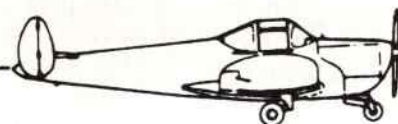


COUPE CAPERS

NEWSLETTER OF THE ERCOUE OWNERS CLUB



Volume II, Number 6, November 1982

Telephone 919-471-9492

Editor: Skip Carden

WATCH WHERE YOU LAND!!

If you have ever looked at Avon Airport, near Vail, Colorado, and thought of landing there - DON'T! This airport is owned by Rocky Mountain Airline and they want to keep it all to themselves.

On Friday, July 23rd, Dave Allen and John Monteith left BFGP for a 750 Km triangle flight into the mountains. A change of weather after they reached their first turnpoint of Glenwood Springs indicated that they would be unable to continue and they began to work their way back toward BFGP. They found themselves below the level of the mountains in the area of Avon and were finding little lift to sustain their flight. After several calls on 122.8 (the published frequency of Avon) with no response, John landed and was immediately accosted by Rocky Mountain employees. Dave had to land about 20 minutes later and received the same treatment. The sailplanes were dragged to an area which would not interfere with Rocky Mountain flights and both pilots were told to come to the office to talk by telephone with Mr. Tim Mooney, the manager in Denver. He advised them that their ships were being impounded pending an 'investigation' and demanded that they sign a form which allowed him to do so.

Dave and John refused to sign the forms and called their crews. When the crews arrived, Mr. Mooney let them into the airport so the sailplanes could be put in the trailers and locked the gates, locking them inside a chain-link fence. He was told that it was unlawful to detain them without legal process but he refused to listen and left.

After the ships were trailered, the two pilots and their crews were able to effect a departure from the airport by pushing a van, which was used to block one gate, out of the way and by lifting a second gate, which was chained shut, off its hinges. When Mr. Mooney found that he prisoners had escaped, he filed complaints with the Eagle County Sheriff claiming criminal trespass. It's probably the first time in history that charges of "Breaking and Leaving" have ever been filed.

There was no damage done or claimed in the landings, it is just the fact that Mr. Mooney wanted to punish the pilots for landing there. Such actions and attitudes of a small airline serving Colorado makes one wonder if they want to ever buy another ticket from such a firm.

Excerpted from "Birdseed" newsletter of the Colorado Soaring Association, Black Forest Gliderport, Colorado Springs, CO 80908, August 1982 issue.

THE WISCONSIN ERCOUPER

Fellow Ercouper:

My apologies to each of you for my picking two months in a row that weather wise were really lousy. I can

only hope that the next two fly-outs (our last for this year) are a little kinder to us.

Don Barneson of Minitowoc took over my responsibilities on Sept. 12 and his report was that Herb and Bernice Duescher from Luxemburg were the only arrivals that he could recall. I thank you Don for taking over for me. The only bad part was that the weather was so crumby you weren't very busy. I only wish that you could have greeted many more.

The response I have been getting on renewals of the Newsletter has been terrific. I thank you for feeling that this manner of keeping in touch is worth the trouble and expense. One other thing, this is YOUR newsletter so, don't hesitate to let me know what you would like to see printed. Next year is not that far away so, any preference you may have for a fly-out site, let me know and I'll fit it into the schedule. To date Sextonville, Reedsburg & Prairie du Chien have been suggested. How do these places fit into your field of thought?

Our next scheduled fly-out is to Janesville on Oct. 10. There is a pretty good restaurant on the field where we can fill up the empty spot behind our belt buckles. If you use VOR 113.4 remember it is located about 4 miles southwest of the field. Field elevation is 808' pattern alt. 800' (1600) M&L Approach 126.0, Control Tower 118.8, Ground Control 121.9. Weather being decent for a change, I sure hope to see you there about noon.

Our last scheduled fly-out will be Nov. 14 at Fond du Lac. Use 122.8 for contact with the field. We can call the Holiday Inn to come over and pick us up so that we can take care of our calorie requirements.

I am still working on the plan of getting wallet size card for our group. As soon as they become available, I'll see that you get one.

I have been in contact with Vern Brown in Minn. in regard to our having a two state get together next year. As soon as we get the date and airport decided on, I'll let you know. He sure seemed very pleased at the prospect. More later.

PILOT LANDS ON HIGHWAY

August 8, 1982

Pilot Robert Kellogg was on his way home to Chandler after a refueling stop at Havasu Airport on a solo flight from Las Vegas late Sunday afternoon and was about 12 miles south of the desert airfield when his engine stalled.

"Mayday, mayday," Kellogg cried into the microphone. His distress signal was monitored by crews at the Havasu Airport and immediately an ambulance, fire apparatus and two police squad cars raced to the potential crash site. He made the life-safety decision to avoid a desert crash and landed safely to avoid a desert crash and landed safely on highway 95, about five miles south of SARA Park.

"I was shocked when the prop stopped," said the University of Dayton research instructor. He said he was 1500 feet above the desert floor when the red wing light appeared on the instrument panel. Then the engine quit.

"I thought about landing on the desert, but couldn't find a flat area. I never would have made it," the pilot said. "My only chance was to land on the highway."

Kellogg said he had only three minutes gliding time and glanced the highway seeing only a glimpse of an oncoming vehicle perhaps 15 miles ahead. "I was just very lucky I got to land on the highway."

He managed to land the plane and bring it to a rapid halt, hopped out of the cockpit and backed the plane off the highway onto the desert. He said the only cause for the engine failure was vapor lock, Havasu Aviation later confirmed by mechanic George Molitor, who was called to the scene.

After a pre-flight examination, Deputy Sheriff Hank Bobzien and Deputy Sheriff Charles Ward blocked off the highway. Kellogg then taxied onto the highway. When clearance was given he roared down the macadam and became airborne 1500 feet later.

A NOTE OF CAUTION

A time to swallow pride and hope that someone can benefit from another's mistakes.

On July 1st, just prior to the National Fly-In, a verbal commitment was received to buy Forney N1LL. Upon return, a \$500 deposit was received with the understanding to remove the rudder pedals and reconfigure the controls for the two handicapped buyers, change N number, and perform minor repairs to their specifications; all for the original price. This was accomplished and in the interim a loan was taken out, to be paid off with the money from the sale. After innumerable delays by the buyers, a terse phone call from them, received by my wife, cancelled the sale. This occurred on the last day of August. All of my personal costs, an outstanding loan due and the loss of two summer months in which to sell the aircraft were down the drain. The financial loss is far in excess of the \$500 I retained. The cause of this all? A compassionate seller and a trusting hand shake! A lawyer friend confirmed that I had no recourse without a formal written contract with all particulars of the sale included. **LET THE SELLER ALSO BEWARE!**

Still the owners of N1LL,
Jack & Elke Trnovec

HARKNESS COUPE

Ron Jewett called me to let me know the progress on Jack Harkness' Coupe. As you know the Arizona Coupe Group is re-building Jack's coupe and will offer it for sale when they finish. Ron says that the engine is finished and they are doing the final assembly now and hope to be finished very soon. He said that they had gotten some good TV coverage from channel 12 in Phoenix.

Ron also told me that the Arizona Coupe Group would hold their annual fly-in this year on April 22 and wants to invite everyone to attend. They hope to make this the largest and best fly-in ever so plan now to start the fly-in season in Phoenix on April 22!



RIPPED OFF AGAIN

I have just read the current issue of the AOPA PILOT magazine and have learned that the congress has passed legislation that will hit all of us right where it hurts. That is in the pocketbook! What really hurts is that this measure was supported by several large aviation organizations, and I wonder why?? I was especially surprised to see that GAMA, The Airline Pilots Association, the National Aeronautic Association and last, but not least, the EAA! I conclude with Mr. Baker that this is the worst piece of legislation in aviation history! In brief, in addition to the immediate TAX which you are aware of if you have purchased any av gas recently. Also the following little niceties go along with this bill: triple fuel taxes and increased airline ticket tax to 8%, exempts helicopters from the fuel tax, no ADAP funds to privately owned public use airports (more than half of the general aviation airports fall into this category), unless they are a reliever or have commercial service. Only one like this in USA! No funds to states for construction and improvement of general aviation airports. Allows closing of 5 flight service stations and reduction to part time service of 60 in 1983 with more to come. Allows a monopoly of FBO's at publicly funded airports. Where does all this money go? Well here is a rundown: a 20 year airways modernization at the modest cost of 8.5 billion, which would require the general aviation user to equip his plane with \$25,000.00 worth of equipment minimum, and you can't use the system without the equipment. More than 7.4 billion to be used for daily operating expenses of the FAA and so on.

I am concerned about this legislation as is Mr. Baker who, with the AOPA fought its passage. Now that it is law we can only do our best to get it repealed if we are to not be legislated out of the sky. As you remember we fought to have the first ADAP bill renewal die because it was a bad bill and now we are burdened with a new and more severe one. What can we do? We can do what we have in the past. Write our representatives expressing the unfairness of this bill and ask them to support a move to repeal it. It really works as with our crusade for auto gas and especially in this election year be sure to support those who are on the side of general aviation. For a more in depth review of the legislation, I suggest you read the October issue of AOPA PILOT. If we are to survive we must fight this legislation or you can sit back and buy \$25,000.00 worth of equipment to go in your \$7,000.00 airplane so you can continue to fly. Which will it be?

CLUB COUPE

I have finally gotten around to working on the Club Coupe and am learning many things that I want to share with you. The most important thing to remember is that we are working with an airplane that is 36 YEARS OLD which means

that everything needs to be checked and this is what we are doing with the club Coupe. The first item was the bottom skin on the tail cone which was heavily corroded from sitting on the ground. This had to be removed and will be replaced with a new skin that I have made. Next we found that the rear fittings that hold the horizontal stabilizer were very rusty and since these four small steel fittings are all that hold the entire tail section on, we felt that they should be removed and checked. This was done by drilling out the rivets that hold them to the two rear formers. After they were removed we glass beaded them and checked them for any signs of failure but found none. Next we sprayed them with zinc chromate primer and cleaned the formers with a fine wire brush. This may seem like a simple thing but consider again that this is all that holds the entire tail assembly on and I wanted to be sure that these pieces were in the best of condition.

You can check your fittings by removing the screws that hold the tail cone and looking at the fittings with a flashlight. If the plane has been stored outside, you may find the fittings to be rusty. If so, I recommend that you do the same thing that I did. It is a time consuming job but better to be safe than sorry!

Next I took a small fine wire wheel and attached it to an electric drill which I used on any spot that looked like there was an corrosion. The wheel will remove all the surface corrosion and get down to the metal. I next wiped down the entire area with kerosene, allowed it to dry and then wiped it down with a clean dry cloth and sprayed it with zinc chromate primer. Around all the formers I mopped with a kerosene soaked rag. This will evaporate leaving a residue that will help protect the metal and fights corrosion. Hydraulic oil or automatic transmission oil will also work. The idea is to provide an oily film to combat corrosion. The next place that needed attention was the area just under the hat shelf in the belly of the tail cone. This attaches to the center section and needs to be carefully inspected also as water tends to collect here. The steel fitting was found to be rusty so we again used the wire brush and applied a good coat of zinc cromate to the entire area after cleaning. I then turned the tail cone over and did the same thing to the bottom of this area. All of this takes a lot of time but I will know what the condition of each piece is when I finish.

I still need several parts to finish, but hopefully someone will see fit to make a tax deductible donation of these parts! Set of alerons, rudder and fin, possibly a horizontal stabilizer and elevator (lots of corrosion on these parts) and possibly some wing parts and last, but not least, a motor mount.

In the coming months I will be giving you a detailed account of the steps taken to build the Club Coupe. I think that this will afford us a lot of information on what potential problems you could expect to encounter on a project such as this. By next month I hope to have some photos of the coupe so you can get an idea of what this project will be. Again, your help and support will be appreciated as we bring the project along.

WHAT PRICE AN ANNUAL?

Skip

As the title suggests, this article will deal with the costs of annual inspections for different types of airplanes. This was

prompted by two recent telephone calls. Both of the aircraft owners were about to be had by their respective mechanics. This brings up the problem of many owners not having any idea about what the annual inspection should cost. How much should an annual on a healthy airplane cost and how much of the work can you do yourself?

The Club furnishes to all new members a list of things that you, as an owner, can legally do. Of course, I would suggest that you be somewhat mechanically inclined before tearing into your airplane. Also, I would check with the mechanic as to whether he wants to have any help or not. Some would rather not have owners removing screws and things while they are working. I even had an owner write recently who said that the mechanics were telling him that he could not strip and re-paint his airplane. I sent him a copy of the FAR's which plainly state that you may repaint anything except a balanced control surface. So, once again, we have an owner who was about to become a victim. Then I had the crowning call of all times. An owner in California called and wanted to sell his ERCOUPE because he said that he could not afford the annual. I asked if I might inquire what was the problem and he said that he just couldn't afford the \$4200.00 for the annual inspection! I asked if this inspection included a new engine and all new radios with a new paint job to boot. He said no!! In fact, he told me he had already paid the shop \$500.00 just to tell him that it would cost \$4700.00. He got them to come off the price a little. I asked what they had found so far and he said: "the head tank was seeping a little and so were both wing tanks, staining the paint. Also the aleron had a little play in it and the inner bellcrank would need to be re-bushed, and that the propeller bolts needed to be replaced." Well, I almost told him that I would fly out and fix it for only half that as I figured that I would fly to northern California, make the necessary repairs, get it signed off and be back home in less than a week and be \$1,000.00 richer after expenses. But, alas I couldn't do this to a fellow Couper so I sent him to a member in Oregon who I am sure will get him in the air for a reasonable charge.

I also got a call from an owner of a Cessna 150 who said that his friendly FBO had quoted him a price of \$425.00 as a base price to do his annual on a basically healthy airplane and his question to me was "wasn't that a little high?" Once again I wanted to know if this included new tires, battery, radio repairs and oil and filter change and a year's subscription to Playboy. He said this was the price if they didn't find anything wrong. Now how many times have you heard this old story, and when you go back the bill is usually two or three times the base price and you wonder how the airplane was able to fly the last hour in such bad condition.

Well, here are the facts. An annual on a healthy Cessna 150 should run from a low of \$100.00 to a high of \$300.00 in upper NY state, but you should pay no more than \$240.00 TOPS, for the base rate. In fact, in a recent issue of Trade-A-Plane there was a shop advertising a rate of \$150.00 for Cessna 150's, 172's, 180's and Cherokees with a three day turn around. Now if they can do it for that why not the local guy??? This question is the mystery of all times. My man just annualled an ERCOUPE with an O200 in it, installed new metal to metal seat belts, changed the oil and filter, washed the engine and exterior, including all parts and labor for \$250.00.

Another coupe owner called to tell me hat he had an annual and had had Cleveland brakes installed for only \$125.00, a real good buy.

In closing, I cannot tell everyone what to expect to pay for HIS annual, but I hope the above will give you a range of prices to use as a comparison. I would like to ask that all of you take the time to send me a Post card with what you paid for your last annual and what work was done and I will try to formulate it and publish the results so we can STOP this legalized theft. I would also ask that you send me the names of those who you have found to be fair and honest in their dealing with you. I will publish the names of those so that the members in that area can get a square deal.

I am not against paying a fair price for value received, but I will not be ripped off as so many are trying. Another Florida owner reports a \$450.00 annual and it is simply not worth this for four or five hours of work. So, let me hear from you and we will see what we can do about the high cost of annuals.

Skip

ACCIDENT REPORT

An Aircoupe described as owned by Aircoupe Tiger Air Flyers of Denver, Colorado, and piloted by Judy Schweitzer, with Robert Estock as instructor was involved in an accident on September 3, 1982 at 2238Z at Englewood. The pilot and her instructor were doing touch and goes when they lost power 1/2 mile southwest of the airport. The airplane was landed in the Inverness Industrial Business Park with substantial damage to the aircraft and unknown injuries to the occupants. The Bloomfield office of the FAA is investigating.

A Forney Aircoupe, N2932H, owned and piloted by Delmar Clifton of Silverdale, Washington, was involved in an accident on September 7, 1982 at 2310Z at Thompson Field, Kingston, Washington. On take off the engine lost power and on the subsequent landing the aircraft flipped over on its back. There was su to the aircraft but no injuries to the pilot or his passenger. The Seattle office of the FAA is investigating.

Hints 'N' Tips

I would like to talk about a carburetor problem that I encountered in my 1958 Forney F-1. I had climbed to my normal 1500' and pulled back to 2100 RPM and was teaching my son the fundamentals of heading and altitude control which I noticed the RPM at 1800. Since I hadn't touched the throttle I assumed that it was carb icing. I pulled on the carb heat and the RPM came up to almost normal. I was proud of my skan and gave it a few minutes and then pushed it back in. (There was a little haze but not much). The RPM went immediately to 1800. I knew there was something else. I thought of the intake filter that may have moisture in it and frozen. That had to be the answer. It was not. I replaced it on the ground. The mags checked out on run up and carb heat checked out so I took off again and lo and behold it happened again. Back to the stip and some more deep thought. Somehow the fuel was not getting to the engine OR it was leaning out by itself and losing power. I pulled the carburetor off (one inside

nut very tricky to get to). Opened, cleaned and closed after removing a lot of sediment. But my real problem was obvious with that little jewel in my hand. A lead plug, placed there by the factory had fallen out allowing air to bleed past it. Replaced plug and problem went away. Two weeks later had difficulty at idle. Checked on idling adjust and saw second lead plug gone. I fixed it and it runs nicely again. Hope this little incident may be of some value to others with C-90 engines.

Thanks again, Skip for a very worthwhile publication and I hope I can be of some value to you.

Paul J. Connelly DDS
418 Massachusetts Ave.
Acton, Mass. 01720
617-263-2580

HAVE YOU CHECKED YOUR ENGINE NAME PLATE LATELY?

Will you do this? You should, as, when I did, it still said it was an engine of 75 HP. However, the log states that in 1964 it was changed to 85 HP. Well, what do you do? First you write Continental and they send a copy of Service Bulletin M75-5. Next you call FAA and the inspector stops after 2 or 3 long distance calls. He in turn checks all items as to proper number (carb, mags, starter, gen. prop. etc.) as well as oil sump, baffle, paper work, etc. This takes about 3 hours. Then he goes back to his office and calls 2 or 3 more times as it seems he does not have the M75-5. So then I call Continental a time or two. Well, at last FAA sends a letter stating that all is well but No. 337 was filed so I must send a letter to Continental (see Notary) so stating. Of course the FAA Memo and \$10.00 must go too. I hope to have the new plate soon and then all is well and the 85 will run must better..

Carl Hall

CONTINENTAL AIRCRAFT ENGINE SERVICE BULLETIN

1 March 1975

TO: All Owners and Operators of Continental Aircraft Engines
SUBJECT: AIRCRAFT ENGINE NAMEPLATES

Gentlemen:

Before Teledyne Continental Motors can issue anyone a new nameplate, the person involved must first contact his local FAA office and obtain approval from them in accordance with FAR Part 45, Section 45.13(b). In addition, if the old nameplate has een lost, it will be necessary to supply a notarized statement to that effect, giving the engine model and full serial number along with evidence of FAA approval.

The old nameplate (when available) must be submitted to TCM along with evidence of FAA approval, and a remittance in the amount of \$10.00 to cover costs involved in the handling, stamping and mailing of a new, permanently-stamped nameplate.

Because we did not, in all cases, make it mandatory in the past, we wish to emphasize that a nameplate will not be supplied at the request of anyone unless the remittance is received

with the request.

All requests, along with the \$10.00 remittance, should be sent to the following address to expedite shipment: Teledyne Continental Motors, Attn. Service Department, P.O. Box 90, Mobile, Alabama 36601.

If, for any reason, it becomes necessary to check on the status of your nameplate, call (205) 438-3411 and ask for "Office Services," or address your inquiry to the Mobile address given above specifying "Attn: Office Services."

HELP NEEDED

Dear Mr. Carden,

Have enclosed my check for membership in Ercoupe Owners Club.

I have been flying my 1946 415D serial No. 3477 since 1966.

Would like to inquire if any of the members know of a way to prevent the nose wheel from turning so that I could pull my Coupe from the rear by a wench into my hanger.

Thanks,
Tom Carson

Mail Box

FRANK & COUPE CHECKS

Dear Skip,

It was our first trip to the National Convention and our impression was that it was a fantastic experience. Our fearless leaders, Roy and Eileen Wright guided our way thru rain and lightning over the Sierras to Loveland. The highlight, of course, for us was to meet Fred Weick and his lovely wife and also to meet Frank Saletri, author of "A Touch of Class."

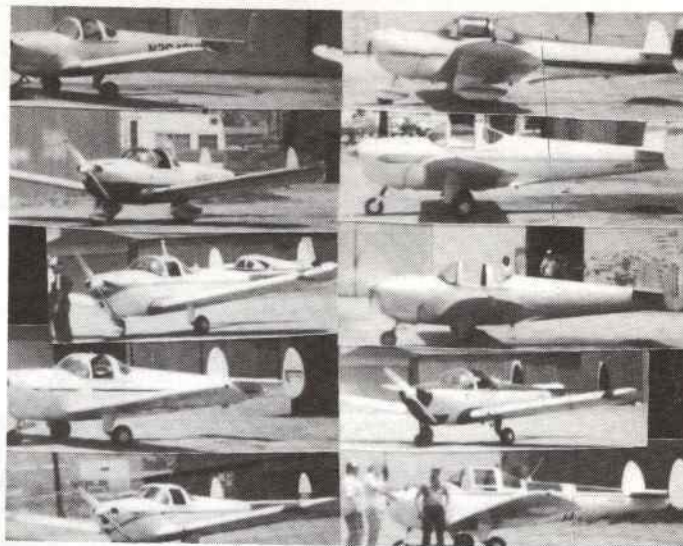
I asked Frank if he knew that the Ercoupe won the first Powder Puff Derby and he said he was not aware and asked me to send him a Xerox copy from the History of the 99's that relates to the first Derby. I invited him to visit the Santa Monica Airport to watch the start of the 13th Annual "Palms to Pines All Women's Air Race," July 30th; Santa Monica to Independence, Oregon. I was to telephone him when I arrived in Santa Monica for I was going to be a co-pilot in a 172 with another 99's member from the Palms Chapter.

When I arrived and phoned Frank's office, I was told that Frank had been a victim of homicide and burglary and that it would be my duty to inform the Ercoupe Group. What a shock! Words cannot express my anger and sadness for such a tragedy. I am sure we all have lost out on what Frank had planned...a second edition of the "Touch of Class."

On the lighter side, I am sending you the address of the company that can print Ercoupe checks if anyone so desires an Ercoupe on their checks. It is a special number, No. 752 SP-752, Deluxe Check Printers, P.O. Box 1000, Beaverton, Oregon 97005, telephone 1-800-452-1185.

Thank you for a successful Fly-In Convention and your continued devotion for an excellent "Coupe Capers."

Mary Roscoe

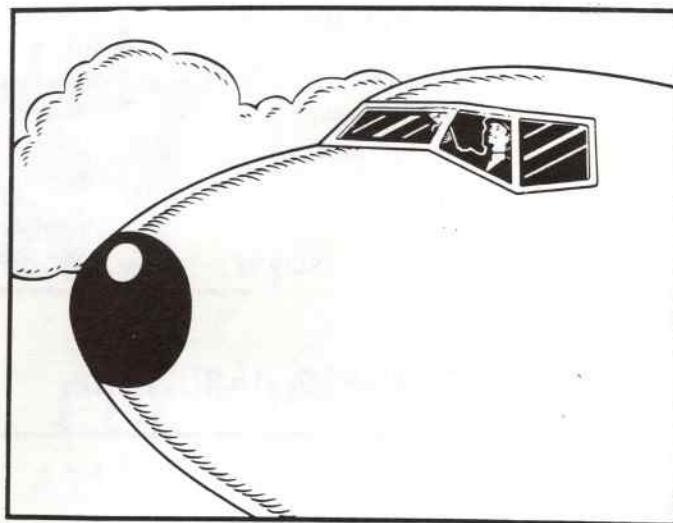


AERIAL TRIBUTE

Ten Ercoupes gathered to over-fly the Funeral Services for Frank R. Saletri, publisher of *The Ercoupe, A Touch of Class* in the traditional missing man formation.

Frank's sister, June Kirk, has written, "I can never thank you enough, each and every one, for your fly-by. It was beautiful and we know Frank has indeed, 'Put out his hand and touched the face of God.'"

Participants were (Left row) Dick Groff, Bob Elliott, Jack Owen, Roger Koach, Wayne Olson, (right row) Joe Figueras, Scott Reaser, John Buckner, Rick Moore, and Joe Brooks.



Say again, Tower. We're number two
to land...following a WHAT !!

COMING EVENTS

ANNUAL ARIZONA COUPE GROUP FLY-IN

APRIL 22 1983

Plan now to start the Fly-In
Season in Phoenix on April 22'

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

415C 85 H.P., Escort 110 720 STOH, 2545 TT, clean interior, exterior, strobe, tinted rear plexi, complete logs, all AD's complied, good overall condition. Based near Raleigh, N.C. Tel: Days - A. Gelbin (203) 966-3984. (No collects) \$5600.00.

1946 Ercoupe, low time 368 hrs. Test 78 all 4 cyl., good fabric on wings, intercom & twin headsets with push button mike on both wheels. \$5,300 firm. No collect calls. Reason for selling - I am 70 years old. Freeman Dines, days (714) 642-5876, evenings (714) 530-1784.

ELT REPLACEMENT BATTERIES

Dorne & Margolin (24 mo.) ELT 6 models	\$34.00
MERL, Inc. (Iarago, 24 mo.)	\$40.00
Leigh Systems (Cessna, Sharc 7/24)	\$30.00
Narco ELT-10 (24 mo.)	\$35.00
EBC-102A (20 mo.)	\$22.95
Pointer (36 mo.)	\$32.00
Alert (36 mo.)	\$59.00

FLIGHT-STROBE

Fully FAA PMA'd
1 year or 500 hr. guarantee
Highest light output available
850 ECP
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. 525 pieces.

ONLY \$21.95

"No shipping charges on
pre-paid orders"



TRIMCRAFT AVIATION, INC.
P.O. Box 488, Genoa City, WI 53128
Phone 1-800-558-9405



1946 Ercoupe-415C, CF-HIN, all metal, 85 HP, 820 hrs. SMOH, 400 hrs. STOH, big trim tab, bucket seats, rudder peddals, 100 channel Genave radio, enlarged baggage compartment, front and main gear rebuilt. NEW: Shielded harness, magnetos, battery, exhaust, carb, fuel pump, brakes and wheels, bellevill springs. For further information contact: W. Lloyd Greene, 5712 Allen Avenue, Powell River, BC V8A 4J3, 483-4257.

Teflon Engine Treatment. Concentrated. Use only several tablespoons with ea. oil change. \$8.95 PP, Joe Cael, 20 Stage Road, Newark, DE 19711.

Ercoupe Needlework Graphs - 3 views, a large 3/4 view, a medium side view, and a small front view. Graphs are made for counted cross stitch, but can be used as pattern for needlepoint, larch hook, knitting or crocheting. \$2.00 plus postage and handling. Other airplanes as well as aviation sayings also available. Write for complete listing. Aire-Crafts, P.O. Box 12074, Florence, S.C. 29504.

WANTED

Alon or Cadet. Plan to buy the best offered then sell my 1947D model. Please send photo and details of time, equip., etc. to Joseph Cael, 20 Stage Road, Newark, DE 19711, 302-368-2211.



As seen on Gene Taylor's National Grand Champion Forney and on Leonard Page's Wasp.

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

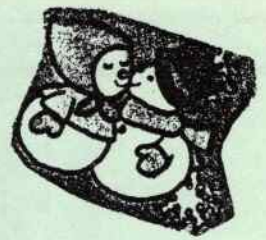
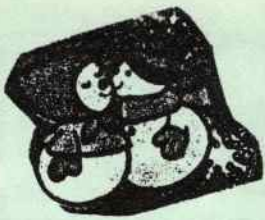
WRITE FOR YOUR FREE BROCHURE

HOMSLY AIRCRAFT
C O M P A N Y

2000 Remount Road

North Little Rock, Arkansas 72118

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.



CHRISTMAS GIFT

— PERFECT FOR —
THE PILOT WHO IS HARD TO BUY FOR
THE NERVOUS PASSENGER
RELAXING-ENTERTAINING-EDUCATIONAL

TURN-BANK CLIMB-DESCEND

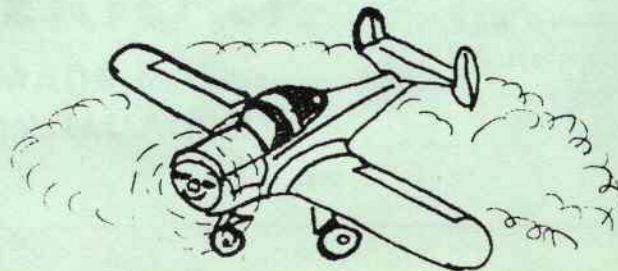
PILOTS PLAYTHING



\$4⁹⁵
TAX & POST.
INCL.

Malibu Pools
3935 W. Country Gables
Phoenix, Arizona 85023
602-938-5254

A MUST FOR ERCOUPERS
CALMS JITTERS WHILE AWAY FROM PLANE

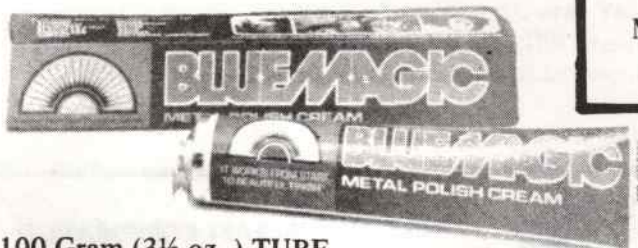




" YOU WILL BELIEVE IN MAGIC WHEN YOU SEE THE SHINE OF BLUE MAGIC "

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.



100 Gram (3½ oz.) TUBE **\$6.17**



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

\$15.89

Price includes postage - discount to dealers - Canadian orders add 15% NO COD Allow up to 6 weeks for delivery
Walt Bacon winner 1982 **BLUE MAGIC AWARD**

10% DISCOUNT
TO
EOC
MEMBERS

SEND S.A.S.E.

SAMPLE

**FREE
POLISH**

SAMPLE



White Magic Polish Helper — the super polish helper that is compounded from the finest polishing ingredients. A snow white powder of the finest texture, when used with Blue Magic Polish Cream, the toughest of tarnish is removed to reveal the brightest lustre ever! White Magic polish helper is perfect for large areas.

"White Magic" Polish Helper

200 Gram (7 oz.) Shake Top Can **\$4.04**

Order From

NATIONAL



DISTRIBUTOR

P.O. Box 622 KC

Toccoa, Georgia 30577

Don't Fly a
DOG



DRESS IT UP WITH A NEW
Airtex **INTERIOR!**

All Items **READY-MADE** for Easy
DO-IT-YOURSELF INSTALLATION

- UPHOLSTERED FOAM CUSHION SETS
- WALL PANEL SETS
- CARPETS
- FIRE WALL COVERS
- BAGGAGE COMPARTMENTS

PROTECTIVE COVERS

RE-COVER ENVELOPES
AIRCRAFT FINISHES
RE-COVERING SUPPLIES

— Send for **FREE Catalog** —
Fabrics Selection Guide \$3.00

Airtex Products, Inc.

259 Lower Morrisville Rd.
Fallsington, Pa. 19054

(215) 295-4115





COUPE CAPERS

P. O. Box 15058

Durham, N. C. 27704

BULK RATE
U.S. POSTAGE
PAID

DURHAM, N.C.
PERMIT NO. 245

WANTED



Coupes & Coupens!

FOR
ARIZONA FLY-IN

APRIL 22-23 '83

Skyport

Aircoupe Services
Division, Fox Engineering Company

Skyport is a distributorship specializing in, and limited to, Ercoupe/Aircoupe.

Skyport service includes knowhow, careful attention to your order, and attempt to make everything you may require for your Coupe available from this single source.

PHONE 517 - 782-9340

1340 FRANCIS STREET
JACKSON, MICHIGAN 49203



ATTENTION COUPE OWNERS



AIA

P. O. Box 19022
Greensboro, N.C. 27410

SERVING YOUR INSURANCE NEEDS

Out of state calls TOLL FREE: 1-800-334-0061

• In N.C. call collect - 919-668-7751

Feel secure and insure with a professional!



UNIVAIR AIRCRAFT CORPORATION

(303) 364-7661

UNIVAIR

- FAA TYPE CERTIFICATE HOLDER
A-718, A-787
- MANUFACTURERS - ERCOUBE; FORNEY, ALON,
MOONEY M-10 PARTS UNDER FAA PRODUCTION
CERTIFICATE # 414.
- ORIGINAL PARTS
- SERVICE AND CONVERSION KITS
- ACCESSORIES
- PROPELLERS - WOOD AND METAL
- TIRES, WHEELS AND BRAKES
- WINDSHIELDS
- MANUALS (BULLETINS AND MEMORANDA, OWN-
ERS, SERVICE, FLIGHT, ERCOUBE
ELEMENTARY FLIGHT MANEUVERS
AND MORE)

Plant, Offices and Warehouses:

"KCF"

Route 3, Box 59, Aurora, Colorado 80011

National Aviation Enterprises, Inc.

P.O. Box 611462 • North Miami, Florida 33161

Jet Age Features for your Ercoupe

"Don't Take Off Without Them"

- New Style Window System
- Overhead Console
- Instrument Panel Overlay
- Improved Rear Window Kit

Send SASE for free photo CATALOG

Kenney Engineering



MODIFICATION KITS TO UPDATE
YOUR ERCOUBE

P. O. BOX 1451

• NOSE BOWL FOR IMPROVED COOLING

• "ALON" STYLE INSTRUMENT PANEL

TORRANCE, CALIF. 90505