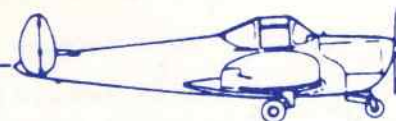


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 11 , Number 3 , August 1982 Telephone 919-471-9492

Editor: Skip Carden

FRANK SALETRI DIES

Frank R. Saletri, publisher and author of *The Ercoupe, A Touch of Class*, was found dead, shot, in his home in Hollywood on July 12, 1982. No other details are known at this time.

Saletri last week attended the National Fly-In in Loveland, Co., and was busy the full time, taking dozens of photographs, having Ercoupe owners sign his personal copy of *A Touch of Class*.

Ercoupes were the fondest in Frank's affection for classic aircraft, but he also loved Luscombes and Swifts. At the time of his death, he had a book on Luscombes finished and at the printer. Saletri had not yet decided whether to publish a second edition of *A Touch of Class*, with additional information or a Volume II. He had four huge volumes of data and photos from which he produced his first book, and much was left unpublished. He had been invited by Fred Weick to come to Vero Beach to study the large number of Ercoupe documents that Fred still holds. Saletri had said that one of his reasons for attending the National Fly-In was to meet Weick.

Frank was also a fiction and drama writer. He had written screen and television scripts that have been produced and shown on television bearing his name among the screen credits.

A Mooney Mite sits in his garage, awaiting restoration, another one of Frank's many projects.

Saletri was a practicing attorney. Although he specialized in criminal law, he used his legal skill to help aviation related groups organize and become corporations. The Committee to Save San Fernando Airport, the Mil-Air Aviation Historical Library and Museum, and the OX-5 Association were all recipients of his help in organizing.

He had a life-long love of flying starting when he was a young man in North Maywood, IL. He did odd jobs in return for time in the air.

Saletri has said, "Then one magic day, in the early '40's, (my cousin, Artie Kassel, and I) were thrilled by a shiney, new, low winged tricycle landing geared plane, that, on closer inspection, had fabric wings. It made all the other planes of that day look ancient by comparison." Saletri spent four years in the Marines, and when he came out in 1950, he used his G.I. Bill to learn to fly in Phoenix, AZ.

Frank was a familiar sight at his home base, El Monte Airport, and in other Southern California airports in his Mooney Cadet, N9516V.

Happy Landing, Frank.

Chuck Ferris



Region 3

Since our last letter, we have had three fly-in breakfasts to different parts of the state. These have all been to higher and cooler country, therefore we leave very early and back before it gets too hot and bumpy.

On May 29, a group flew to Kingman, in northwest Arizona, for breakfast. Those attending were Bernie and Bob King; Ron Jewett and Kent Foster; Larry and Marie Payne; Jim and Peggy Cox and Jim and Marge Duval.

The June breakfast fly-in to Payson was attended by Bud and Kit Warner; Ron Jewett and Kent Foster, Marie and Larry Payne and Burt Kanowitz.

On July 5, Kit and Bud Warner; Ron Jewett and Kent Foster and Aggie Liljegren flew to Prescott for an early breakfast.

Our regular meetings for June and July included interesting guest speakers.

The June meeting had Mr. Dee Thompson, Air Carrier Controller from Sky Harbor, as the speaker. He told us about the various high speed traffic routes and patterns that are in our Valley due to the two military bases plus the commercial and small airports in this area.

At our July meeting, Mike Garrison of Sperry, discussed the various aspects of Sperry Industries and how they relate to aviation. We had 32 members that enjoyed the dinner and speaker.

In regard to Jack Harkness' airplane, the engine is currently being assembled with all parts now on hand. The wings will be completed within the next 30 days. There are several prospective buyers.

Plans are now under way for the Arizona Coupe Group sponsored fly-in to be held in the spring. We will keep all informed as the dates finalize.

Sincerely,
Jim Duval

V.P.'s LETTER

Hello Skip,

Just now getting over the annual depression that sets in immediately following the mind-blowing high that is our National Fly-In. The Fort Collins (and more accurately) the Loveland experience was well worth the 2916 mile drive (her choice) and I particularly enjoyed seeing the strong California representation.

Let me take this opportunity to thank all the Coupers who supported my nomination for Vice-President; I will assist our very capable President, Carl Hall, in any way that I can.

I have had correspondence with John Herbert who offered some Alon maintenance tips in the April/82 Coupe Capers. With John's indulgence, some clarification is in order. The latest float assembly used in the Marvel-Schebler carburetor (P/N 30-759) was last changed in 1970 and the molded plastic is the SAME composition which the EAA had a fuel absorption with during their auto fuel test program. The Federal Agrivation Agency has issued several "Alerts" (but no AD's yet) for saturated floats. The absorption problem appears to be with unleaded auto fuel and 100LL but strangely, not with 80/87 fuel.

You M-S drivers (Forney F1A's, Alons and Mooney Cadets) should be alert for high fuel consumption and a bumpy running engine which may be indicative of a saturated float. M-S is supposedly working on the problem.

None of this is applicable to the Bendix-Stromberg carburetor which has a vastly superior (and cheaper) brass float.

KCF

Jon Hiles
6711 Emerald Ave.
Enon, Ohio 45323
513-864-1041

MEMBERS IN THE NEWS

Skip,

Just received my 99 NEWS, the official publication of the International Women Pilots Association, where, on the front cover, former EOC member ALVERNA WILLIAMS BENNETT is featured on the wing of her Ercoupe "Little Miss Some Day." This is the photo that is on permanent display in the Smithsonian Air & Space Museum. EOC members Archie and Katherine Brixey of Grand Prairie, Texas now own that beautiful silver Coupe. Also pictured on the cover is Eleanor Sharpe with her Hawaii based 415-C. Eleanor was the second handicapped person in Hawaii to attain a pilot's license. She is secretary of the Hawaii based flight school Handi-Flyers, Inc. Eleanor plans to have her ground instructor rating before end of 1982 and remarked in the article, "It certainly is a confidence builder. I fly a lot and love it. It gives me such a tremendous sense of freedom." Handi-Flyers has recently sold the rental Coupe, according to the article but Eleanor still flies her 415-C.

Alverna's accomplishments include that she began the Powder Puff Commemorative Flight and intended to fly the distance solo but was forced down when her gas flow was cut off by the break-up of the cork in her nose tank. She continued the race in Suzanne Parish's AT-6 as co-pilot. She later joined Jerrie Cobb on a flight into the South American jungle. She accomplished all this and more after the loss of both legs.

It was an interesting feature story and it mentioned Ercoupe Owners Club.

KCF

Jana Ross, Houston, TX.

HAND CONTROLS & AIRCRAFT

Despite what you might think, hand controls are available for many of the popular private aircraft flying about today; and although some are true marvels of engineering, the technical drawings I've obtained do not resemble Rube Goldberg creations!

As previously mentioned in the write-ups for Alverna Williams Bennett and Eleanor Sharpe, the Ercoupe is a popular aircraft for those with leg handicaps due to its rudderless controls. The sliding canopy entry may prove difficult and there's quite a large drop to the seat below (one solution offered was to cut a door in the side — an extensive and expensive operation).

To my surprise, the low-wing aircraft seemed to be the preferred style. Entry simply requires a transfer from the wheelchair and sliding up the wing. The Blackwood control, developed by CFII Bill Blackwood who is wheelchair-bound as a result of a military flying accident, can be used with only the right hand in Piper Cherokee 140/150/160/180/235, Comanche and Arrow (1963-1973 models only; modification required for later models). One source claims the control is out of production. If interested, contact Bill directly at 1117 Rising Hill Way, in Escondido, CA. 92025 (phone 714-746-5018). Fred Weick of 2 Dolphin Drive in Vero Beach, Florida 32960 also has developed a hand control that only requires the left hand for operation. The cost is approximately \$225 and it can handle a 10-knot crosswind. A control for the Beechcraft Sport has been developed by Professor Omer Benn at the University of Illinois — Willard Airport in Savoy, Illinois 61874 at a cost of approximately \$200. Multi-engines may also be fitted with hand controls — Piper Seneca and the Beech Duke, Duchess and Baron — although I couldn't find specifics on this. A control for the Aero Commander is also under development. The Grumman American Trainer/Tiger/Cheetah may be flown with a Union Aviation control developed by Leroy Laneve Jr., Box 207, Sturgis, KY 42459 (phone 502-333-5918) priced at about \$395.

Before the Cessna pilots get angry with me, a Union control can also be used in the Cessna 172/177/182/206/210 aircraft. The Cessna Cardinal gets the nod here, with no wing struts and a larger door for each of access. The Cessna pilots contend there is no problem in getting up into the seats of their aircraft. Personal preference probably prevails!

Other aircraft that have been successfully flown by handicapped pilots: Piper Six, Lance, Saratoga, Cessna 152, Breezy RLU-1 home-built, Beech Bonanza, Schweizer 2-33 sailplane (stirrup modification for a left-leg amputee) and a Bell helicopter.

Naturally, there's some FAA paperwork involved. Form 337 must be on hand for each aircraft flown, even if they're the same make, model and year. An STC, or Supplemental Type Certificate calls for a more extensive hassle; the Blackwood and Union controls are already STC'd.

The ultimate solution — permanent controls — may be installed for \$500 to \$3000 depending on the complexity of the installation.

ORGANIZATIONS

Southern California Wheelchair Aviators

John McGuyer, President
671 North Dextford
LaHabra, CA 90631

California Wheelchair Aviators

C/O Gary Ervin
3176 San Joaquin Way
Union City, CA 94587
(415) 489-3099 Res.
(415) 881-3757 Bus.

OR

Fritz Krauth, President (81-82)
12570 Brookhurst, Suite 5
Garden Grove, CA 92640
(714) 636-4700 Bus.

McGuire VA Hospital
Richmond, VA

(associated with Paralyzed Veterans of America)

American Wheelchair Pilots Assn.

Jim Skillen, Treasurer
5808 E. Calle de Paisano
Phoenix, AZ 85018

Wheelchair Pilots Assn.

Howard Treadwell
11018 102nd Ave. N.
Largo, FL 33540
(813) 393-3131

Arizona Wheelchair Pilots Assn.

Dave Graham
7008 Willetta
Scottsdale, AZ 85257
(structured training program)



Polio victim Eleanor Sharpe, perched atop her own Ercoupe, fulfilled a life-long dream by learning to fly. Attainment of this goal was made possible through Hawaii-based flight school, Handi-Flyers, Inc., founded by Jack Gentry (L). Pictured on the right is then student pilot, Lowell Grant. Photo by J.R. Williams. Reprinted by permission from PRIVATE PILOT.

HOW MANY COUPES?

Aircraft Technical Publishers, 655 Fourth Street, San Francisco, CA 94107, has kindly donated a micro-fisch of those pages of the Federal Aircraft Register that contain the listing of Ercoupes and Aircoupes. It is interesting to note that the register contains 2,940 415C, D, CD, E, G and F1-A's.

Chuck Ferris
13264 Tripoli Ave.
Sylmar, CA 91342

NEWS FROM ENGLAND

Dear Skip,

I hope you are all keeping well since I saw you at Sun & Fun last year. I really enjoyed myself and met some great people. I would very much like to hear from anyone I met there as I have lost the phone

numbers and addresses. I would like to do an exchange holiday with any member sometime later this summer or Fall and if anybody is interested, then please write or phone me.

After my visit I really had to find myself something so I spent another week or so looking around before returning home and ended up buying a Forney FIA and an Alon A2A from Texas. Enclosed is a photo of my two Coupes. The A2A, as you can see, has no tail and I would like to convert it to a M10 Cadet single tail. Does anyone have any knowledge of what is involved in this conversion or, if anyone can help in any way with information or parts to do this conversion, I would be pleased to hear from them, or if anyone knows where there is a damaged or runout M10 cheap or being broken for spares, please contact me.



There are at present about eight Coupes in England, one A2A, two A2's, four FIA's and two 415D'S and I am hoping to get them to join the Owners Club. There are also a number of unbelievers I am trying to convert!

Hope to see you all at a future fly-in.

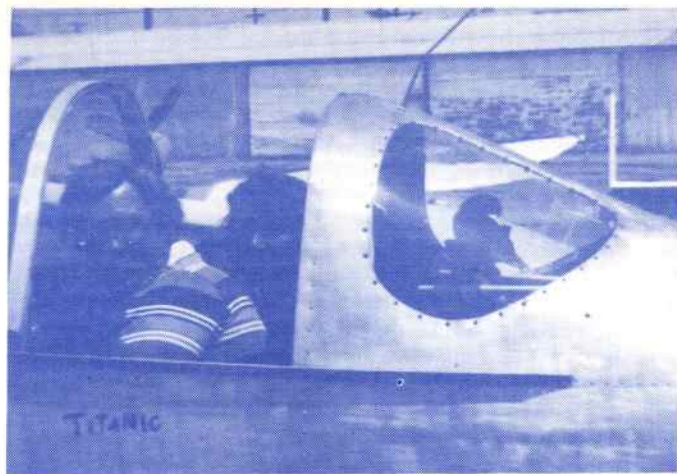
Yours,
Alan Lovell-Spencer
39 Elms Lane, Sudbury,
Wembley, Middx. England
Tel. 01-904-8976

THREE PASSENGER ERCOUCPE

The "Titanic," John and Wanda Buckner's Ercoupe, has a modification that may never be STC'd. John has installed a perch for his parrot, Rosie. Rosie rides right behind John and can see in all directions. Onlookers who remember the "Cat and Duck" navigation story claim that all John needs now is a cat.

Rosie was not too happy on her first trip. After landing, Rosie would not let go of her perch. The perch had to be removed from the plane so Rosie could be taken home, still clutching the perch. John said that he had to stay under 4000 feet altitude because the altitude "Hurt Rosie's ears." (Note: Ears?).

Rosie has had several rides since the first one, and if she doesn't like them any better, at least she hasn't said anything.



EOC ARCHIVE

The Ercoupe Owners Club is very fortunate to have its own Archival Collection. The Collection is housed at Bowling Green State University at Bowling Green, Ohio. Through the efforts of Carl Hall the collection was started several years ago and will continue on.

For those of you who are not familiar with the Archive, here is how it works. If you want a copy of any item in the collection all you have to do is write and you will receive a photo copy of each page of the item requested for a small charge per page. The address is: The Center for Archival Collections, Bowling Green State University, Bowling Green, Ohio 43403.

Also, if you have an item that is not in the collection, please send it to the Center. They will copy it and return the original to you. Below is a listing of what our collection contains.

ERCOUCPE—PRELIMINARY INVENTORY MS-162

BOX 1:

Folder 1: "Alon A2 Ercoupe" Private Pilot, July 1967. Folder 2: "The Alon Ercoupe," Plane and Pilot, July 1966. Folder 3: "Aviation in Commerce and Defense," National Geographic, December 1940. Folder 4: "A Date With an Old Girlfriend," Private Pilot, July 1971. Folder 5: "Do You Want to Buy A Plane?" Look, April 16, 1946. Folder 6: "Easy to fly Ercoupe," Plane and Pilot, April 1969. Folder 7: "Ercoupe" by Louis Buffardi, January 1980. Folder 8: "The Ercoupe" Aopapilot, March 1980. Folder 9: "Ercoupe-for Flying Farmers" California Cultivator, April 1947. Folder 10: "Ercoupe/Aircoupe" Private Pilot, August 1971. Folder 11: "Ercoupe-the Plane that Changed Flying" Plane and Pilot-Antique and Classic Airplane Annual, 1971. Folder 12: "From Zenith. . . A Life in Aviation" (Part 1) Florida Journal, June 1976. Folder 13: "How to Fly" (Page 13) 1945. Folder 14: "I'll Take Simplified Control...Make Mine Conventional" Skyways, April 1946. Folder 15: "Latest Aircoupe Embraces 258 Changes" Aviation Week, August 18, 1958. Folder 16: "Living Legends-Fred E. Weick" Flying, June 1976. Folder 17: "A Longtime Ercoupe Owner Meets an Old Friend in New Clothes" Plane and Pilot, June 1970. Folder 18: "Modernizing an Ercoupe" Plane and Pilot, December 1967. Folder 19: "Mr. Weick's Baby" Air Travels, March 1945. Folder 20: "The New Alon-2 Ercoupe" Flight Magazine, December 1964. Folder 21: "New Four-Seater Alon in Flying" Plane and Pilot, June 1966. Folder 22: "Old Ercoupes Just Fly and Fly" Airways, July 1970. Folder 23: "Pilot Report-Alon Aircoupe" Flying, September 1966. Folder 24: "Post War Personal Planes" Skyways, April 1945. Folder 25: "Turn the Tigers Loose" Sport Flying, Vol. 1 No. 3 (1967). Folder 26: "We fly the Alon" Air Progress, August 1967. Folder 27: "What Will You Fly?" Popular Mechanics, April 1946. Folder 28: "Why Did Macy's Choose Ercoupe for Sky Minded New Yorkers?" Skyways, January 1946. Folder 29: "Your Private Plane" Mechanix Illustrated, January 1946. Folder 30: Robert Whippman file-includes operator's handbook,

owner's brochure, historic background data on Ercoupe No. 1, correspondence, one periodical article and two newspaper clippings, newsletter on BG Fly-In and five photographs. Folder 31: Brochure-news article on 5th graders flying Ercoupe. Folder 32: Brochure on Ercoupe. Folder 33: Brochure on Ercoupe. Folder 34: Brochure on Ercoupe. Folder 35: Brochure on Ercoupe. Folder 36: Brochure on Ercoupe (1948). Folder 37: Brochure on Ercoupe. Folder 38: Brochure-"Aircoupe-for the Fun of It." Folder 39: Brochure-"Alon Aircoupe-Standard Equipment List for Standard and Deluxe Models" May 7, 1965. Folder 40: Brochure-"Ercoupe-Certified Spinproof." Folder 41: Brochure-"Ercoupe- the Certified Spin-Proof Plane." Folder 42: Brochure-"Fornaire." Folder 43: "Low and Slow in the Ercoupe" Ercoupe Take-offs, June 30, 1948. Folder 44: "Optional list for Standard and Deluxe Models, May 7, 1965. Folder 45: Brochure-"16 Important Features" (Fornaire). Folder 46: Picture out of Flying, January 1946. Folder 47: Post cards. Folder 48: Promotional information. Folder 49: Specifications. Folder 50: Specifications. Also in box 2 video tapes. Folder 51: "Oh, Me? I Own A - er - -Mooney!" The AOPA Pilot (Page 52), August 1974. Folder 52: "The Ercoupe and Its Offspring" The AOPA Pilot (Page 31), March 1972. Folder 53: "Meet Fred Weick" The AOPA Pilot (Page 32), April 1969. Folder 54: The Ercoupe Mag Photo Flying, August 1948. Folder 55: "Clash of the Clunkers" Air Progress, January 1974. Folder 56: "A Conversation with Fred Weick" Air Progress (Page 32), August 1973. Folder 57: "The Cadet" Flying (Page 32), 1968. Folder 58: National Advisory Committee for Aeronautics Technical Note No. 1801, January 1949. Folder 59: "Aircoupe" Plane and Pilot, October 1968. Folder 60: "Mooney Makes It Great!" Private Pilot, (Page 19), March 1969. Folder 61: "Check Pilot's Report: The New Fornaire F-1" Air Trend (Page 14), April 1959. Folder 62: "Old But Modern: The Ercoupe" (Page 30) n.d. Folder 63: "The New Aircoupe" (For UK and Western Europe) n.d., 1961. Folder 64: "Alon's New Aircoupe" Flying (Page 47) February 1965. Folder 65: "The Aircoupe" Flying (Page 66) May 1968. Folder 66: "The 1966 Alon Four-Seater" Plane and Pilot (Page 61), March 1966. Folder 67: "A Preview Peek at the Alon Model A4" Private Pilot (Page 54) February/March 1966. Folder 68: "Coupe Scoop" Vol. 1 No. 3, December (n.d.) Folder 69: "Mooney's New Cadet" Airways (Page 36) December 1969. Folder 70: "Max Conrad Seeks More Records" Plane and Pilot (Page 26) June 1966. Folder 71: "Mooney's Cadet for '70" Plane and Pilot (Page 24) 1970. Folder 72: "Don't Forget the Ercoupe" Plane and Pilot, January 1970. Folder 73: "Unusual Aircoupe" Plane and Pilot (Page 42) April 1967. Folder 74: "Smogcutting in a Cadet" Plane and Pilot (Page 18) October 1969.

From Daryle and Shirley Lessard
635 SW 142nd
Seattle, WA 98166

Folder 75: "Living Legends" Flying Magazine (Fred Weick), June 1976. "Four Years of Simpler Flying with the Ercoupe" Paper presented at the National Aeronautic Meeting (autumn) of the Society of Automotive Engineers at Los Angeles, CA., by Fred Weick, October 6, 1944. A Study of the Two Control Operation of an Airplane by Robert T. Jones, 1936. "The Classic Airplane, The Ercoupe" Sport Aviation (Peter H. Burgher), June 1971. "Pilot Report: Ercoupe 415c" Private Pilot (LaRoy Cook), October 1973. Old but Modern: The Ercoupe. "Ercoupe...a Poorman's P-38" Plane and Pilot, April 1975. "Ercoupe/Aircoupe" Private Pilot, August 1971. "Unusual Aircoupe" Flying Times, Winter 1974. "Old Crate to Cream Puff" Sport Aviation (Lawrence W. Morres, Jr.), June 1970. "The Ercoupe (and its offspring)" The AOPA Pilot (Peter M. Bowers), March 1972. "A Conversation with Fred Weick" Air Progress. "Clash of the Clunkers" Air Progress (Dave Noland), January 1974. "Used Airplane Guide" The Aviation Consumer, February 15, 1978. "Resale Corner: The Popular Ercoupe" Plane and Pilot (Don Dwiggin), February 1974. "Pilot Report: Alon-Aircoupe" Flying, September 1966. "Pilot Report: A Date with an Old Girlfriend" Private Pilot (Edward R. Woerle), July 1977. "The Alon A-4" (Sharman Cavanaugh). "Traffic Pattern" Flying, September 1966. "Mooney Cadet" Pilot's Yearbook 1969. "Smogcutting in a Cadet" (Bob Boden). "Oh, Me? I Own a-er-Mooney." AOPA Pilot (Don W. Abbott), August 1974. Ercoupe Service Memorandum, No. 58, 58A. Service Bulletin-Fornaire, No. 101, 106, 107, 108, 109. Skyport Aircoupe Services, September 1973, January 5, 1977. Ercoupe Landing Gears, Ercoupe Wheel Fairings (brochures). Folder 76: Photographs. 14

8x10 black and white photos "Announcing Ercoupe" - those dated include: 1937 1st Prototype 40hp; 1938 SN No. 1 As Produced; 1938 Fourth in line 65 hp. 1 postcard of Aircoupe, 1 black and white 3 1/2 x 5 Nose Bowl of Aircoupe donated by Kenny Engineering. Folder 77: National Ercoupe Fly-In Programs, 1977 Tahlequah, Oklahoma; 1978 Tahlequah, Oklahoma; 1980 Bowling Green, Ohio. Folder 78: Iron-on Patches (2); Folder 79: Fundamentals of Elementary Ercoupe Flight Maneuvers Univair Aircraft Corporation. Folder 80: The Twin Tail Tiger: Ercoupe/Aircoupe/Alon/Mooney. Folder 81: Project Ercoupe: The Ercoupe Letter (Woody Black). Folder 82: National Aviation Enterprises Sales Brochure. Folder 83: Operational Engineering: Service Notes-Ercoupe Skyways, August 1949. Folder 84: "Ercoupe Exhibition: more style than stunts" BG News (Henry C. Brooks), July 10, 1980. Folder 85: Ercoupe Parts Catalog-Univair Aircraft Corporation No. 178. Folder 86: Ercoupe Wheel Fairings- Advertising brochure. Folder 87: Ercoupe Landing Gears: Kits-Parts-Assemblies, W. E. Comings, Inc. Folder 88: Sales Brochures (6 items). Folder 89: Coupe Capers, Volume 10, No. 1, Volume 2, No. 1, 1981.

BOX 2:

Volume 1: The Ercoupe-A Touch of Class, Frank R. Saletri, 1981. Folder 2: Specifications Alon X-A4. Folder 3: FAA Forms 500-1 & 500-2 for Alon Model 4A. Ser. No. 001 and ID No. N6399V.

ENGINE OIL ANALYSIS 7820 So. 70th East Ave. Tulsa, Oklahoma 74133

July 19, 1982

Flying is fun? It must be. Look how much we spend to enjoy the freedom and thrill of flying. Recently, I was reviewing my flying cost per hour and wondering how to get it down when it suddenly dawned on me that I might be part of the problem. Then, I read my own letter (copy attached) which is directed to aviation organizations. In particular, the second paragraph which says "In 1971 we organized to specialize in aircraft engines and dedicated our service to general aviation." That did it!

I decided that our June '82 price increase was not in the best interest of general aviation. The answer was to reduce our cost, not raise our price. Heck, all I have to do to reduce my flying cost/hour is FLY MORE. I would like to fly more, fish more and work less, but that might not work.

Well that's the history and here is the result. Effective immediately, our PRICES ARE REDUCED. Member price for prepaid kits, or check with sample is now \$10, with additional discounts for prepaid kits in quantities of 4 @ \$9.50 each, 6 @ \$9 each, 8 @ \$8.50 each and 10 @ \$8 each. We will soon furnish a new ad slick for the newsletter reflecting these prices.

In the meantime, I would appreciate your releasing this letter to the membership along with attachment.

Sincerely,
ENGINE OIL ANALYSIS
Howard Fenton

Gentlemen:

Through the years it has been the policy of our company to make our service available to aviation organization members at a reduced rate.

In 1971 we organized to specialize in aircraft engines and dedicated our service to general aviation.

Spectrometric Oil Analysis is no longer a research program with far-off objectives, but a practical cost-savings preventative maintenance program of today. This is further emphasized by reference to Lycoming Service Letter No. L171.

Basically, the program can detect beginning failures before they cause excessive damage or costly repairs. These beginning failures cause an abnormally high wear metal content. Not only can impending failure be detected, but the suspect area of the trouble can generally be identified.

THIS PROGRAM WILL NOT DETECT A RAPIDLY OCCURRING FAILURE, SUCH AS FATIGUE FAILURE OF A CRANKSHAFT.

Typical failures that can be detected are: Crankshaft Scoring, Cylinder Scoring, Rod Bearings, Pistons, Rings, Valve Guides, External Contamination (sand or dirt).

A program provides that samples be submitted at any time during the life of the engine, preferably at specific intervals. These, depending upon the individual engine, will be recommended at 25 to 50 hours on a routine basis. It is best to take the sample any time after it has been in the engine for fifteen (15) operating hours.

Normal results are by return mail within 72 hours of receipt of sample. If in the opinion of the analyst it would be dangerous to fly the aircraft, results will be furnished by telephone as soon as condition is determined..



WHAT-HUH-SAY AGAIN

The above are words and phrases often uttered by pilots of small aircraft. Not because they do not pay attention, but because they just can't hear. High noise levels in Coupes is a very real and serious problem. Having had a serious hearing loss over 20 years ago while skydiving, I can personally attest to the noise problem in small planes. In fact the noise level is so high in most single engine aircraft, and especially older ones, that continuous operation without some sort of protection can cause permanent loss and hearing damage. In fact noise fatigue is one of the BIG problems with air to ground communications and even instructor to pilot communications.

Now that you know of the problem, what can we do to protect our hearing and improve our communications? Well, we could wear a headset when we fly and this would serve to lessen the noise. We could stuff cotton, or ear plugs into our ears, but then we couldn't hear what we wanted to or needed to hear.

The finest solution to the noise problem is by using a noise cancelling headset and an intercom. This protects our hearing while allowing us to converse with our passengers or instructor. Realizing the benefits of this type of system, many instructors are now using the headset-intercom systems for teaching.

Until last March I felt as most of you do that this was just another useless expense which I could live without. I was introduced to the system on the Region 7 flight to Mexico when I flew with Gene Taylor's brother Gary and had the opportunity to use his system on the way down and back. I immediately noticed two things - better communications between Gary and myself and not being so tired when I arrived in Mexico. Gary had the Sigtronics intercom and the David Clark headsets.

On a recent return flight from Florida I had to work some military controllers while crossing an MOA. I noticed that I was having trouble understanding the controllers and kept asking my wife what he said. I then realized that I needed an intercom and noise reducing headset. After seeing Joe McCawley's Hush A Com I decided to purchase one for my plane, which I did.

My first trip with the Hush A Com was a delight. Everything clearly understood plus the best passenger communication ever. Then on a long trip to Kansas and back I really fell in love with the unit especially the beam mikes and the control wheel push to talk button. Even after seven hours of flying, no noise fatigue. My wife said that without the Hush A Com she couldn't have made that long trip, over 20 hours of flying. As you can tell I am sold on the headset intercom system and recommend it to pilots of any small single or even twin.

After trying several units I feel that the Hush A Com is the best buy for the money. The complete set including 2 headsets with beam mikes, mike push button, intercom and all connecting cables list for \$339.00.

The system is completely portable and has outlets for 4 people. Unlike the Dave Clark & Sigtronics systems, the Hush A Com is a hot mike system with the unit always on - not voice activated so no need for a squelch.

I am so impressed with mine that I contacted Mr. Ken Hylan at Hush A Com and he has agreed to sell to Club Members at a special Discounted Price of \$304.00 each set post paid! A \$35.00 savings! Hush A Com's are sold with a 2 year warranty and a 30 day Free Trial, so how can you go wrong? Try a set for 30 days. If not completely satisfied return it. You can even charge it to your Master Card or Visa. To order, or for more information contact: Revere Electronics, 24118 Woodway Rd., Cleveland, Ohio 44122 (216) 382-8819. Be sure to mention that you are a club member and give your membership number.

Skip

NATIONAL FLY-IN

As we told you last month we are presenting the National Fly-In in a photo collage as provided by Carl Hall. This was one of the best Fly-Ins yet and really enjoyed by everyone attending.

At the Awards Banquet we conducted a lengthy business meeting and accomplished a great deal. The Constitutional changes were approved so that the club could operate in a more efficient manner. This was the first time it has been changed in 10 years. President Carl appointed several committees: Scholarship, Fly-In, Technical Officer and Information Officer. Also changes were made in the Board of Directors to reflect the changes in the constitution. We had boxes of door prizes and these were well received.

The awards were as follows: First to Register, Jim Folks; Oldest Pilot, Joe Figueras (65); Youngest Pilot, Tom Cox (21); Longest Distance Flown, Walt Rettig (VA); Second Longest Distance Flown, Ron Kidd (N.C.); Longest Distance Traveled, Almerion Goss (2200); Lowest Serial Number, 38, Rod Bennett; Highest Serial Number, 70036, Wayne Short; Blue Magic Award, Walt Bacon, N25850; (This is the last year for the cash award). Lady Ercouper of Year, JoAnn Price; Hard Luck Award, Bryon Bousha (crashed enroute, totaled airplane); Fred Weick Award, Jim Jackson; Most Original, 99673, Burt Ellegaard; Most Modified, 7508C, Gene Taylor; Best M-10 Cadet, 9546V, Wayne Short; Best Alon, 5615F, Bus Bell; Best Forney, 3040G, Gary Dallugge; Best Ercoupe, 2666H, George Gallaspy.

We also had the largest number of lady pilots ever: Eileen Wright, MaryLou Gunson, Gloria Tornbom, JoAnn Price, Mary Roscoe, Cathy Radebaugh.

I want to thank everyone attending and will look forward to seeing you next year.

WHAT'S NEW AVIATION CONSUMER

I recently took a subscription to Aviation Consumer for a 6 month trial. I must say that so far I am not impressed. For the exorbitant price of \$44.00 a year you get an 8 or 12 page newsletter which contains about the same amount of material as Coupe Capers. Quite often it is dealing with big buck airplanes and accessories, which doesn't interest me. I have also noticed that although they do not have any advertisers, when they make an evaluation on products they quite often leave out the best and usually cheaper product. Case in point. They recently did an evaluation on intercoms and purposely omitted the Hush Com unit which I feel is superior to the Sigtronics and David Clark. It is also about half the price of the other two.....Then they tested canopy covers and mentioned several which were very expensive and which had bad traits. They failed to mention the cover made by Don Stretch at Airtex, to me one of the finest and most reasonable covers available...

Before investing my hard earned \$44.00 in Aviation Consumer, I think I will take another look at their prices. Coupe Capers is the best buy in the country and I can guarantee that all the products that we recommend are tested first!

LIGHT PLANE MAINTENANCE

I just received a mailer from the AOPA advertising a new member

discount on LIGHT PLANE MAINTENANCE for only \$30.00. Half the yearly rate of \$60.00! This is a real slick selling job which includes a ledger sheet that shows how you can save up to \$1,510.87 by doing it yourself. What this is is really a re-print of the FAR part 61 and 45 which the EOC sends to each new member. Of course, the monthly publication must go into details of How-To, but is this worth \$30.00 for the first year and \$60.00 thereafter? I am also sure that they deal with problems associated with ERCOUPES — SWIFTS — FAIRCHILDs and other older airplanes, such as dope and fabric repairs and how to service the Ranger engine. All in all I think that this is a looser and just another big bucks scheme. I intend to order it and do a retraction if I am wrong, but for now, just renew your Coupe Capers for two years. I think it is a better buy.

Skip

MEMBERS IN THE NEWS

Who should grace the cover of the May issue of MATRIX MAGAZINE, but our own Jana Ross, who also is featured in an article entitled "Jana Ross Sport Flyer." A really nice article on Jana and her love for flying.

I also had a recent conversation with Jana and she tells me that she has changed jobs and now is self employed. Her new address and telephone number is: Jana Ross, 8155 Richmond, Suite 109, Houston, TX 77063 (713) 784-3335. All Region 7 members please take note of this change.

ACCIDENT REPORT

An Encoupe, N37109, owned by James R. Beard of Brenham, Texas, was involved in an accident on July 14, 1982 at approximately 1850 local time at Madison Airport, Berea, Kentucky.

The pilot attempted to hand prop the engine and when it caught the aircraft broke loose from its tiedowns and aircraft broke loose from its tiedowns and struck a ditch causing substantial damage to the aircraft but no injuries to any persons. The Louisville District Office of the FAA is investigating.

One of our members saw the following story in his Local Newspaper and since the main character's name was SKIP he sent it in for your amusement-----

Howdy Folks!

Here I am sitting and thinking of the past and naturally, my thoughts turned to the time Skip blew the outhouse away.

Perhaps I'd better explain that...

I lived, one summer, in a small lakeside cabin in Vermont, sharing it with Skip. It was a lovely place, although it had no electricity, no telephone and no plumbing. Buckets of pristine lake water served to slake our thirst and a traditional one-holer took care of our more mundane needs.

This particular day, we were taking our evening swim (*au naturel*, since the nearest neighbor was miles away). Later, when we headed back in the gathering gloom, still filled with wonder at the beauty of the scene, Skip took the turning that led to the privy, while I continued to the cabin to dress.

A minute or so later I heard a wild scream, followed by a burst of profanity and the sound of pounding feet. The door slammed open and Skip charged in, wild-eyed, still naked. He was sporting what looked like a crop of pinfeathers on his nether end.

Before I could ask if he had decided to become a bird, he grabbed the 12-gauge shotgun time to see a huge porcupine backing from the outhouse. Skip, scorching the air with sulfurous slang, raised the shotgun, stepped on a pine cone and, hopping on one leg, let fly with both barrels.

The results were impressive. He missed the porcupine completely, blew the outhouse to flinders and knocked himself flat on his pin-feathered posterior.

He screamed and bounced up a lot quicker than he had fallen down. Then he clutched his fundament — upon which he yiked again.

That was when the light dawned. Skip's fledgling feather farm was, in reality, a prickly collection of porcupine quills. The "woods pig" had

been chewing the privy seat for its salty taste and Skip must have backed into the outhouse without looking. Naturally, the frightened porky had whacked him with its tail, implanting a number of painful presents.

Back to the house, where Skip poured down about half a pint of commercial anesthetic (86 proof) and then lay face down while I plied the pliers.

No go. The first yank led to horrid screaming and awful results to his rear. Obviously we had to get Skip to a doctor before his seat began to spoil, but the only two cars available were Skip's tiny Beetle and my Austin Healy, a two-seater — and Skip couldn't sit down.

He couldn't dress, either, because any application of pants caused agony, so we finally settled for a belly flop in the Healy (top down) with Skip, head down, over the back of the Healy's seat.

We must have presented a strange sight — Skip on his elbows, face down in the passenger seat, his well-quilled rump gleaming palely in the moonlight while his legs dangled over the trunk. We took a beach towel to hold over his tush in case of highway encounters.

Skip groaned a lot and continued to apply oral anesthetic as we jolted down the dirt road to the highway and then raced the 20 miles to town.

By the time we got there, he was pretty smashed — and as we came to a stop sign a school bus pulled up behind and I looked back to see the horrified visages of a local church choir, being bused to a concert.

Skip's least photogenic feature gleamed luridly in the bus' headlights and I hastily threw the towel over it — only to hear a muffled scream and see a hand reach back to firmly yank the towel off and chuck it out of the car.

I grimly gunned the motor and drove on, but the school bus followed us for blocks, the stronger of heard crowding the front to see what was going on.

It didn't help that Skip was, by this time, singing lustily somewhere down around the floorboards and that he kept trying to hand me the bottle.

When we finally got to the doctor, that worthy's only comment was "Any damn fool'd sit on a woods pig should be let die. He might breed more idiots."

But he pulled the quills — a job that turned out to be much easier once you clip the end of the things. This, apparently, reduces the air pressure in the hollow quills, allowing the barbs to go down.

Still, Skip drank standing up for a month or so and when his parents heard from a certain local choir director, he had some heavy explaining to do.

He survived, though, eventually got a biology degree and is now doing research in a wilderness area — but there's a strange rumor he has nasty tastes in cookouts and prefers a dish called "porky pie."

Well, I just had to bring back memories.

Love, R.E.J.

Hints 'N Tips Service Bulletin Genave

SB7309

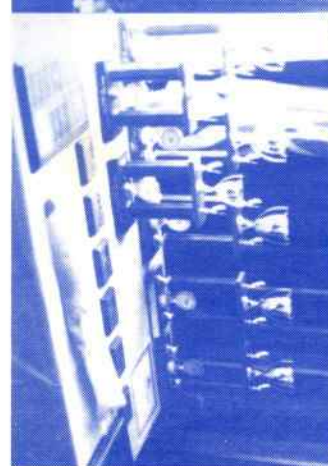
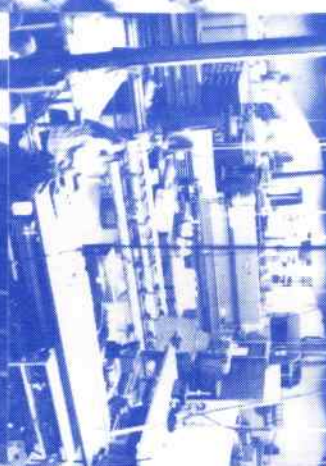
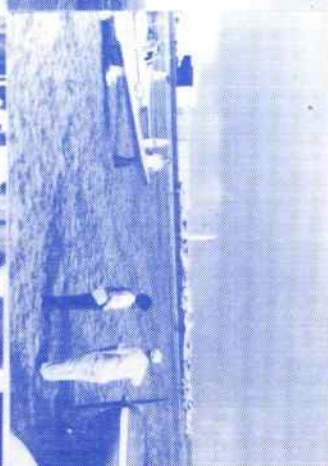
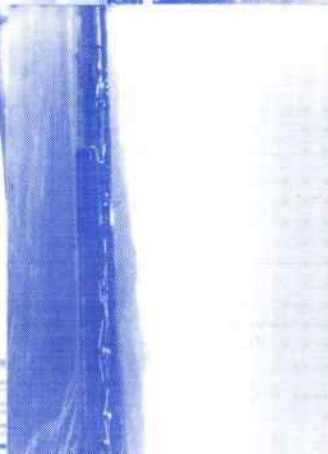
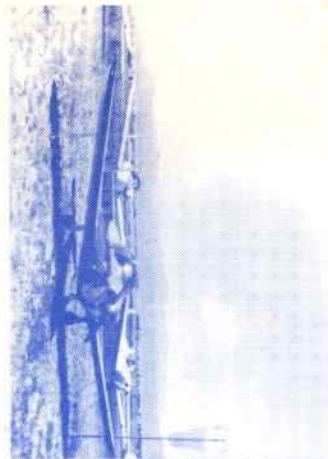
August 20, 1973

Subject: Intercom Wiring of ALPHA/10, 100, 200, 300, and 500 Series Nav/Com's

Several requests have been received by the factory concerning intercom utilization of the audio amplifier within the above listed Nav/Com's. The enclosed illustrations depict the additional external circuitry necessary to provide the intercom function.

The circuits shown here utilize standard aircraft carbon type microphones and 600 ohm headphones. Both



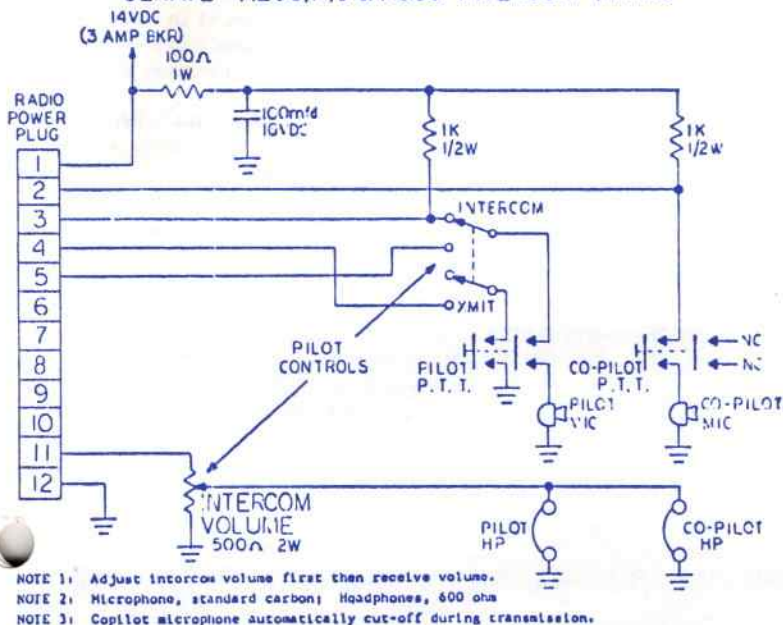


circuits will provide automatic cutoff of copilot microphone during transmit.

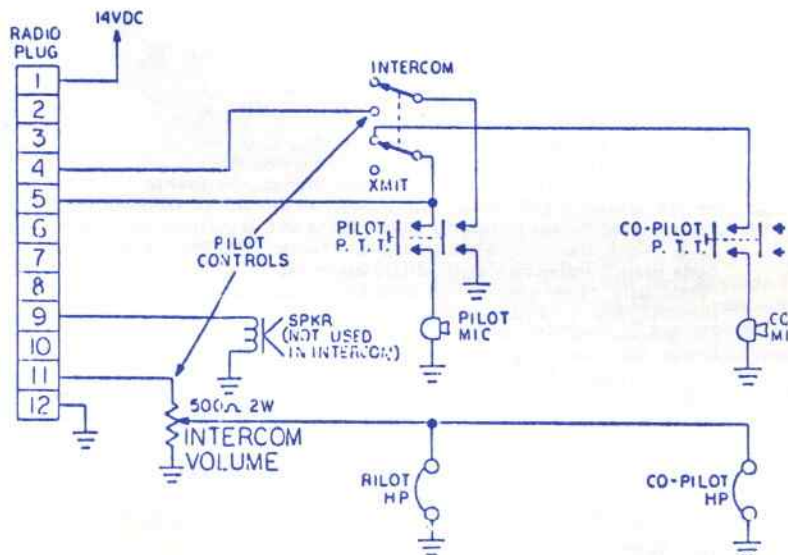
To properly adjust these circuits it is recommended that the following procedure be used:

1. Turn unit on.
2. Switch selector to "Intercom" and depress pilot or copilot PTT switch on microphone.
3. Speak in normal voice and adjust intercom volume to desired level.
4. Adjust receiver volume to desired level.

GENAVE A200/A/B & A500 INTERCOM WIRING



GENAVE A10/100 INTERCOM WIRING



"THE MESSAGE SAID THE WORLD JUST ENDED. FIND ANOTHER PLACE TO LAND."

New Recreational Pilot Certificate To be Proposed in Overhaul of Part 61

Washington, D.C. - The FAA plans to propose sweeping changes in the regulations governing the issuance of Student and Private Pilot certificates and add two new certificates called the Recreation Pilot and Student Recreational Pilot.

The proposed changes to Part 61 also will effect those pilots who have logged less than 400 hours in aircraft.

The FAA's summary says, "This notice proposes to establish a new concept in the certification of pilots. If adopted as proposed, the new rule would permit the issuance of a Student Recreational, a Recreational, a Student other than recreational and a Private Pilot Certificate. Each class of certificate would have its own minimum requirements and limitations. It also proposes to amend the recency requirements for the private pilot with less than 400 hours of flight time."

The last major changes to the pilot certification rule was completed in 1973 when amendment 61-60 was adopted. Those changes required instrument training, flights into airports with operating control towers and the use of radio for VFR navigation. Airplanes that had been traditionally used for low cost flight instruction, like Cubs, Champs, T-Crafts and the like, were virtually eliminated from the training fleet at that time.

The rules required people to learn to fly in more expensive, more complicated airplanes, and effectively placed the Private Pilot certificate out of the financial reach of many people who wanted to fly. The average flight time to acquire a certificate has exceeded 66 hours under the present rules.

The FAA now recognizes a need to provide a level of pilot certification for those who desire to fly and carry passengers in a relatively simple class of airplane, and who would not object to certain limitations on their flying. This need would be met by the new Recreational Pilot certificate.

Recreational Pilot proposed

The Recreational Pilot would be required to have a certain minimum number of flights to gain operational experience and would be required to receive dual instruction and solo flights during which maneuvers and procedures would be demonstrated and practiced. The cross-country training would also be specified as to number of flights, rather than hours or leg distances.

The minimum age for a recreational pilot would be set at 16 years, more like a driver's license in most states. And a medical certificate would not be required.

The privileges and limitations are designed for the pilot who desires to fly a small factory or home built airplane, including ultralight aircraft. The proposal would limit the holder to airplanes certificated for not more than two persons with less than 200 hp, VFR daytime only, and would prohibit their use of controlled airports. And the rule would specify that they could not operate when visibility was less than 3 miles.

The Student Recreational Pilot could be issued to a person 14 years of age with no known physical defect that would make him or her unable to safely pilot an airplane. It would also limit the holder to small two-place, low-horsepower aircraft.

However the one important change would be the requirement for a written test before the certificate could be endorsed by a flight instructor or for solo flight. This would assure the student has the basic knowledge of the flight rules and the operating parameters of the airplane. This test would be administered by a flight instructor.

The proposed cross-country flights would be designed to teach the student how to operate at uncontrolled airports. There would be no



instruction in the use of radios for communication or for navigation. Pilots of this class would be restricted to altitudes of less than 10,000 feet (or 2,000 feet above the surface, whichever is higher), and would prohibit operations in foreign countries.

New Private Pilot Requirements

The new Private Pilot requirements, as proposed, would make the minimum age 16 years, instead of the present 17, again to conform with driver's license requirements of most states.

The flight hours to acquire the knowledge and skill necessary to pass the oral and flight test for certification will exceed the time currently specified for certification. And the cross-country requirements are designed to provide the student with more experience in landing area arrival and departure, where accidents happen, rather than the enroute phase. The leg lengths specified now would be eliminated.

Low-Time Pilot Flight Reviews

The FAA has noted an inordinate number of accidents by pilots who have logged less than 400 hours. And the new rules would require that those pilots would have to be signed off by a flight instructor, if they had not flown within the preceding 180 days, before they could act as pilot in command. These low-time pilots would also have to complete a flight review each 12 months.

The Experimental Aircraft Association has already gone on record as supporting the proposed rules as an EAA committee had helped in their formulation. The EAA has been urging that simpler pilot licenses be made available for those who wish to fly only for sport or recreation.

Western Flyer will publish the entire NPRM on the changes to FAR Part 61 in the next issue.

From the Mail Box

NEW MEMBER

Dear Mr. Carden,

I am sending my dues for a subscription to Coupe Capers. I do not now own a Coupe but am in the market for one at a reasonable price.

I have 1000 plus aviation publications, monthlies, annuals, articles on practically all old planes and other aviation publications, practically all in near perfect condition. Will sell or trade. Make offer.

Also have for sale 1964 Super sport Chevy Impala, extra good tires AC-PS, radio, car in unusually good condition. Almost perfect inside, runs good, go anywhere Will take \$2,000 cash.

Thanks

C.O. Taylor

R 2, Box 73

New Hope, Ark. 71959

501-398-4292

P.S. Do we have any local Coupe clubs near Hot Springs? I live close to Hot Springs.

Dear Skip,

Enclosed please find check for my dues and also one for pre-registration for our National Fly-In.

As you probably know by now, we got two Volume 10, Number 11 issues. The first was mailed 3-31-82 and arrived 4-19-82. The second Vol. 10, No. 11 arrived 6-7-82 and I don't know when mailed. Vol. 11, No. 1 was mailed 6-10-82 and arrived 6-12-82. One took 20 days and the other 2 days. We have a great U.S. Postal System.

What I'd like to ask, is there a chance you could send me a complete printout of Erco Coupe by Serial or N Numbers? If you can I'd like one. If not I'll talk it over with you at Ft. Collins.

May and June have been beautiful months in Northern New York and have gotten in lots of flying time.

I have been made Airport Manager of our Malone Dufort Airport and would like to see any Coupers fly-in anytime. It is only a one mile walk to motels, good food and half mile to a shopping center. If you need help call me — I'm the first (1st) Murphy in the phone book.

I won't be flying N-87315 to the National as I'm going on to Calif. I'll be mback in Malone, N.Y. on July 18th.

Looking forward to seeing the good fellow coupers at Loveland.

KCF

Dick Murphy

Sorry, Dick, a listing by N number or Serial number is impossible as we don't list all coupes - just members.

Skip

Dear Skip,

Enclosed is my membership dues.

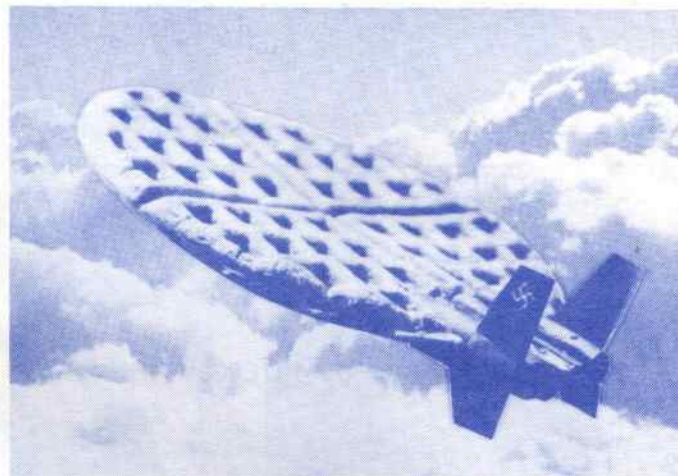
I request that you publish the fact that some mild censoring was done to my discourse on A.D.F. I referred to the frequencies from 550 khz to 1600 khz as the "S-t music band" and the spirit of the discourses suffered much change in calling it "rock and roll band."

Additionally, I referred, in a subsequent letter, to an unscrupulous salesman disconnecting the static side of the airspeed meter - thereupon rendering said meter optimistic — slipping the purchaser the fleshy scimitar, not the flashy scimitar.

I assume full responsibility should someone find my letters mildly indecorous.

But finally I wish to enclose a recently declassified World War II photograph of the entire German Luftwaffe.

Sincerely yours,
Barney Vincelette



Enclosed please find renewal of membership, and an extra copy of Transport Canadas safety letter from the aviation branch - they do good things. Did you know that here in Canada, Transport Canada, Communications Branch, does NOT do such good things...the license fee for a simple A/C is \$40.00, for a radio license, an increase of 100% over last year - - government restraint I guess. Worse yet, legislation dictates an ELT, which transmits when you crash, for which some Communications Branch inspectors want \$40.00 for an otherwise NORDO aircraft! "Previously, radial engines had been left uncovered for maximum ventilation. Then, in 1928, an engineer named Fred E. Weick, working for the government's National Advisory Committee for Aeronautics, confirmed that cowlings the engine would eliminate much of the drag that was bedeviling radial engine craft."

Where have I see that name before? The passage is from "The Airline Builders," one of a series of Time/Life Books in the Epic of Flight series.

Terry Dickie

Dear Skip:

Many thanks for publishing my last letter in December 1981 "Coupe Capers" and thanks to those who responded - especially John Howard and Bob Straight who were very helpful. I wasn't understanding most of what I heard, because I really didn't understand my own question. Ends up I drilled the nose skin off my 415-C when I didn't have to. Makes installing an interior a lot easier though!

That's where I am right now - fabricating an interior per photos sent to me by Dave Koepp from Denver. If I can duplicate half the beautiful job he did on the inside of his Coupe, I will be thrilled.

The project is progressing slowly but surely. Found an engine out of a Coupe in St. Louis. I've done an extensive top and generally cleaned it up. The side windows are on the way from Dave Edens and a new panel and nose bowl are on order from Kenney Engineering.

It ain't gonna be cheap but it sure should be pretty!

Maiden voyage is scheduled for October 1982.

Bill Yahner
18655 Bishop Lane, Strongsville, OH 44136

Coming Events

DOWN EAST FLY-IN

All Coupes are invited to a Down East Fly-In. The Carteret County Pilots Association has invited the Ercoupe Club to be their guest on October 8-10, 1982. The Fly-In will be held at the Morehead Beaufort Airport at Beaufort, N.C. which is located on the North Carolina Coast. There will be free transportation, lots to see and do and a Fish Fry on Saturday night at the Airport. This is a great time to visit the Carolina Coast. There are many great seafood restaurants and eating places. Beaufort is a historic area and there are bus tours and walking tours. For the hearty there is deep sea fishing from the area. The Captain Stacy party boat goes over 80 miles out and even has electric reels, prices are about \$40.00 a person for the day. The ladies will enjoy the many fine shops and stores. For more information contact Skip at P.O. Box 15058, Durham, N.C. 27704. Or Call (919) 471-9492. **BRING YOUR OWN TIE DOWNS.** 80 Oct. on the field.

FLY-IN

September 17-19 - Baltimore, Maryland - 13th Annual EAA East Coast Fly-In, sponsored by East Coast EAA Chapters. Pancake Breakfast, forums, seminars, IAc Aerobatic demonstration, static displays, awards, seaplane ramp. Glenn L. Martin State Airport. Contact: Gene Brown, 9028 Hickory Hill Ave., Lanham, MD 20706 (301) 577-3070 or Bob Wallace, 1800 Kittyhawk Rd., Baltimore, Md. 21220 (301) 686-9242 or 686-3279.

ANNUAL ARK. PICNIC

Sept. 24-26

Fred & Dorothy Weick - Honored Guests

Located halfway between Fort Smith and Little Rock on U 74 at Danil intersection. Cedar Creek Ranch. Page Strip is 3 miles east. Both sod and private. Land at your own risk or land at Russellville. APAI on the field (Page) 80 Octane. Distance awards for drive in and fly in. All meals free on the field. Happy Hour, live music. If you have sleeping bags, bring them. We have beds in house, cots in garage, campers, travel trailer, motor home, etc.

The crew came this morning to build a 36 x 100 hangar, so we will have a central information and meeting place right by airplane parking. Best Western Motel at Dardanelle 501-229-4118. Mention E.O.C. for 20% discount.

We enjoyed a ten day trip to Kansas and Colo. visiting friends and relatives, also the National. Good to see you all again. Ercoupers are the Best.

Leonard & Laura Page
Belleville, Ark. 72824
501-495-2647



Your Bonus Offer

Unisonic ultrathin credit card size full feature calculator with addressable 4 key memory function. Case and batteries included. A \$14.95 Retail value.



SPECIAL SKY PRINTS OFFER TO ERCOUBE OWNERS

The only available navigation service providing Coast to Coast, Border to Border portrayal of US Airspace. 26-12 x 18" fold back enroute charts and 166-6 x 8 1/2" TCA and TRSA Terminal Area Charts. All in 2 color, wire bound, and interleaved in a "where you need them when you need them" format. All straight line Airways and virtually all other unpublished direct, omni to omni courses are preplotted for you and all distances precalculated in both statute and nautical miles. All in a single volume!

Terminal Area Charts feature intersections, prominent ground references, reporting points, satellite airport locations, altitude and distance restrictions. All communications frequencies displayed by sector and/or active runway in use.

These, plus many other important features!

- Diagrams of all airports with Towers or IFR approaches, including unicom freq and pilot controlled lighting codes.
- Directory of over 3000 other airports offering some form of service to transients
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Includes the famous, original cumulative monthly update service. Every important change occurring during the year is accumulated and carried forward in each succeeding month thru December annually. There's never any posting or filing. When you receive each monthly mailing your atlas is updated for the entire year.

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St. Louis, MO 63317
(314) 862-2255

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.

FOR SALE

Massachusetts, 1946 Ercoupe C-85, all metal, damaged on landing, nose gear collapsed and plane flipped on back. Make offer. Brooks Payne, 195 South Street, Foxboro, MA 02035 (617) 543-2565.

Split Elevator \$225.00. Orin Harding, 5207 Bayberry Lane, Greensboro, N.C. 27405 (919) 288-4084.

Ercoupe 415-C 85 HP Excellent condition, ceconite wings, double nose fork, less 150 hrsMOH, Kenney nose bowl, new battery, new bubble windshield, new interior incl. carpet comilla, new paint job red and white - \$5900.00. Gene Dykes, 9190 DeJong Rd., Sheridan, OR 97378, (503) 843-3186.



NEW ITEM

Mixture Monitor EGT

*2 yr/1000 hr. guarantee

*Instant Temperature Readout

List...\$169.95

CLUB PRICE -----\$116.00



FLIGHT-STROBE

Fully FAA PMA'd

1 year or 500 hr. guarantee

Highest light output available

List...\$169.95

CLUB PRICE -----\$119.95

STAINLESS HARDWARE

NEW KIT FOR COUPES

Complete replacement kits of stainless screws for all insp. plates, fairings, cuffs, etc.

ONLY \$21.95

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TRIMCRAFT AERO II
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Phone: (414) 279-6896



Alon 1968 Model A2A with rudder pedals, spring steel gear with wheel pants, 3rd seat, canopy cover, tow bar, new annual, full panel w/gyro, 8 day clock MK-12A, X-Ponder, strobe lights, new nose & main tires \$12,500.00. Will fly the two planes to new owner if requested to do so. Gene Dykes, 9190 DeJong Rd., Sheridan, OR 97378, (503) 843-3186.

Due to health. 1946 415C 75 Ercoupe, less than 1500 hours; has been O.H.; good compression; double fork nose wheel, landing lights in shield skirts, ceconite wings in 1973, repainted 1978, new escort 110 1974, new mags, battery in 1982, some new instruments, metal prop w/spinner, belly beacon. Good pads, discs, tires and new control cables. Most work done since 1976. Has been hangered and well-maintained. Tel. 703-281-7409 (no collect calls), or write Walt Taylor, 9503 Percussion Way, Vienna, VA 22180. Plane presently in Caldwell, KS (60 mi. S. Wichita). If in area call Charles Tyler (316-845-2408) or write Route 2, Caldwell, KS. 67022. Priced to sell: \$5,500.

WANTED

Mooney M10 complete tail empennage assembly, i.e. Horizontal stabilizer, vertical stabilizer, right and left hand elevator assembly, rudder assembly, dorsal fin, etc. One set wheel pants for Alon with conventional gear. Alan Lovell-Spencer, 39 Elms Lane, Sudbury, Wembly, Middx., England. Telephone No: 01-904-8976.

One complete engine cowling for either an Alon or Mooney M-10. Call or write Edw. J. Kelly, 1800 W. Main, Box 762, Henryetta, OK 74437. Consider parts.

One set of Kenney wheel fairings. Call collect 1-206-452-4610. Terry Edmiston, 986 Bean Rd., Port Angeles, WA 98362.



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Best Injection system in the business
\$295 complete—satisfaction guaranteed

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Material for publication must be submitted on the 1st day of the month preceding the date you want it to appear in the Newsletter. The Newsletter will be mailed on approximately the 10th of each month.



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BLUEMAGIC

Blue Magic Metal Polish Cream is 100% non-abrasive and "Polishes without Scratching." This makes it ideal for chrome, aluminum, magnesium, gold, silver, copper, brass, bronze, stainless steel, pewter, and even on hard plastics such as plexiglass and fiberglass and also polyester varnishes.



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454 Gram (16 oz.) Can with Pull Top Lid and Plastic Cover

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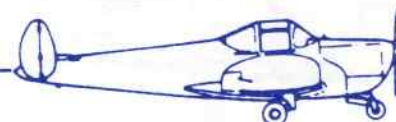
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