base with some of them. The little plane has paid for itself in a hundred ways."

McKinley, 63, bought the plane in 1974 for \$2,500. Since then, he's invested \$10,000 in it, rebuilding the engine, modernizing the instrument panel and adding wheel covers.

"It's the safest and sweetest flying airplane you've ever seen," he said. "It'll go 100 mph and use only six gallons of fuel an hour."

McKinley said he's always been interested in airplanes. As a kid, he built model airplanes. In high school, he would hang out at a nearby airport.

"I was an airport rat," he said. "I'd sweep out the hangars and wash the airplanes — anything to get a ride."

All the while, he wanted to take flying lessons but just didn't have the opportunity. That changed when he joined LeTourneau College in 1959. Two years later, he enrolled in flying lessons offered at the school and in about four months had earned his private license.

The lessons have come in handy. Every week for the past five years he's taught a Bible class in Dallas, and the flying has cut way down on his travel time. He said he can leave Gregg County Airport — where he keeps his plane — at 4:30 p.m. and be in Dallas by 5:45.

The plane has helped even more on longer trips.

"My wife and I go practically anywhere," he said. "We've been to the East Coast, Canada, Colorado and Kansas. I haven't been to the West Coast yet, but we're starting up a ministry there and we'll probably get out there some day."

The less time he spends in the air the more time he has to spend on his other activities, which are many. Besides his four classes at LeTourneau and one in Dallas, he teaches weekly Bible studies in Tyler and Longview, has a Sunday morning radio show and is working on his second book.

McKinley said he's had only one close call in his plane. It happened a few years ago when he was on his way to speak in Alabama. He said he was only 10 miles away from the airport and had already notified the tower that he was coming in when he began having trouble.

"The engine just ceased and the plane started trembling all over," McKinley said. "Trees were underneath me and there was no place to land. I saw a little field up ahead, but I didn't think I could reach it."

"I did what was natural, I said, 'Lord, if you want me to preach this weekend you're going to have to get me down.'"

Sure enough, he got down. He was able to start the damaged engine again and get just enough power to land it on the field. He wasn't hurt. Later, he found out that the crankshaft had broken.

"When they looked at the plane in the lab they said there was no way it should have run," he said. "I told them, 'Well, it did.'"

And it still does.

## Getting Off in a Circle!

By J. Gibson Winans

During the winters of 1955, 56, 57 and 58, I had been experimenting with circular take offs using an Ercoupe airplane and taking advantage of the ice on Lake Kegonsa near Stoughton, Wisconsin to serve as a flying field. The procedure was to freeze a metal barrel in the ice to serve as an anchor and then fasten the left wing of the plane to the barrel with a 300-400 foot nylon rope. During take off the plane was held in a circle by the centrifugal force from the rope. About a 1/4 turn was needed for the plane to leave the ground and a 1/2 turn more to reach an altitude of from 150-200 feet while still attached to the barrel. At this time or at a later time the plane could be cut loose from the rope and it would proceed along the tangent to the circle with no jerk or jar. This procedure has been demonstrated more than 150 times.

One day toward the end of the season, the ice had melted some from a thaw and was covered by about one inch of water with about a 1/4 inch of ice on top. I was flying with a friend and did not expect to make any circular take offs because of the condition of the ice. I wished to show my friends some slow flying close to the ground and accordingly flew low over the ice of lake Kegonsa. The plane went a little too low and the rear wheels touched the ice. The friction slowed the plane and we found ourselves landed on the ice of the lake. The engine was gunned in an attempt to take off. We plowed through the water and ice but were not able to reach flying speed.

In order to reduce friction somewhat, the plane was taxied for a considerable distance down wind breaking thin ice along the path. The plane was then driven back at full speed against the wind along this path but it was not possible to reach flying speed. I began to wonder what would happen if the plane had to be left on the ice until the water on top froze. Then I remembered that my circular take off rope and release mechanism were in the plane and that the barrel was still solidly frozen in the ice. I therefore decided to try to get off of the lake by taking off in a circle. We taxied to the barrel, unwound the nylon rope, installed the release mechanism, fastened the rope to the barrel and to the plane and hopefully climbed back into the plane. The take off run was started down wind to get extra speed from the wind. At the end of one quarter turn the plane was going cross wind with enough speed to ride on the surface of the thin ice without breaking it. As the plane turned into the wind after about 1/8 turn more it left the ice and after another 1/4 turn we cut loose at an elevation of about 100 feet. We then flew back to the Madison airport, tied down the plane and drove back to Lake Kegonsa by car to recover the rope before it became frozen in the ice.



X  
This occasion demonstrated that it was possible to get a plane into the air by a circular take off procedure when the conditions were such that a straight take off was not possible.

Mr. J.G. Winans can be contacted at 3330 Lake Mendota Dr., Madison, WI.

### GENEVA OFFERS DEGREE PROGRAM IN AVIATION

Geneva College will offer a degree program in Aviation beginning with the 1982-83 academic year. This program, in cooperation with the Community College of Beaver County, leads to either a professional pilot's license or a private pilot's license and certification in air traffic control. The Geneva degree is the Bachelor of Science in Business Administration, which includes the college's liberal arts core curriculum and enhances career potential for administrative and management positions in the field of Aviation. All flight instruction is by FAA approved fixed base operators.

"This new program offers significant opportunities to prepare for various careers in aviation in a Christian college context," explained Dr. William H. Russell, dean of Geneva College. "The unusual blend of aviation instruction with a liberal arts degree and an emphasis on business administration provides an important dimension of preparation for aviation-related careers."

The cooperative four-year program provides for the first and fourth year at Geneva, to include core requirements and the business administration major, and the second and third year in the Community College aviation program at the Beaver County Airport. Geneva students are considered part of the college community all four years and are eligible to participate in co-curricular activities.

Geneva College enjoys a national reputation as a Christian liberal arts college with high academic standards. The college offers 36 majors, including the traditional arts and sciences and professional degrees in business, education, and engineering. This provides a sound framework for the new program in aviation.

For full information on the program, contact Aviation/Business Administration, Geneva College, Beaver Falls, PA 15010.



### TEXAS FLY-IN

I had the opportunity to attend the Region 7 Fly-In at Laredo Texas last weekend. It was a really fine fly-in. Hector Soliz deserves a lot of credit for making all the arrangements. We will have a feature article on the Fly-In in next month's newsletter.

### FLORIDA FLY-IN

Don't forget the Florida Fly-In to be on the 23rd-24th of April at New Smyrna Beach. I hope to be there and would like to see a big turnout. Anyone can come - Georgia - South Carolina - Alabama - La. - Miss - any and all welcome. Why not mark your calendar now?

### FLY IN NOTES

We are making arrangements for several very interesting speakers and Forums for the Fly-In. If you have a program you would like presented then let me know and I will try to arrange for it.

Also if you will use the pre-registration form in this newsletter it will make the registration task easier. Pre-registration helps us to get an idea of how many we can expect for the Fly-In, so you can see what a help early registration is.

Several very nice door prizes have been donated and we expect many more along with our usual Gift Certificates and some club items. All registered Pilots & Co-Pilots are eligible for the door prize drawings.

The aircraft will be judged by those Registered Pilots & Co-Pilots, like we did last year.

#### Scholarship

We have had only one application for the Fred E. Weick Scholarship. This is open to all club members, whose children qualify. Please send in names so we will have several to choose from. Don't wait, as we must make a decision by July 4th.

### Tank Removal

Anyone interested in removing the header tank can contact me, as I have a copy of the 337 that was used on Jim Folks' Coupe. As you can see from the letter from Leonard Page, we have lost another Couper due to crash & fire. I do not plan to put this tank in my Club Coupe and would advise anyone building or re-building to consider using the 337.

### ANNOUNCEMENT

Dear Skip,

Am now stripping the original or the book, and will shortly return to you all photos which are on the last page. I will keep the one photo that was not included therein. It will be used in Volume II of the book, which is forthcoming. Also, please run a notice about Volume II of 'The Ercoupe: A Touch of Class - The Rest of The Story.' I will accept material from anyone and give them name credit. And I will return all original material.

Sincerely,

Frank Saletri, Esq.

6216 Primrose, Hollywood, CA 90068

(213) 876-7600

P.S. I have found the remains of the retractable coupe. More later.

### ACCIDENT REPORT

An Ercoupe 415C, N93846 owned and piloted by Leslie O. Ledbetter of Topeka, Kansas was involved in an accident on March 2, 1982 at 1900Z. On take off from the Mesa Verde Airport at Topeka the aircraft turned to the right and struck two parked sailplanes. The Ercoupe burned and there were serious injuries to the pilot. The Kansas City GADO is investigating.

### Hints 'N Tips

Dear Skip,

Enclosed is a picture of a jack that I use on the main gear of my Coupe. I took an old VW jack and ground the lifting arm, round, so that it fits into the hollow knee bolt. The jack has two jacking levers. One to go up and the other to go down. It works smooth and is very positive. I set the jack on a piece of wood to gain extra lift. (Be sure to block the other two tires). The jack will easily raise the Coupe high enough to change donuts, add oil to the oleo and grease bearings. As a safety precaution, I stack three (plastic milk crates), with a blanket on top, under the raised wing and beneath the main spar. This will support the airplane in the event that the jack should fail.

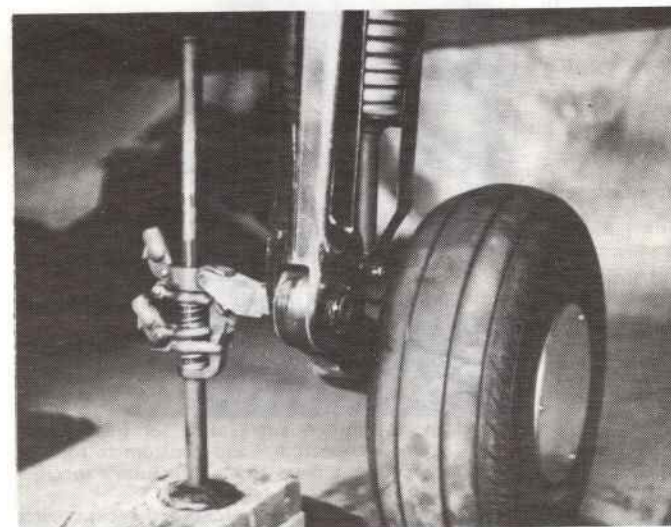
To remove the oleo cylinder with donuts, without removing the wheel, it is necessary to let the air out of the tire and squeeze the tire to one side.

Keep the Coupes Flying

Walt Bacon

562 N. 8th St., Grover City, CA 93433

P.S. I have a T-Shirt that says "Ercoupe Pilots Get Twice As Much Tail"





## MAINTENANCE ASPECTS OF OWNING YOUR OWN AIRPLANE

As an owner-pilot, FAR Part 43 allows you to perform certain types of inspections and maintenance on your airplane. Here is a partial list of what you can do. See Appendix A of FAR Part 43 for more complete list.

1. Repair or change tires and tubes.
2. Clean, grease or replace landing gear wheel bearings.
3. Add air or oil to landing gear shock struts.
4. Replace defective safety wire and cotter keys.
5. Lubricate items not requiring disassembly (other than removal of non-structural items such as cover plates, cowlings or fairings).
6. Replenish hydraulic fluid.
7. Refinish the exterior or interior of the aircraft (excluding balanced control surfaces) when removal or disassembly of any primary structure or operating system is not required).
8. Replace side windows and safety belts.
9. Replace seats or seat parts with approved replacement parts.
10. Replace bulbs, reflectors and lenses of position and landing lights.
11. Replace cowling if removal of the propeller is not required.
12. Replace, clean or set spark plug clearances.
13. Replace hose connections, except hydraulic connections.
14. Replace pre-fabricated fuel lines.
15. Replace the battery and check fluid level and specific gravity.

Although the above work is allowed by FAA, each individual should make a self analysis as to whether or not he has the ability to perform the work satisfactorily.

If any of the above work is accomplished, an entry must be made in the appropriate logbook. The entry should contain:

- (a) Date the work was accomplished.
- (b) Description of work.
- (c) Number of hours on the aircraft.
- (d) Certificate number of the pilot performing the work.
- (e) Signature.

### INSPECTION CHECK LIST

As a pilot, you may use the following checklist to conduct an inspection of a typical general aviation airplane. Additional copies can be obtained from your FAA General Aviation District Office (GADO).

#### Propeller; Inspect:

1. Spinner and back plate for cracks or looseness.
2. Blades for nicks or cracks.
3. Hub for grease or oil leaks.
4. Bolts for security and "safetizing."

#### Engine:

1. Preflight engine.
2. Run-up engine to warm-up and check:
  - a. Magnetos for RPM drop and ground-out.
  - b. Mixture and throttle controls for operation and ease of movement.
3. Propeller control for operation and ease of movement.
4. Engine idle for proper RPM.
5. Carburetor heat or alternate air.
6. Alternator output under a load (landing light, etc. in the "on" position).
7. Vacuum system (if installed) for output.
8. Temperatures (CHT, Oil, etc.) within proper operating range.
9. Engine and electric fuel pumps for fuel flow or fuel pressure.
10. Fuel selector, in all positions, for free and proper operation.
11. Remove engine cowling. Clean and inspect for cracks, loose fasteners or damage.
12. Check engine oil for quantity and condition. Have oil and oil filter changed at 50 hour intervals by an FAA certificated mechanic.
13. Inspect oil temperature "sensing" unit for leaks, security, and broken wires.
14. Inspect oil lines and fittings for condition, leaks and security, and evidence of chafing.
15. Inspect oil cooler for condition (damage, dirt and air blockage), security, leaks and winterization plate (if applicable).
16. Clean engine.
17. Remove, clean, and inspect spark plugs for wear. Regap and reinstall plugs, moving "top to bottom," and "bottom to top" of cylinders. Be sure to gap and torque plugs to manufacturer's specifications.
18. Inspect magnetos for security, cracks, and broken wires or insulation.
19. Inspect ignition harness for chafing, cracked insulation and cleanliness.

12. Check cylinders for loose or missing nuts and screws, cracks around cylinder hold-down studs, and for broken cooling fins.

13. Check rocker box covers for evidence of oil leaks and loose nuts or screws.

14. Remove air filter and tap gently to remove dirt particles.

15. Replace air filter.

16. Inspect all air-inlet ducts for condition (no air leaks, holes, etc.).

17. Inspect intake seals for leaks (fuel stains) and clamps for security.

18. Check condition of priming lines and fittings for leaks (fuel stains) and clamps for security.

19. Inspect condition of exhaust stacks, connections, clamps, gaskets, muffler, and heat box for cracks, security, condition and leaks.

20. Inspect condition of fuel lines for leaks (fuel stains) and security.

21. Drain at least one pint of fuel from the fuel filter and from fuel tank sump drains to check for water and dirt contamination.

22. Visually inspect vacuum pump and lines for missing nuts, cracked pump flanges, and security.

23. Inspect crankshaft breather tubes and clamps for obstructions and security.

24. Inspect crankcase for cracks, leaks and missing nuts.

25. Inspect engine mounts for cracks or loose mountings.

26. Inspect engine baffles for cracks, security and foreign objects.

27. Inspect wiring for security, looseness, broken wires, and condition of insulation.

28. Inspect firewall and firewall seals.

29. Inspect generator or alternator belt for proper tension and fraying.

30. Inspect generator (or alternator) and starter for security and safety of nuts and bolts.

31. Inspect brake fluid for level and proper type.

32. Lubricate engine controls: Propeller, mixture, throttle.

33. Inspect alternate air source "door" or carburetor heat to ensure when "door" is closed it has a good seal. Check "door" operation.

34. Reinstall engine cowling.

#### Cabin; Inspect:

1. Cabin door, latch and hinges for operation and worn door seals.

2. Upholstery for tears.

3. Seats, seat belts, and adjustment hardware.

4. Trim operation for function and ease of movement.

5. Rudder pedals and toe brakes for operation and security.

6. Parking brake.

7. Control wheels, column, pulleys and cables for security, operation and ease of movement.

8. Lights for operation.

9. Heater and defroster controls for operation and ducts for condition and security.

10. Air vents for general condition and operation.

11. Plexiglass in windshield, doors and side windows for cracks, leaks, and crazing.

12. Instruments and lines for proper operation and security.

#### Fuselage and Empennage; Inspect:

1. Baggage door, latch and hinges for security and operation, baggage door seal for wear.

2. Battery for water, corrosion and security of cables.

3. Antenna mounts and electric wiring for security and corrosion.

4. Hydraulic system for leaks, security and fluid level.

5. ELT for security, switch position and battery condition and age.

6. Rotating beacon for security and operation.

7. Stabilizer and control surfaces, hinges, linkages, trim tabs, cables and balance weights for condition, cracks, frayed cables, loose rivets, etc.

8. Control hinges for appropriate lubrication.

9. Static ports for obstructions.

#### Wings; Inspect:

1. Wing tips for cracks, loose rivets and security.

2. Position lights for operation.

3. Aileron and flap hinges and actuators for cleanliness and lubrication.

4. Aileron balance weights for cracks and security.

5. Fuel tanks, caps and vents, and placards for quantity and type of fuel.

6. Pitot or pitot-static for security and obstruction.

#### Landing Gear; Inspect:

1. Strut extension.

2. Scissors and nose gear shimmy damper for leaks and loose bolts.

3. Wheels and tires for cracks, cuts, wear and pressure.

4. Hydraulic lines for leaks and security.

5. Gear structure for cracks, loose or missing bolts, and security.



6. Retracting mechanism and gear door for loose or missing bolts and for abnormal wear.

7. Brakes for wear, security, and hydraulic leaks.

#### Functional Check Flight (FCF); Check:

1. Brakes for proper operating during taxi.

2. Engine and propeller for power, smoothness, etc.; during run-up.

3. Engine instruments for proper reading.

4. Power output (on takeoff run).

5. Flight instruments.

6. Gear retraction and extension for proper operation and warning system.

7. Electrical system (lights; alternator output).

8. Flap operation.

9. Trim functions.

10. Avionics equipment for proper operation (including a VOR or VOT check for all VOR receivers).

11. Operation of heater, defroster, ventilation and air conditioner.

#### GENERAL

1. Ensure that all applicable A.D.'s have been met and properly recorded in the aircraft records.

2. Comply with applicable service bulletins and service letters.

3. See that the FAA approved *Flight Manual* or *Pilot's Operating Handbook* is aboard and that all required placards are properly installed.

4. See that the Certificate of Airworthiness and aircraft registration are displayed and that the FCC license is aboard.

5. Verify that all FAA required tests involving the transponder, the VOR, and static system have been made and entered in the appropriate aircraft records.

#### SUMMARY

It pays to take good care of your engine. Good maintenance is not cheap, but poor maintenance can be disastrously expensive.

If you are unqualified or unable to do a particular needed job, depend on competent and certificated mechanics and use approved parts.

You can save money and have better understanding of your airplane if you participate in the maintenance yourself.

If you do some of your own maintenance, do it properly. Make sure you complete the job you started.

Money, time and effort spent on maintenance pays off with your airplane having a higher resale value if you decide to sell.

Remember, a well cared for airplane is a safe airplane if flown by a competent and proficient pilot. Maintain both your airplane and yourself in top-notch condition.

### EAA SUPPORTS NEW RECREATIONAL PILOT'S LICENSE

Throughout most of its 30 years of existence, the Experimental Aircraft Association has been urging that simpler pilot licenses be made available to those who wish to fly only for sport and recreation...essentially, a day, VFR license for which a physical examination would not be required.

Such a license would, of course, be a natural adjunct to the sport and recreational type of aircraft and flying EAA was created to foster.

Last summer FAA set a committee to work drawing up a proposal for just such a recreational pilot's license - and on Thursday, February 25, their recommendations were entered into the public record as a Notice of Proposed Rule Making. If ultimately adopted into the regulations, two new licenses would be created, a Student Recreational and a Recreational Pilot's license.

One would be able to obtain the Student Recreational license at age 14 and no physical examination would be required. A statement that no known physical defect exists that would render one unable to safely operate an aircraft would be made in lieu of the physical exam - the procedure already followed by glider and balloon pilots. Additionally, the Student Recreational pilot would be restricted to flying in the hours of daylight and in visibility not less than 3 statute miles...in 2-place aircraft of less than 200 hp. Significantly, there would be no radio requirements, so Student Recreational pilots would not be allowed to fly into airports with an operating control tower. They could not, of course, carry passengers, fly for hire or make international flights.

The Recreational Pilot license could be obtained at age 16, would not require a physical exam and would limit the holder to single engine, 2-place airplanes of 200 hp or less. A passenger could be carried, but flight would be restricted to day VFR (3 miles visibility) and from airports without an operating control tower. No flight for hire and no international flight would be permitted.

The proposed rules would retain current Student and Private licenses, but would alter them in a number of ways. The Student ticket would be available at age 15, for instance, and the Private would be tightened up considerably for pilots with less than 400 hours.

After a preliminary review of the NPRM, EAA President Paul H. Poberezny has announced his organization's support of the proposals. In spirit and in most of the actual details, it very closely follows the recommendations EAA has been making for some time. EAA will likely make some recommendations for improvement of the initial text, Poberezny stated, but, in general, EAA is pleased with the NPRM.

"We could well see the rebirth of Cubs, Champs, T-Craft and such, as well as the emergence of what we call Aircraft Recreational Vehicles, or ARVs," he said. "The licenses might also be incorporated into the long awaited Ultralight NPRM to make it more acceptable to the general public. In any case, it will open up flying to a larger segment of society - which will be good for aviation and the country."

The Recreational license NPRM is an outgrowth of a joint EAA/AOPA symposium held at EAA's Headquarters in suburban Milwaukee in 1978. There, the concepts of an ARV and a day, VFR, no-physical exam pilot's license were formalized. At the conclusion of the symposium, it was agreed that AOPA would pursue the simplified pilot's license and EAA would work to develop the ARV.

EAA commends the efforts of all who have worked to create the NPRM...and congratulates FAA for the surprisingly short period of time it has taken to get it into the public record.

### BRAND NEW ALON MAKES MAIDEN FLIGHT



Alon N5610F recently made its maiden flight at Van Nuys, CA. How can that be? The last we heard, N5610F was alive and flying somewhere on the east coast.



Steve Jones, of Torrance, CA., made this super-detailed model Alon. He used pictures of N5610F as seen in an aviation magazine as a prototype, but he doesn't know who owns the full sized N5610F. Here he is seen preparing it for its maiden flight.





*"Heel, Foxtrot, Heel!" One-Zero-Foxtrot leads builder Jones from the starting area. The R/C model seems excited and eager to go. On her first flight, 10F lost a nose wheel, and then, of course, the prop. But she was soon repaired and back in flight.*



*This model is so fully detailed that in flight she looks exactly like her prototype... except for the maneuvers she does. An Ercoupe owner actually gasped when he saw her roll—climb straight up—and stall—and SPIN! Mostly she will spend her career as a display at Jones' electronic business. He spent too much time and effort on her to risk her flying away, or being damaged in routine flights.*

## From the Mail Box

Hi Skip,

Have talked to you on the phone a couple of weeks ago about locating some coupe center section parts, but lost or misplaced the man's name & phone number.

To be specific, I am looking for a good wing gas tank & walk way box for the pilot's side of the Coupe I purchased from Fred Volpe up in Connecticut. Also could use good metal wing for the same side.

Would deeply appreciate any help you could give me in this regard, as I am in the process of rebuilding the Crippled bird.

I believe you gave me the name of someone in Tennessee, and also Arkansas. Enclosed is a small donation to the Jack Harkness Fund.

Thanking you in advance.

Sincerely,  
David Higley  
108 Lake Wildwood  
Cottondale, Ala. 35453

Dear Fellow Flyer:

My friend, Bryce Harris asked me to write for both of us, to inquire about any leads you might have on a 90 hp, all metal, Ercoupe, that we could import into Canada. It goes without saying that it must be in good condition, to satisfy our Ministry of Transport Requirements - Now comes the problem!

Both of us are licensed private pilots, but neither of us are too flush with money! In 1971-1974 we had a Luscombe, and formed a Flying Club with it. However, we had too many commercial pilots that wanted to upgrade to a much more sophisticated (and expensive) aircraft. We were outvoted and soon found ourselves on the outside looking in! Hence our decision to get just a 2 place between us, and stay at the "Grass Roots Level." In this way at least we can get back in the air

once in a while!

Any help you can give us in locating an Ercoupe (even in pieces) with a Low Time Since Major Engine, at the Lowest price possible, would be much appreciated.

Sincerely yours, In Christ,  
Rev. Kenneth J. Knight  
R.R. 2, Kingsville,  
Ontario, Canada N9Y-2E5

Dear Skip,

Enclosed is my check for 1982. Dolores and I are pleased to report that nearly 40 coupes are registered in western Washington and perhaps 10 more east of the mountains. Also there are currently 5 Canadian coupers who meet with us - weather permitting. We would like to meet with all Northwest Coupers, especially those whom we have not yet met. We appreciate very much those coupers who do extend themselves to attend our fly-in luncheons each month, often in spite of the weather. We also appreciate and enjoy the gracious couple from Oregon, Roy & Eileen Wright. We hope to see all our friends, old and new in 1982. "KCF"

Sincerely,  
Bob & Dolores Packett

I departed El Monte Airport for Pasa Robles, via Santa Barbara, Santa Maria, San Luis Obispo to pick up a passenger and then fly to Phoenix for the Soldier of Fortune Convention being held in Scottsdale. After overnighing at Pasa Robles, my passenger arrived, he having been a green beret airborne parachutist with experience in Viet Nam and South Africa (as a mercenary). We departed directed east direct to Avenal Omni at 7:30 a.m. It was smooth as glass. At Avenal Omni, we swung SE direct to Gorman Omni, then rolled out 80 degrees to Lancaster General Fox for fuel and refreshments. My passenger had a soft drink as did I. We then departed SE for the Hesperia Pass to San Bernardino and the Banning/Beaumont Pass to Palm Springs, Blythe and Chandler, Arizona. About this time (10:30 a.m.) it began to get a mite rough. Before the Hesperia Pass, my passenger became sick. Luckily, in the Ercoupe (and the Mooney Cadet in which we were flying), you can get a head out of the cockpit. Well, the first time he got sick would be the last time. (So I thought). But as we came up to the Pass, he got sick again. It was rough as a cobb at this time and I was flying with one hand on the yoke and one hand on the canopy pull, ready to close it when he was through being sick. We turned S through the pass, and again he got sick. Well, by the time we came up to Norton Air Force Base, he was almost unconscious and completely out of it.

When I told him that it would be even rougher through the Banning Pass and that I thought we should turn back to El Monte (from which I had departed the previous day), he did not even have the will to protest. So, twenty minutes later, we were circling El Monte for landing. I must stress that when taking a passenger upon a trip of any length, be sure that you have "Whoopie Bags" along. And, after your passenger gets sick, do not suggest a Hershey bar with almonds and a hot cup of coffee; do not suggest a dinner of chocolate covered meatballs; and do not suggest that we feast upon raw oysters and chocolate sauce! To do so only courts additional upchucks. (I restrained myself).

Well, that's it for now. KCF!

Frank R. Saletri

Dear Skip,

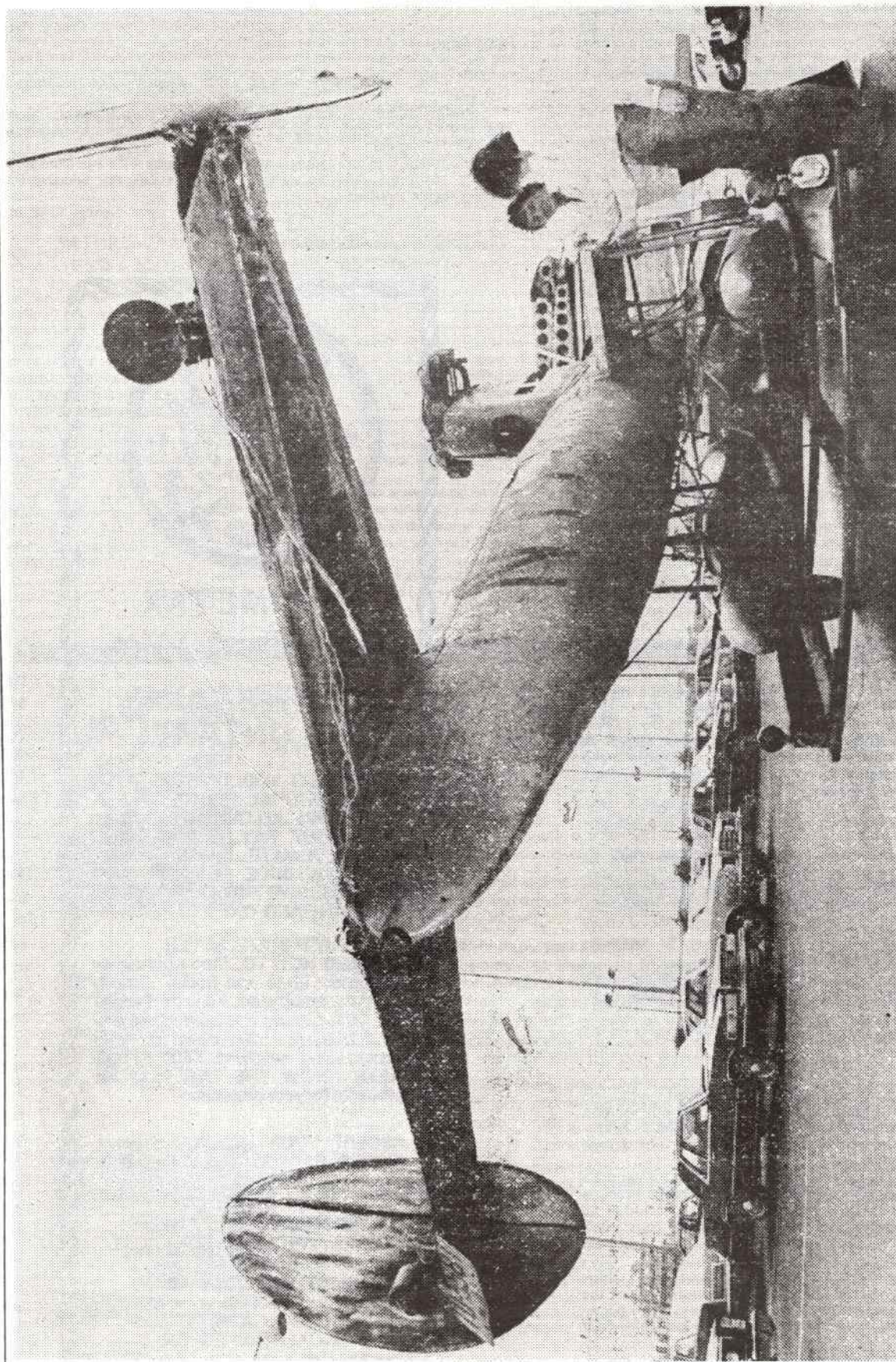
I have enclosed a check for dues for this year. While I still have pen in hand, I would like to tell the story of the recent flight test that I took in the Ercoupe for my private pilot's license.

It took me five years, 160 hours and over 700 landings in my Ercoupe before I got up the courage to take the flight test. I had heard all the gruelling stories by other pilots on how their tests had consisted of hours of torturous testing. Although my instructor kept telling me that I was beginning to wear the Ercoupe like a glove, the only thing that finally convinced me to take the test was an insistent friend who kept reminding me that my written test was about to run out. After contemplation of which was the least of two evils, I decided to take the test.

Once the decision to take the flight test had been made, the next step was to select an FAA flight examiner. My selection was based solely on the build and estimated weight of the available examiners. After all, I did not want to be over gross weight during the flight test in my 415-C. I can only hope that anyone who might use my system of selection in the future will be as fortunate as I was. The end result of this selection prowess was my obtaining for an examiner a gentleman by the name of Mr. Dick Schwab. A week before the date of the flight test, Mr. Schwab gave me the name of an airport in an adjoining state and asked me to draw up a flight plan before the next meeting. Now, can anyone guess what a person who would take five years, 160 hours and over 700 landings to get up the courage to take the flight test might



*Believe it or Not !*



World Staff Photo by John Southern

## It Flies, But Will It Float?

A craft believed to be the world's only flying submarine made a Tulsa stop Thursday at a car dealer's parking lot on its way from New Jersey to Tucson, Ariz., where it will be put in the Aquarium Museum there. The submarine was brought here by museum official Y.Z. Painter, right, here chatting with Tulsan Bob Gregory. Ms. Painter stopped here because, while driving to New

Jersey to get the submarine her truck's headlight switch broke. Since it was nighttime she needed it fixed immediately. Gregory, a parts manager at the car lot, repaired the switch. The submarine was designed and built by Donald Reid, a civilian employee of the U.S. Navy, using spare parts found in junk yards. Add wings and it flies. Yes, they said, it floats and submerges, too.



do with a week's advance notice of the destination of the flight test? You probably guessed right. I spent the entire week flying back and forth to that out-of-state airport. By the time the week was over, there was a good chance that I could have gotten to that airport with my eyes closed.

When I met Mr. Schwab on the day of the test, my anxiety level must have been located somewhere between here and the moon. I might have been new at the game but Mr. Schwab certainly wasn't. He refused to get down to business without taking the time to have coffee and discuss the joys of flying. It was then that I learned that Dick Schwab had over 14,000 hours of flying, starting as a teenager with the Flying Tigers. What a pleasure it was to talk with this man. You could tell immediately that he loved flying and that he wanted all aspects of flying, including the flight test, to be a pleasure for you too. I am only slightly embarrassed to tell you all that after a week of flying back and forth along the assigned route, the entire flight test took place with the original airport still in view. The moment Dick Schwab saw that I knew what I was doing on any given maneuver, he cut it short and went onto the next one. In 45 (and you can quote me on this) "short" minutes the test was over. During the entire test, Dick Schwab made me feel like we were doing something together rather than like he was trying to catch me doing something wrong. I really did enjoy taking the flight test and I "almost" hated to see it come to an end.

I hope that other future pilots can enjoy their flight tests as much as I enjoyed mine.

Sincerely,  
Tony Scheibelhoffer  
2986 Wilbanks Dr., Norton, OH 44203

#### To Whom It May Concern:

I would like to subscribe to your very fine newsletter, COUPE CAPERS, and am enclosing the cost of same. I have not been able to determine if this is the correct amount so, if it isn't, please notify me and I will promptly remit.

Like it or not, my wife, Lutie, and I are the co-owners of an ER-COUPÉ along with Claude Breidinger and his wife, Pat. The information following is submitted for your information and records: Co-owners: Claude Breidinger and wife, Pat, 127 E. Kensington Ave., DeLand, Florida 32720 (904) 734-1500 (Elevator installer). Co-owners: Hubert Talton, Jr. and wife, Lutie, P.O. Box 843, DeLand, Florida 32720 (904) 734-0330 home (904) 734-2171, Ext. 320 office (Draftsman). Aircraft Purchased: Erco Coupe model 415D (Engineering & Research) ser. no. 4701, registration no. N94600. Powered by a Continental C85-12 (85 HP), ser. no. 1435612. Propeller is a McCauley model 1A105, SCM 7153, ser. C7275 and was reconditioned and repitched (7/2/81) from 53" to 50". Equipment, other than standard, consists of an old King coffee grinder nav/com radio, elt, directional gyro, gyro horizon (non adjustable) and 8 day clock. This aircraft is equipped with a 'full fork' nose wheel ass'y., bubble windshield and unidirectional braking is controlled by a brake lever (similar to some automotive parking brake levers) between the seats.

Aircraft purchased from Marvin Hammock, Daytona Beach, Fla. 5/9/81. Airspeed indicator reads in knots but we suspect it is actually indicating mph).

The aircraft is not one of the better 'Coupes at this point but we hope to improve it gradually. We are disturbed about its 300' (maximum) rate of climb at less than gross (350-400' with one person and full tanks) AFTER having the prop repitched 3" to 50" (from the above mentioned 53") and its 80 (mph or knots?) best rate of climb and speed and 'over the fence' approach speed. However, we are enjoying it and assume that the above problems are normal.

Respectfully  
Hubert Talton, Jr.  
P.O. Box 843  
DeLand, Fla. 32720

Dear Mr. Saletri,

Your book on the Erco Coupe arrived just before Dorothy and I left on a five week trip including Oshkosh, visits to friends, a family reunion in Idaho, one in Missouri, and an Erco Coupe fly-in at the Pages in Arkansas. I am now going through the book but have not yet had time to read it thoroughly from cover to cover.

It is a comprehensive collection of material including a great mass of information, some of which is new to me. And it covers the Erco Coupe story from the beginning in 1931 to the present in 1981, a period of 50 years. It is an amazing collection of pertinent miscellaneous items which Erco Coupe fans will find excellent for nostalgic browsing. And I am enjoying it very much too.

Much of it is from news items, published and unpublished, which by its very nature includes material that deviates somewhat from the facts. None of this that I have seen really spoils the story, but if occasion should arise and you want to take the time I will be glad to consult with you.

It is interesting to me that after half a century from its inception and 41 years from its first production, there has been a recent surge of

interest in the Erco Coupe as evidenced by your book and various magazine articles and by the numerous flying club activities. As I have mentioned at some of their meetings, the enjoyment that people are still getting from the old Erco Coupe gives me a big lift.

Thank you very much for preparing the book, and for sending us an autographed copy.

Sincerely,  
Fred E. Weick

Dear Skip:

That time of year again. Sure have enjoyed all the Coupe Capers this last year.

Someone asked about Microton treatment. I used it about 3 months ago and I really believe it adds a little more power and smoother running of the engine.

I purchased it after reading a story of someone with a broken oil line getting down o.k. and no damage to the engine, not because I was having engine troubles.

George T. Williams

Thanks for the Microton report.



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# Coming Events

## CHILLIWACK COUNTRY LIVING DAYS AIRSHOW 1982

General aviation Fly-In from 7:00 a.m. to 11:00 a.m. featuring a pancake breakfast and general tours of the Fraser Valley with special presentations for varied "secrets events" and an Air Show from 1:00 p.m. until 4:00 p.m. featuring the Canadian Armed Forces.

For further information contact the Chilliwack Chamber of Commerce, 45935 First Avenue, Chilliwack, B.C. V2P 7E5 (792-4231 a.c. 604) or the Chilliwack Airport, 46218 Airport Road, Chilliwack, B.C. V2P 1A5 (792-3430 a.c. 604).

## 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

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

FOR SALE AND WANT ADS are placed free of charge to any current member of the Ercoupe 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.

46 415D-N99016 S/N 1639 TT 1138.5, airframe only - needs lower firewall repair. Have parts - fabric wings. No engine or prop. Have motor mount, eng. side & nose cowling. First \$1650 takes all. Bill Denton, 8010 S. Peach Ave., Broken Arrow, OK 74012 (918) 455-0061.

4 C-85 chrome cylinders. New valves, spring guide, complete. Best offer. Chuck Tonelis, Guthrie, OK. (405) 969-2748 after 6:00.

1946 415C, 91 hrs. SMOH, 1190 TT - Airtex interior, Kenney nose bowl, good paint. Fresh Annual. Nav Com 300. \$5500. Chuck Tonelis, 405-969-2748 after 6:00.

I have a 1946 415C metal wings, landing lights, metal prop, strobe, locator beacon, new battery, Narco VTR 2A radio, good tires, new windshield, hanged. Less than 3 hrs. since annual but needs reannual. 85 hp, flies good. Engine chromed. \$4500 Firm. Friends Garage, 303-848-5386. Yuma, CO.

1946 Ercoupe 415C 85 hp 1217TT, 539 eng, full panel, Uht-3, wheel pants, hanged, sharp. \$4800.00. Don Wolfe, 2950 Winn Rd., Niles, MI 49120 (616) 695-6711.

Michigan-1959 Fastback Cessna 150, 3100 TT, 1200 SMOH, great mechanical condition, but needs paint. Has full panel, King Nav-Com, new interior. Will trade for Ercoupe or \$5,000. Also have center tank for Ercoupe for \$75.00. Phone 616-854-1610 after 5:30 P.M. Max Lee.

Mooney Cadet 9512V Redone panel updated gyros, EGT, Vernier throttle, MK 12 B-360, New interior and alumagrip and imron paint last year. All manuals from Univair incl. AD's & STC's. Tie down kit,



## SPECIAL SKY PRINTS OFFER TO ERCOUPE OWNERS

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canopy cover and tow bar. One beautiful Coupe. Call 217-625-8235. Springfield Illinois area. John Brooks.

1946 Erco Coupe 415C. Completely rebuilt and updated. 850 TTA, 15HSMO Cont. 85 Cessna radio, red custom interior, white & red Alon paint scheme. This one is a real beauty. Phone: 316 365-3970 or 316-431-2125. \$6,800.00. Jim Kensett, 201 E. 9th, Chanute, KS.

### WANTED

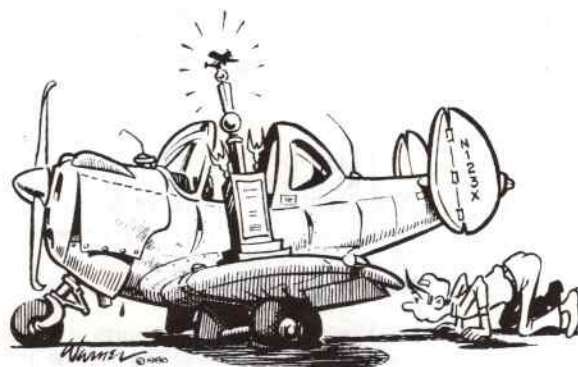
The winter and the accompanying snow was touch on my Coupe. As a result I'm in need of a fuselage tail cone fairing assembly. If anyone out there has a tail cone, drop me a line. Don Fornwalt, 70 Hayes Road, S. Windsor, CT 06074.



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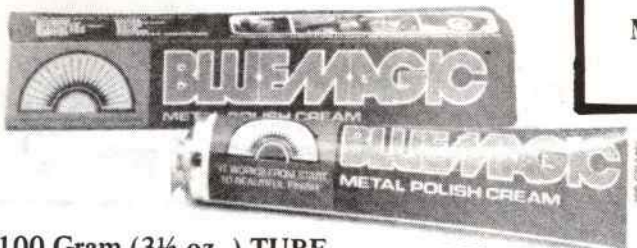




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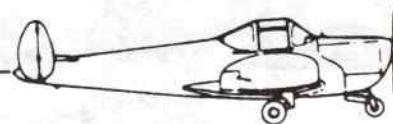
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