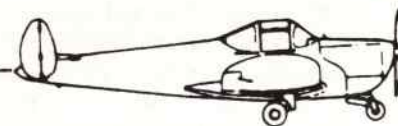


# COUPE CAPERS

NEWSLETTER OF THE ERCOUE OWNERS CLUB



Volume II, Number 7&8, Dec.&Jan. 1982-83

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Editor: Skip Carden

## Regional News

### ARIZONA COUPE GROUP

The Arizona Coupe Group held their regular monthly meeting on September 6 at the Duval's home.

The main topics of the meeting were our next annual Arizona Fly-In and the work status for completing Jack Harkness' Ercoupe.

The group voted to hold the Fly-In at the Deer Valley Airport in Phoenix (same as 1981) on April 23 and 24, 1983. We will publish more of the details during the next few months.

Jack's Ercoupe rebuild is coming along, slow but sure. The engine has been completed and is now installed. The wings are still in the recovering process and should be completed soon. The plane is still at the Jewett's residence and Ron and Joy have been working on general cleanup and polishing of the fuselage. A work party of the members are also in the process of rewiring, working on brakes, radio, etc. We plan to have the plane ready to move to Deer Valley Airport this week-end and hopefully it will be completed and ready for sale within the next couple of months.

Our high summer temperatures are letting up now and we are beginning to enjoy some cool flying weather. Last week-end, four coupes flew to Prescott (80 miles north) for breakfast. Those making the trip were Ron Jewett and Ralph Frazier; Jim and Peggy Cox, Bud Warner (solo) and Jim and Marge Duval.

Jim Duval

### AREA NEWS

Hi Skip,

Well, the Minn. Wing got together last week and met at Telemark Lodge, Cable, Wisc. I was very pleased with the turnout. We had eight coupes, one Piper Colt and a Mooney. A total of 19 people. Roger Bagalien and co-pilot, Charles & Betty Schulty, Henry & Tom Taxes, Myrna & Snap, Emil & Louis Duseby, Russ Jensen and co-pilot, Wayne Erickson in the Piper Colt on a solo cross-country. Wayne and his dad, Bud, have a coupe in their hanger that they are getting ready to fly shortly. They have gone thru it completely. New nose wheel, rebuilt engine and a lot of other work. Bud Erickson flew left seat in my coupe and checked out in it. Then came Jim and Carolyn Cox along with Missy, their granddaughter in the Mooney. And let's not forget Bert Ellegaard. You know he'll show up at most of the fly-ins. Dear Libby, the gal. that runs the F.B.O. there had to get her camera out and couldn't believe all the coupes in one place. I told her she should have been at Leonard & Laura Page's picnic in Ark. We had about

30 or so coupes there in spite of the weather. By the way, Skip, too bad the weather was sour up North and East. We would have liked to see you and Carolyn there. I am already making plans for next year in Bellevue, Ark. Next June the Minn. wing will have their campout at Detroit Lakes, Minn. We don't have anything planned between now and then, but who knows. Maybe someone has a place to go this winter. Got to close for now. So, until something happens, keep the Coupes flying.

Vern Brown  
Minn. Wing Leader

### THE WISCONSIN ERCOUPER

Fellow Flyer;

How was I to know one month ago that the Brewers would take Sunday, October the 10th to become the American League Champs and strike us out on our fly-out to Janesville? At any rate, that is what happened. Two months in a row, we got weathered out real well and now we struck out.

Those who managed to pull themselves away from the TV set were Dave Perrin, wife Naomi and son, Tom, who flew up in Grumman N72901, (a welcome candidate to the EOC), Ray Amtmann from Brookfield who managed to find his way around many detours on the road, drove in. His engine is getting a physical for bad lungs and poor circulation. Jerry Anderson and myself from Racine flew over in N99116 that had just passed its annual a week ago. I don't know what Chuck Seymour did to that "85," but she purred like a Swiss watch all the way. The airways were mighty clear that day, proving that Coupers weren't the only ones grounded by a ball game.

For those of you who have Bendix mags in your birds - you better check the series numbers against the ones listed in AD 82-20-01, dated 9-19-82. If you don't have a copy of the AD, see your mechanic to find out if yours are O.K.

I dislike inserting anything in the Newsletter that is tainted with politics, but, on page 4 of the AOPA Newsletter of October, 1982 there is a mighty potent list of how our Representatives voted in regard to the added gas tax we are going to have to pay. Those who voted against the tax were Rox and Sensenbrenner. The ones who gave us the cold shoulder and straight finger were Aspin, Zablocki, Reuss, and Obey. They represent us??? Nuff said.

Our last scheduled fly-out for 1982 is set for November 14th, weather willing. Fond du Lack is the place somewhere around 12:00 noon. We will call the Holiday Inn and they will come over and pick us up so that we can fill that gap behind our belt buckles. The field elevation is 809', Unicom 122.8, Right hand traffic on 9 & 18. Bring along your suggestions for places to go next year and whatever else is on your mind. I am



always open to suggestions and opinions and whatever else it takes to make these fly-outs more interesting.

Don't forget to mark Nov. 14 on your calendar and hope for good flying conditions. See you in Fond du Lac.

Here's wishing you clear skies and a good tail wind.

Bob

## REGION 7 FLY-IN PICNIC

The Best LITTLE Chicken Farm Ercoupe Owners Club Fly-In at Belleville, Ark., Your Host & Hostess Leonard & Laura Page. (WITH FRED & DOROTHY WEICK AS GUESTS OF HONOR).

The Fly-In was a great success, the weather was iffy, should I go or not, 29 coupes, 11 other aircraft and 143 people ate. Now that's a lot of airplanes and people for a small airport. Leonard will have to make more room next year for the airplanes to park, they were backing them together in rows to make more room.

When John, John Jr., Jim Folks and I arrived on Friday afternoon (just in time for lunch), Leonard was hard at work on Jack Trnovec's coupe. He had carburetor problems. Leonard had gotten awful sick about 3 weeks prior to the Fly-In. His Doctor advised him to cancel it and get plenty of rest. How can you cancel a Fly-in is what Leonard said. Everyone tried to help him as much as they could. Jim Jackson the VAN MAN had been there since Tuesday helping Leonard mow hay, set the tables up, get the wiring system set up for the band and etc. I think that he even helped Laura with the baby chicks. WHAT A GREAT GUY.....THE CLUB NEEDS MORE LIKE HIM.

Friday night everyone sat around telling stories that's hard to believe that they were telling the truth about their coupes.

Saturday morning up & to the kitchen to help with the cooking for the crew, there was Laura, of course, getting in our way. "She was trying to impress us with her mouth watering biscuits, YUM YUM," while Jack Trnovec was cooking bacon, sausage & scrambled eggs. Ann Venn making sausage gravy and, of course, Connie Shannon, Earline Wirt, and myself trying to clean up the cooks' mess that they were making. I believe Jim Folks was in charge of the coffee since he drinks so much.

Now off to the field for some serious flying or showing off what the coupes could do. Dean & Darla Brown from Memphis, Tenn. have a very impressive coupe with an 0200 engine that Leonard had installed last year. Of course everyone wanted a ride in it, even MR. FRED WEICK which he got...Dean, if you don't want to fly so much at a Fly-In, don't let people know about that engine. "HA HA." Now Budd Wilkinson from Lincoln, Il. sure loves to fly his coupe. He has about 175 hrs. in his coupe since he bought it in June. Now that's a lot of flying. He loves to get his coupe in the lifts and just keeps going higher and higher. HE IS A GREAT PILOT. It is really enjoyable flying with Budd. You really don't know what he might do next in that little coupe. You might do a stall, a roll or whatever he decides to do. At 4:00 p.m. there was an airshow put on by Marvin Homsley in the Swift, Joe Molinary in the coupe, and, of course, the Wasp. After the airshow, we had a fifty-fifty drawing that Jim Folks, Wayne Short, Skip Harris and I had taken up to help with the expen-

ses of the Fly-In. We sold \$194 worth of tickets, \$97 went to the Pages and the WINNER WAS SANDY KAUTZ winning \$97. Sandy operates the airport at Booneville, Ark. He was very generous with the winnings. He gave it to the Pages. While this is going on we had to have someone getting the evening meal ready, so Fred Shannon & Jim Folks were hard at work grilling hamburgers to go along with the potato salad, baked beans, and whatever else the girls cooked up. Laura has some very nice neighbors. They helped cook the meals at their house and brought it over. After the meal, it was off to the new building the Pages had built to listen to the Leonard Page Band. Sorry I don't know all of the band members names. Fred Shannon was the only one I knew. Of course, everyone knows Fred. LEONARD SHOULD SING AT EVERY FLY-IN.

Let me say a word of caution. BELLEVILLE, ARK. IS A VERY DRY COUNTY...IF ANYONE IS PLANNING TO ATTEND THE FLY-IN NEXT YEAR TAKE YOUR OWN BOOZE, BEER OR WHATEVER. SOMEONE SENT FRED SHANNON TO THE NEXT COUNTY IN THE AIRPLANE. AND BY THE WAY, JIM JACKSON IS QUITE A DANCER. HE AND I DANCED THROUGH THE AISLES AND AROUND THE TABLES TO THE MUSIC OF THE BAND. HE HAD A FEW TO DRINK ALONG WITH EVERYONE ELSE. SORRY, LAURA, THAT WE DRANK ALL OF YOUR BOOZE YOU HAD ON HAND.

Sunday morning it was off to the kitchen with Laura in our way again. Jim Folks was hard at work cooking bacon, Ann Venn, Connie Shannon cooking pancakes to feed the hungry crew before everyone starting departing for home. While we were busy cleaning the kitchen we missed Laura. She had skipped out on us to go to the field with Leonard to tell everyone goodbye. The Fly-In was coming to an end with all of the hard work and planning months ahead and only a few days for it to be over. After most of the coupes had left, we were standing around talking and much to our surprise, a TWIN ENGINE PIPER APACHE landed on the short strip and made a beautiful landing. They were from Oklahome - Charley Markland and Gary Taylor.

THERE WAS A MYSTERY COUPE ON THE FIELD. NO ONE KNEW WHO IT BELONGED TO. THE FELLOWS LANDED AND LEFT BUT THE MYSTERY WAS SOLVED SUNDAY WHEN THEY CAME BACK TO CLAIM IT. THEY REALLY HAD PLANNED TO PUT A "FOR SALE" SIGN ON IT BEFORE THEY LEFT, BUT FORGOT TO. THEY WENT BACK TO OKLAHOMA FOR A FOOTBALL GAME. CLAUDE WHITTENBERG & JOHNNY PARRISH.

LEONARD AUCTIONED JACK TRNOVEC'S COUPE YO-YO II, off for \$7,500.00. Really had Jack believing that he sold it and he would have to fly home Commercial.

Tropies & Door Prizes were awarded Saturday night: 1st Place Longest Distance Driven was Rich & Wanda Collins, Denton, Md.; 1150 miles. 2nd Place to Carter & Gladys Bradley, Roanoke, VA, 900 miles; 1st Place Longest Distance Flown, Father Tom Rowland, El Paso, TX, 980 miles; 2nd Place Longest Distance Flown, Vern Brown, St. Paul, Minn., 800 miles. That is a lot of miles to drive and fly to a Fly-In. Goes to show you how people enjoy the coupes and the fly-ins.

Door Prizes were donated by Skip Carden, EOC, Leonard Page, and (2) \$25 Gift Certificates from Bob German, Skyport. Thanks to everyone who donated gifts.



Rich & Wanda Collins from Denton, Md., had gone to Oshkosh, Wis. to talk to Leonard about a problem that they were having with their controls. Somehow they didn't get to talk to him, so they drove to the Fly-In to get the information that they needed to get their Coupe flying again. They also won a \$25 Gift Certificate from Skyport. I'm sure that they can use it wisely.

I'M SPEAKING FOR EVERYONE THAT WAS AT THE FLY-IN. NO MATTER HOW THEY GOT THERE IT WAS VERY ENJOYABLE AND A HECK OF A LOT OF FUN. IF YOU DIDN'T MAKE THIS ONE, TRY FOR THE ONE NEXT YEAR. I COULD GO ON AND ON BUT DON'T WANT TO TAKE ALL OF THE SPACE IN THE CAPERS. HAVE TO LEAVE ROOM FOR THE OTHER REGIONS REPORTING IN. THAT ALL OF US ARE GUILTY AND NOT REPORTING WHAT IS GOING ON. EVERYONE NEEDS TO WRITE A LINE OR TWO IF NOTHING ELSE TO LET US KNOW THAT EVERYTHING IS GOING WELL.

Rita & John Wright

Dear Skip:

First I want to say Thank You to all who came to our fly in and a special Thank You to Fred & Dorothy Weick.

Thanks to all for all the help while you were here. Everyone worked to prepare food or anything else that needed to be done both indoors and out.

The neighbors were amazed that the grounds weren't cluttered with cans and paper, etc. We told them *Ercoupers are the Greatest People in the World!*

Thanks to Bob German of Skyport for the two \$25.00 Gift Certificates for door prizes. Thanks to the Aerobatic pilots: Joe Mollinary in his Alon, Marvin Homsley in his Swift and the Wasp, Bob Scott in his Decathlon. A very good air show! Thank you Skip and EOC for paying half the insurance and for the door prizes, etc.

Out of pocket expenses including postage, pins, insurance, trophies, port-a-pottys, food, paper plates, cups, etc. and air fare was \$918.00. Total contributions were \$1072.00. The \$154.00 is in a saving account for next year. Fred and Dorothy would only accept air fare for one. Thanks to Sandy Kautz. He won the 50-50 pot and gave all to the fund.

Thanks to Jim Jackson. He came on Monday to help get ready. Leonard's Dad says great ambulance service home from the hospital, Jim.

Thank you all. We love you. Come again next year and tell your coupe friends to come join us.

We'll be looking forward to those that didn't make it to be here next year.

Leonard & Laura

P.S. To Fred Shannon and Rocky Thornton — Guess what happened to Leonard's nav. light?

### COUPE CHATTER VIRGINIA WING

I would like to begin this issue of Coupe Chatter by thanking our Virginia Ercoupe Wing Members for the *thousands* of letters, telephone calls, cards and Coupe pictures I have received - it will take months to sort through this mountain of information in an effort to select the little tidbits which could provide interesting reading for our group.

—Yep! I sure would like to begin in the manner above - - but I can't! I haven't received one "cotton pickin" letter, card, phone call, or picture. Once again you will be forced to read (if you do) my own little private concoction of Coupe Chatter as experienced, observed, imagined, or dreamed.

—I have finally had one revelation or truism firmly entrenched in my memory. I will try to remember it when attempting to plan fly-ins.

Virginia Ercoupers are not spur-of-the-moment fly-iners. Evidently we need at least a 3 to 6 month time frame to plan a 1/2 day fly-in. I wrongly assumed that most of us try to fly each week-end and look for an excuse to go somewhere, meet other people, and have fun. I'm personally bored with flying around and around the Roanoke Valley and like to stretch out a hundred miles or so if the occasion presents itself.

Two Coupes made our "quickie" fly-in to Shenandoah Valley in August. Old Faithful, Bob Conlon in 7571 Charlie and my hare coupe.

I've tried 3 fly-in locations - - Farmville (central Virginia), South Boston (southside Virginia), and Shenandoah Valley (northern Virginia valley). My coupe is the only one to get to all three. Bob Conlon flew his totwo and rode with me to the other. At South Boston we did get a fair turn out. I thought it was a harbinger of things to come. Not so!

Our coupers still shun the fly-in sites or fail to come for some unknown reason. Perhaps all of the coupes are "broke" — "busted" — "can't fly" — I just don't know and certainly no one has been anxious to inform me.

Oh well, too late to try and plan another get together this year; so, let's see if we can get a group together next April or May.

—Regarding the Shenandoah Valley Airport attempt. I must say that Bob Conlon and I did enjoy the trip. We left Roanoke at approximately 9:00 a.m. Sunday morning the 22nd of August and flew side-by-side most of the way up the beautiful valley (via I-81). The 100 miles took approximately 1 hour and the weather was perfect. We shot pictures of each other in flight and had friendly discussion (122.9) regarding the merits of his 0-200 and whether he could really show up my C-85. We never did come to any agreement.

We were both quite disappointed when no one else showed up on this beautiful day so we returned to Roanoke after waiting until 1 p.m.

—Once again I drove to the Page farm for the Annual Arkansas Picnic. As usual Leonard and Laura provided a memorable event and Southern Hospitality to the Nth degree. Approximately 30 coupes showed up and this was the nicest group of coupes in one place I've seen. Not a dog in the bunch!

Joe Molinary from New Orleans was there in his aerobatic, war paint scheme, coupe and what a show he put on. Marvin Homsley took over the Page WASP and gave it quite a wringing out with loops, rolls, spins, etc. If anyone thinks Ercoupers are "pussycats" they should see what they can do with a few knowledgeable modifications and deft handling in the air by accomplished pilots. After seeing these fellows I realize that I'm an airplane driver, they are true pilots.

—Fred and Dorothy Weick showed up and certainly added to the magic of an event that is getting bigger and better



each year.

—Incidentally, if any of you can get by Roanoke, get in touch with me and I'll be glad to show you about 30 minutes of video tape of this event including fine shots of Molinary's aerobatic coupe in living color and fantastic action. (Also some great shots of grass, garbage cans, etc.)

—I let Skip know I would not be able to get to the North Carolina Fly-In near Morehead City because of Roanoke's Airport Appreciation Days. This is a big event locally and I'm proud to have my coupe on exhibit along with other fine vintage aircraft here. I do plan to go to the E.A.A. Camden, SC, fly-in again along with Bob Conlon and his coupe. Skip sent all of us the information several weeks ago so you know about it. I hope to see a Virginia Couper or two there also.

—I've mentioned Bob Conlon's Aircoupe 7571C on numerous occasions - - so here it is in living Black and White. N7571C '59 Forney Aircoupe (Executive) - S/N 5688, cost out of factory door \$5,995. Factory installed rudder pedals - Bob says it can be slipped quite well, all metal with split elevator - newly installed 0-200 engine - King KX160 - strobe - AH - T&B - DG - CH - EGT - Wing landing lights.

REMEMBER: Your ideas are important to all coupers. Let me hear from you so the information can be shared. Need coupe pictures for future issues.

Carter Bradley

4818 Norwood St., SW

Roanoke, VA 24018

(703) 774-4829 after 6 p.m.

## Hints 'N' Tips

### MORE ON FUEL AND FLOATS

After reading the VP's letter in the Aug. CC, I talked again with M/S Engineering for a detailed explanation of the float (MA3 Carb) saturation problem. I had originally understood that my new float corrected the failure; it does, but not permanently, for it can also become saturated.

#### BACKGROUND:

The MA3 Carb originally had a metal float. With the advent of softer engine mounts (Lord) the float would vibrate and crack. AD66-5-4 required replacement with a new M/S plastic float No. 30-628. In 1970 M/S designed an easier adjusting plastic float No. 30-759 and clip No. 29-193 for future carb manufacturing and repair.

#### PROBLEM:

The solvent family aeromatics and chemicals in gasoline tend with time and certain conditions to break down the composition of the plastic floats resulting in saturation. the RATE of failure/saturation depends on several factors: The type and amount of chemicals, the fuel Reid vapor pressure, operating altitude (density behavior), the original weight of the float and perhaps some unknowns.

#### SYMPTOMS:

### WHAT'S THAT COUPE WORTH? (Fall 1982)

Prices asked for Coupes offered in Coupe Capers recent issues.

Price	Year-Model	SMOH	Nav-Com	Remarks
<b>ALONS</b>				
\$12,500	'68 Alon A2A		MK12A	
10,000	'66 Alon A2	100 (rebuild)	300 Cessna	
9,000	Alon A2			
8,000	Alon A2	250 (top)	Edo-Air w/transp.	
<b>COUPES</b>				
9,000	'46 415-D	150 (0 time)	Escort 110	0-200 Continental
8,000	'56 Forney	422	Escort 110	National Champion
7,500	'59 Forney	350	Escort 110	90 hp
6,900	'46 415-C	155	A 200	100 Octane valves
6,600	'62 Forney F1A	750	Genave 200B	90 hp
6,500	'48 415-D	385	Genave 500 w/ Transponder	85 hp
6,500	'59 Forney	800 (top)		
6,500	'46 415-C	190		IFR panel
6,500	'46 415-D	120	Nav/Com w omni	90 hp
6,300	'46 415-C		Narco 110	85 hp, wheel pants
6,200	'47 415-CD	180	KX 150B	85 hp
5,900	415-C	150		85 hp
5,600	415-C		Escort 110	85 hp
5,500	'47 415-D	2012 (TT)		Very Clean
5,500	'46 415-C	has been	Escort 110	75 hp
5,500	'46 415-D	450	Genave 200B	

Average price asked for Coupes \$6,531; Alons \$9,875

Chuck Ferris  
213-367-0293



Fuel wicking (seeping) out of carb bowl cover gasket. During letdown at low RPM's a rough rich running engine. Engine may continue to run or try to after pulling idle cutoff. Higher fuel consumption at low power settings.

#### PREVENTION:

Inspect for fuel wicking during pre flight. Periodically check carb fuel level with a sight gage, a 90 degree, an elbow with clean plastic tube to fit the bowl drain plug hole. Fuel should be 7/32 below bowl cover gasket with A/C level. Use a low vapor pressure fuel with minimum chemicals (Avgas 80) [What about "stale" LL or auto regular with TCP, any history??]. Avoid high altitude flights. Run carb bowl dry for long tie down periods (may dry out gaskets and throttle pump leather).

If a new float No. 30-759 is required it's weight should be between 16.6 and 19.2 grams.

#### SOLUTION:

M/S is looking at new materials, such as ceramics and even a return to metal. The situation is complicated because the U.S. is moving toward a common Av/Auto fuel, but what will its properties be? MEANWHILE:

Back to square one. If your float is saturated, you have to replace it with a new one which may repeat the failure. I wonder what is happening to tank gage corks, sealants, sloshing compounds, throttle pump leathers and 'O' rings in the fuel system?

If Avgas 80 was cheap and competitive that would help for it has low vapor pressure and a slower effect on the floats. (M/S has examples of floats saturated by 80) Are there any coupers who have found an acceptable solution?? I'm leaning toward regular with TCP or "Stale" LL when 80 is not available.

John Herbert  
40 Theresa Ter, Lee, MA 01238  
413-243-1738

P.S. Watch out for water in autogas! Quick drain after each application.

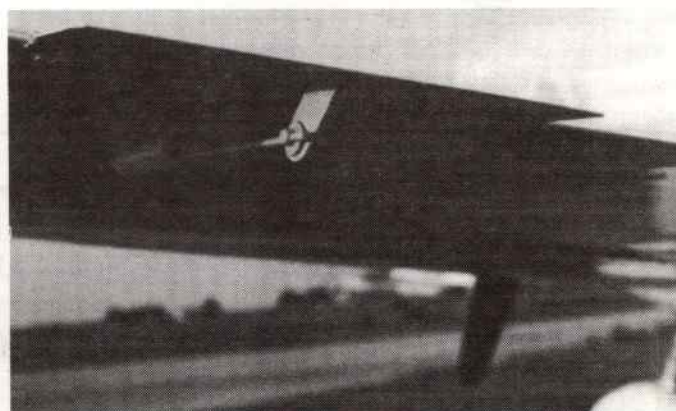
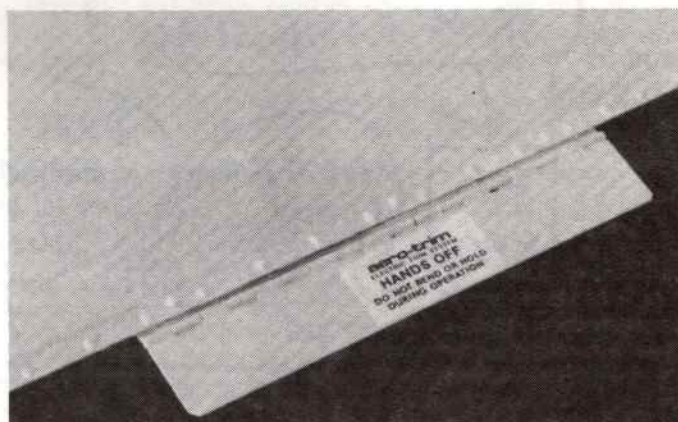
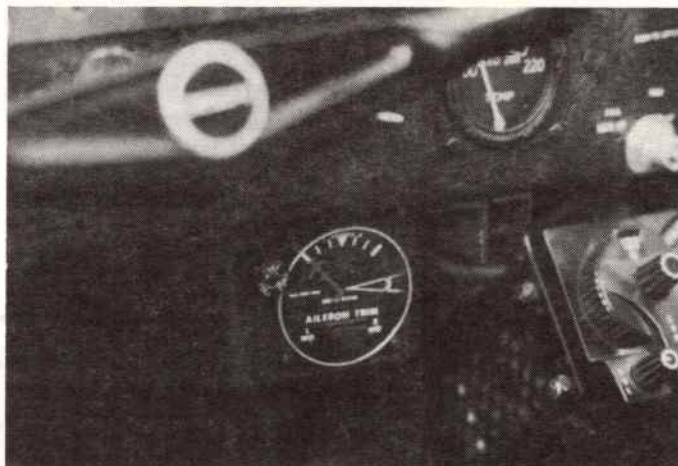
### ELECTRIC TRIM TAB FOR COUPE

For sometime now there has been an electric trim for Coupe ailerons. This unit is designed to lift your low wing. Aero-Trim sent one for club inspection and use on a coupe. As you will see from the photos I have installed this unit on my 415-D which has two controls.

Well, what do you know? It works! You can by use of the rocket switch change the trim as needed.

The unit is in two basic parts; A-The control, which you will note has the switch and an indicator; B-the motor and tab. Plus the major wire. However, you must find your own rivets to mount the unit in the left aileron as well as the tab. You must also add the fuse and holder and some wire.

The Pages with the unit speak of increases in performance (fuel use drop, etc.) These are perhaps true, but on our small craft it is hard to note them. They also say it will take 2 to 4 or 5 hours to install. Well, on the first try I spent about 5-6 hours, but I did make a small panel for the switch unit. I also spoke with the designer as to the size of the tab. It came 9" wide and 1.5" deep which seemed hard to control (too much



surface in the tab). He told me it should be 6" or 5.5" wide. Well, I call the Southern GATO and they looked up the STC and sure enough it should be 6" wide, which does help.

I have also talked with Don Stretch who has one on his Cherocoupe and he has liked the unit. But I feel it does trim, but on a two control coupe I get some turning which might not be so great on a 3 control craft. All in all it works but for the list price of \$395 I would expect to get all wire, rivets, plus

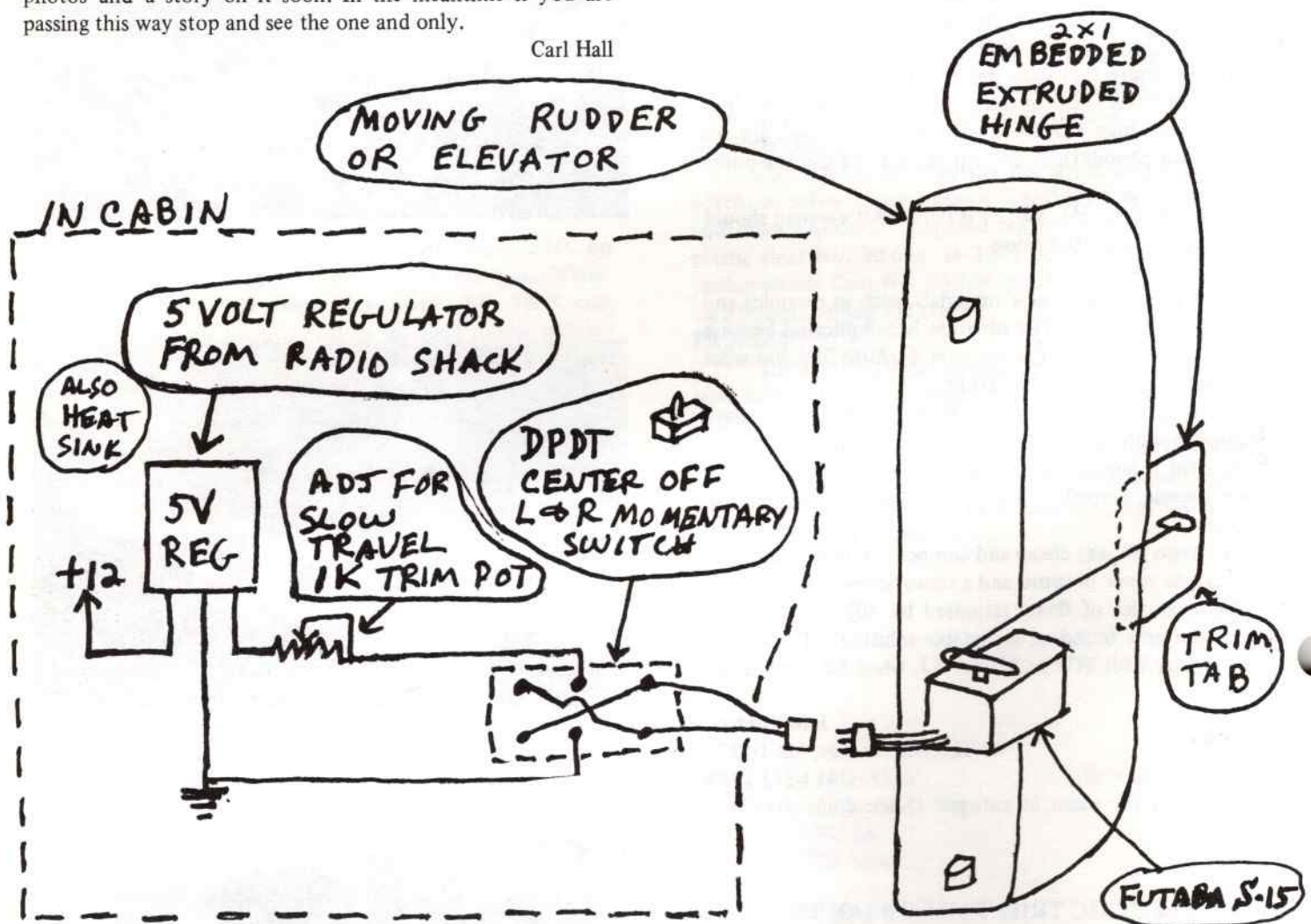


a sheet on the coupe as to proper size and location. In other words, a complete package.

As you may have heard the Alon XA-4 is in Bowling Green and this trim may find its way to that aircraft or perhaps another of the units will be used. But that is another story. I am, with my co-owner, working on the XA-4 and will have photos and a story on it soon. In the meantime if you are passing this way stop and see the one and only.

Carl Hall

# ELECTRIC TRIM TAB BY Roy WRIGHT



1. TAKE RADIO CONTROL MODEL SERVO APART (BEING CAREFUL NOT TO DROP GEARS)
2. DISCONNECT 2 WIRES ON MOTOR.
3. DISCONNECT RED + WIRE FROM BOARD AND HOOK UP TO ONE SIDE OF MOTOR
4. DISCONNECT BLACK - WIRE FROM BOARD AND HOOK UP TO OTHER SIDE OF MOTOR
5. WHITE SIGNAL WIRE NOT USED
6. PUT SERVO BACK TOGETHER



Dear Skip:

Thought your readers might like to read about a continuing love affair Carol and I have with our Ercoupe. I am sure that many 'coupers have had similar thoughts. I enjoyed putting mine down on paper. This is part one of a life-time journal I am writing about 3354H.

Dennis Peterson  
2554-155th Ave. SE  
Bellevue, WA 98007

## THE DEVIL AND MR. WEICK

The day began, as could be expected, with a light rainfall. Seattle weather can be so very predictable. As a low time pilot, it was my habit to spend free time at airports day dreaming of flight. This is still the cheapest way to build hours in any aircraft.

This day, however, I was going to have a check ride in a new Rallye 150 STOL plane. I had been up in one once before but I can't recall why. I knew that I had found lust in my heart for that bird instantly. With a real joy stick, castering nose wheel and automatic leading edge slats, it had the best combination of nostalgia and technology any flyer could ask for.

While waiting for my ride, I drove around the Renton airfield looking at the machines. I have a special fondness for older aircraft and keep a keen eye out for same. Who can drive past a clean stagger-wing Beech? Or a Stinson Reliant. On this day, my eye caught an unusual little plane and thus set in motion something that is as unrelenting as the tide. The devil himself could not have been more seductive as the quiet man who stood polishing the smooth fabric wing of the little Ercoupe.

"Daryle Lessard" he said. "Pleasure to meet you" was my reply. Knowing that anyone who owned an old plane just had to be a decent sort, I asked him about his. Having gotten the specifics, we settled down to a quick history of the plane. It had been a rebuild project. Now it is my feeling that there are two types of people in aviation. Them's that builds 'em and them's that flies 'em. Daryle does both. I liked him right away.

At this point, he quietly changed my course in life for all time. He told me how much it cost him to own his plane. My loving wife was standing right there when he said it. My eyeballs glazed over. "Gee, Carol," I said. She recognized the symptoms. Before she could say anything, Daryle announced that there was an Ercoupe sitting at a field in Ellensburg that was probably for sale and that I could probably have it for \$3000 and that it looked like it was in pretty good condition and that there was a nation wide club of Ercoupe owners and that they still make parts for them and at four gallons per hour it was about the cheapest thing in the air and if I didn't hurry someone else would get it first. SOLD.

Folks, I am here to tell you that it does no harm to have a pilot for a spouse. Now as I have said, Daryle is a quiet sort and does not seem the type to go around changing peoples lives. He has a gift for it, I think. He isn't even aware of it. It is the natural side effect of loving one's airplane and not coveting that which is so lovable.

Carol and I were new to the State of Washington and had seen very little of it in the short time we had been here. It

occurred to us that we had never seen Ellensburg and it being a beautiful weekend, why don't we go there and see the sights. We had no intentions of looking at anything so impractical as an airplane, of course, especially one that we might even own.

Following the signs, we had no trouble finding the airport and presently found ourselves looking at a dusty, sunbaked, yellow and brown Ercoupe. It was the most beautiful flying machine I had ever beheld. It had been sietting at this desert airfield for some years as the paint on the side away from the sun was in fairly decent shape, as well as in the shadow of the stabilizer.

It was not for sale. No, he was going to start flying it again soon and under no circumstances would he sell it. Seeing this as encouragement, we left for home and shopped around for a place to tie it down when it was ours. Now anybody with any experience with planes will tell you, that little plane was as good as sold. This is the way the world works. That I had no control over my actions was a bit more obscure. While I thought I was being forceful, any casual observer could have told me I was being led by the nose through the whole crazy episode.

Daryle introduced us to another Ercoupe owner who had a special trailer built just for Ercoupes and who offered to loan it to us to bring our new possession home. I did not relish the idea of flying a plane that rivaled my own age over a mountain pass that had a reputation as a killer.

After some minor work, a lot of polishing and an inspection, the plane and I were ready to go. This version of the plane has rudder pedals and conventional controls so it took no time at all to learn its peculiarities. Nothing, not one other plane in all the skies flies quite like an Ercoupe. May I also add that nothing flies as good as an Ercoupe. No doubt, everyone agrees.

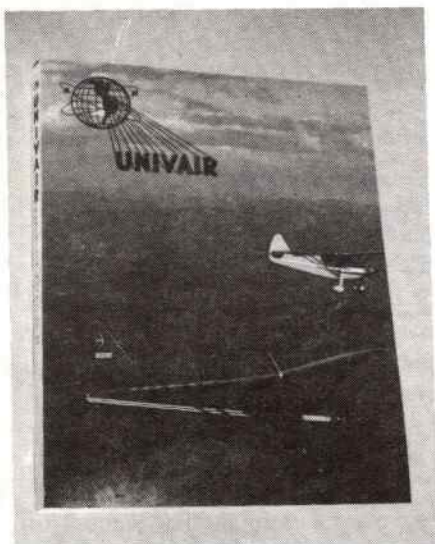
The first flight was a charm. I took it up to 3000 feet and put it through all the manuevers it was licensed to perform. I tried to stall it. It would have none of this. Chop the power, pull the wheel back slowly against the stop, rock the wings - - no stall. Mushes like a Frigidaire but no stall. Full power, full up elevator, right turn - - no stall. Just like the book says. Set up for landing - - no flaps to fuss with - -FOOSH -- greaser! It is down ever so gently. I am not. Up we go again. More of same. Incredible!

Same day we go to our first Ercoupe fly-in at Thun Field. A beautiful, clear day with Mount Rainer standing guard over us seemingly within arm's reach. Ercoupes are parked everywhere. I spot Daryle's seductress and park next to her (his plane - - PLANE!). A who must own the flock. I realized it was the first time I had actually seen an Ercoupe in the air! I am beginning to realize the intoxicating effects of owning an airplane. The people are friendly, good natured and well informed about Ercoupes. I learned much about the object of my affections that day.

The next weekend, Carol nd I fly off to Oregon City, to visit with my brother and his family. This is the first cross-country for us in the 'coupe and in these states. It was no mistake to choose the Pacific Northwest for a home. Southern California was never like this. At ten thousand feet we can see southern Oregon from central Washington. A look over the shoulder shows the Olympic Peninsula plunging into the Straights of Juan de Fuca and Vancouver Island beyond.



Mount Rainer, Adams and the perfect cone of St. Helens provide landmarks for our journey. The drama of Mt. St. Helens was yet two years off. Our Ercoupe adventure had truly begun.



#### FOR IMMEDIATE RELEASE Univair Aircraft Corporation, Aurora, Colorado

Univair announces that their new general catalog of parts and supplies is now available. The new catalog is greatly expanded and has 263 pages containing 1,000's of commonly requested items. Original manufacture and FAA-PMA approved airframe parts for such "Classic Aircraft" as Aeronca, Cessna 120/140, Ercoupe, Luscombe, Piper J-3 through PA-25, Stinson, and Taylorcraft are listed as well as many distributor items (windshields, tires, wheels and brakes, batteries, sparkplugs, paints, etc.). The catalog is \$5.00 which will be credited on the first purchase of \$50.00 or more. For further information contact:

Univair Aircraft Corporation  
Rt. 3, Box 59  
Aurora, Colorado 80011  
(303) 364-7661

#### A LETTER TO GEORGE

Dear George,

I did enjoy your interest in Chuck Ferris' Fly-By. I too feel it would be something to see half of all the coupes ever made to be together in the air and at one time. Well, my camera would go wild. You know we could all meet in say, Springfield, Ill. Rita will I am sure, fix eggs and coffee. But where to fly? Say, what do you think of talking to the National Park Service and get approval to thread the needle — you know, a 16 min. in trail through the Jefferson Arch in St. Louis.

But I have a real problem. Where to Fly? I really do love my yellow 415-D - but want to be in line with the Alon A-4. If you can just hold off for a few more months maybe I

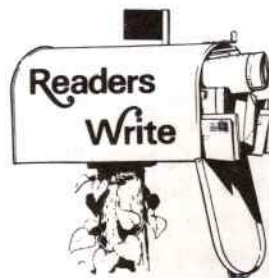
can get it ready in time. You know I will have 3 seats open, so if Mable would like, she can join me.

You know, we could all join up, hit the EOC National Fly-In on to Oshkosh, then Blacksbery. I am sure the Pages would like us to fly-by next years picnic. Well, we will be down south so we can hit Sun-N-Fun - Well, what do you think? Can everyone get a year off? I called Jon Hiles and he feels he can get some free auto gas!

RSVP  
Carl Hall

#### ACCIDENT REPORT

An Ercoupe, Model not given, N3440H, owned and piloted by Gary Brown of Loa, Utah, was involved in an accident on October 1, 1982 at Wayne Wonderland Airport in Loa, Utah. After take off the engine quit and the aircraft was landed in a field and flipped over. There was minor damage to the aircraft and minor injuries to the pilot. The Salt Lake City GADO is investigating.



Dear Skip,

Have let my membership in the EOC expire too long. Please put me down again in the roster. The old bird 99658-415-D C-90-12F has been laid up for about two years being renovated from prop to trim tab. With the help of a close friend, Dan Schultz of Arcadia, the left wing frame was checked for corrosion, given a few minor misc. repairs, primed and cover with "Poly-stits." This was the first time either one of us had ever covered a wing before and it proved educational and praise worthy when the inspectors, Pat Hange and Harriet Hamilton, both instructors and owners of the Lenox Glider School here at the Arcadia Airport, gave good approval of the wing and other repairs. Both main landing and nose gear were removed and reworked. All control cables, hinges, connections, etc. checked for ware and condition. We are now looking forward to finishing the job and getting into the air. This whole job started out to be just a wing covering but because of Dan's critical eye and the condition of the Coupe, there was "no light at the end of the tunnel." I can't thank Dan enough for his research and talent he put to use on the Coupe.

As per our phone conversation, please find remittance. Would also like to order some back issues of Coupe Capers if possible. Looking forward again to the News.

Sincerely,  
Bob Robbins  
Rt. 2, Box 787, Addison Rd.  
Arcadia, FL 33821



Dear Skip,

Received my Coupe Capers for September on OCTOBER 10th, a bit late, but it isn't likely that we could attend any of the fly-ins anyway.

I'd also like to have my phone number changed on the directory and the N number of my plane. It's 808-923-2559 and the Plane is N3665H.

N3731H now belongs to Bill Haden of Honolulu. (Will try to get him to join the Club).

The Mainland Florida Coupers were most hospitable. On a recent vacation, I had a chance to fly with Jerry Mush-rush - my first take-offs and landings from a grass strip and a reall thrill. Then at Sanford I flew George Clapham's Alon (with rudder pedals) and that was most enjoyable too. I'll be flying my Coupe in our 99's Plane Poker Run this Saturday, with a military C-130 pilot as passenger (her first time in a small plane). (I'm Chairman of the Aloha Chapter of the 99's).

Truly enjoy the Coupe Capers and hope to see every-one at one of the fly-ins in 1983!

Best Aloha,  
Eleanor Sharpe  
250 Ohua Ave., 10-E  
Honolulu, Hawaii 96815

Dear Skip,

I've made good use of the back issues I ordered when joining EOC this past spring, as the enclosed pictures of project No. 93851 as of last week will attest. I still seem to be missing issues 1,3,9 and 12 of Volume 10; and issue 2 of Volume 11 (never received). If you can't find extras, please let me know how much to photocopy.

While on that subject, I noted with interest the information on the EOC Archive. Many of the titles seem to be of interest, but I'll bet I'm not alone in desiring to know the per-sheet charge, the number of photocopies necessary to reproduce each of the listed items, and a one or two sentence description as to the basic nature of the information each represents. I can just imagine someone inadvertently ordering the "Touch of Class" this way as I have considered doing with some of the other titles just to see what they are!

Due to my rather recent involvement in Ercoupes, I never had the pleasure of meeting Frank Saletri. Having rather recently purchased his excellent book, I did notice the headline of the enclosed article as published in the Los Angeles Times and was sad to confirm them having in common the same person.



From my back issues, I noted the availability as recently as early 1979 of "Hints and Tips - Vol. 5 & 6 at \$.75 each. How were these compiled, what time span of publication and/or source(s) did they encompass, and are photocopies obtainable of the "record copies?"

I presume you will be hearing from our wing leader Wayne Olson on the well-attended fly-in at Corona earlier this month. The loose picture is of the line-up if you don't get something better from someone else.

Cordially,  
William R. Bayne  
1733 W. Katella Ave.  
Orange, CA 92667

Dear Skip,

The Pony Express was lame this month. It took 12 days for the newsletter to reach me. Glad to get it anyway.

Being a new member I would like to hear from Ohio, Ky, W. Va. members. Say two or three hundred miles of Columbus, Ohio. I have access to a new grass field which would be super for a fly-in. 1900 ft. located at Waverly, Ohio. Approximately 65 miles south of Columbus, Ohio. There is also a little used 4500 ft. blacktop strip 5 miles away. We could handle any number of planes.

I would like to talk technical with anyone who is interested or has tried drooped tip and ailerons on the coupe. I can be reached during the day at 614-289-2331, ext. 2588 and at night 614-947-2938.

Sincerely,  
Ray Simpkins  
320 State Rt. 551  
Waverly, Ohio 45690

Skip:

I have been experiencing fuel leakage on takeoff from my Ercoupe N9677 415-D.

The fuel is leaking from the left wing tank. It only occurs on takeoff and comes from around the fuel cap. I replaced the gaskets and the caps are tight. I have tried refilling up to about 1" from the top but it still happens. The leakage stops after reaching altitude. Have any other members had this problem and how did they resolve it? Thanks.

John F. Minissale  
65 Graham Terrace  
Saddle Brook, N.J. 07662

*Anyone else had this problem?*

*Skip*

Dear Skip:

It is with great sadness that I inform you and the E.O.C. of the passing of a great friend and partner, Charles Everett Gordon. On August 24th, 1982, Charlie and his brother were headed back to the grass strip in Dixfield where we keep the coupe hangared. They had just passed over his mother's house when a number of eye witnesses, including his wife Marge, heard the engine quit and saw it go down.



A thorough investigation has not turned up anything conclusive at this time. We will let you know. The engine was not under power at impact. The gas tanks ruptured but there was no fire. Charlie's brother Kip also did not survive the crash.

Some of you may remember our coupe; Charlie came up with a very unique paint scheme for her and she picked up the nickname "the Stars and Bars." She made it to the first Coupe Nationals at Ohio and then Charlie and his wife and my wife and I all made it to the second Coupe Nationals in Ohio by car. You may remember Charlie by his rather pronounced limp which he never considered a handicap. The "Stars and Bars" was one of the first coupes shown at the slide show that second year. We mourn her passing, but she went with a great guy.



I am enclosing a picture of Charlie piloting the coupe on our way to our first National we tried for and didn't make in Tahlequah.

Charles had graduated from the University of Maine at Augusta in May, receiving an associate degree in fine arts. He was a member of the Disabled American Veterans and the Maine Pilots Assoc., the Ercoupe Owners Club, and Alpha Gamma Society.

At the committal services his wife requested that a coupe fly over. It was flown by Leo Dyer. It was very touching and symbolic. In lieu of flowers it was asked that each of us do a kind act for a friend.

Anyone wishing to write to Marge, the address is: Mrs. Charles Gordon, Star Route, Dryden, Maine, 04225.

Sincerely,  
H. Coval Conant

Dear Skip,

Better late than never. Enclosed please find check for tardy dues.

Finally got N5496F flying again after a nine month perch. She swallowed one of her exhaust valves and split the case (that 100LL will eventually take its toll). After shopping for an O200 as a replacement, decided it would be cheaper to repair the old 90-16F (1350 hrs), which incidentally puts out 95 hp in a climb. Have flown about 12 hrs. since the major and so far very pleased.

Do you know of anyone who has an STC for larger or extra wing tanks? Would like to have another 6 gal. or so for the light IFR I sometimes fly. Another question, did EOC ever get the interior parts for the late Aircoups & Alons built by Mooney?

Regards  
John P. Coughlin  
Box 2174  
Ft. Pierce, FL 33450  
305-465-5156

Hi Skip,

Was hoping to meet you at Oshkosh. We spent several days camping with the Club members at Oshkosh. Our first time with this bunch and I can't remember when I had such a good time. Jim Jackson had the camp well organized. Page had the camp entertained and Fred had the camp informed. Coupers are truly good people.

I had a new factory re-manufactured O200 installed in my coupe last year and have substantial increases in performance - mostly rate of climb. However, I have excessive oil blowby and visited with the Continental people while at the Convention. Got a lot of promises but not much else. It looks like Continental is also prone to Bureaucratic Bull. Thanks again to Jackson and our campmates for a swell time.

Don Schattschneider

Dear Skip;

Please renew my Coupe Capers subscription.

Both the Ercoupe and I have been grounded for the past four years, but we will soon both be flying again.

For you older Coupe-Drivers who have been grounded by Cataracts, as I was, there is hope. Most of you can be helped and can fly again. At age 68, I had cataract surgery and a plastic lens implant. Now I have 20-20 vision, and F.A.A. has re-issued my Class II medical. I only need glasses for near vision. Sure gives one a new outlook on life!

The Coupe is getting completely refurbished, and we hope to make some of the fly-ins next year. Best regards to all the Coupers everywhere.

J.W. Brewer  
502 W. 18th  
Junction City, KS 66441

Dear Skip,

I hate to see my old Coupe setting there in the hanger collecting dust and space. When I tried to get a new firewall for it, I could not find one for two and a half years. Now I know where to get them but too late for I found another coupe. If you are keeping records or someone else wonders what happened to their old love, I have coupe MOD 415C, Serial 410, N87237, date Man. 2-9-46, Cont. Model C-75-12 Serial 502-5-12.

This Coupe has 1052 hrs. but I think the reason for low hrs was that it was a chore to fly. There was only one way it would turn and that was with ailerons and even then straight flite meant hard left pressure. Well! I bought it without flying it. You can imagine my feelings flying it home. O.K., back in



'57 in the logs someone realized something was wrong so a number of things were replaced but never the right thing checked or I might not have this good little coupe. All the cables to the bellcrank in the tail had been torqued tight. Nothing moved. You can imagine my relief when I found the trouble. I didn't drill the hole in the top of the stabilizer to oil the bellcrank. I would rather take the tail cone off and oil it that way, so if you have read this far, thanks for letting me into your busy schedule. I've loved the coupe since 1948 when I took my first flying lessons from a Mr. Warren Oliver at the Chain of Lakes Airport in South Bend, Ind.

I hangar my plane at the Kewanee Airport and most of the one I want to sell is there also.

Thanks, Skip.

Marvin F. Gray  
404 W. Chestnut St.  
Neponsit, IL 61345

Dear Skip,

I was just sitting here in my office with the wind blowing outside and thinking about what a good time I had at the Arkansas picnic.

The weather was good, food was excellent, I heard some new "sea stories," and it was good just to sit and talk with all the fine "coupers" there.

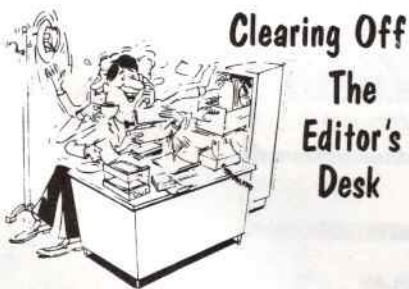
To those who have never been into "Page International" let me recommend it as an excellent strip.

As usual Laura and Leonard were the perfect hosts and a good time was had by all.

I have decided, however, that Fred Shannon and I are not very good at fishing. All we could catch was the bottom of Leonard's Lake.

I am still looking for a set of wheel pants for the Coupe.

James G. Calcote  
P.O. Box 263  
Mineral Wells, TX 76067



TO WISH YOU

*A joyous Christmas*

AND A VERY HAPPY NEW YEAR

SKIP and CAROLYN CARDEN

and The Coupe Staff

SANDY, DOT, TAL, MARK, GRACE, TERESA

## Special Notice

Dear Skip,

Wayne McCarroll of DeQueen, Ark. airport promised a fill up to the first Ercoupe to stop there. The Ercoupe got there before Wayne did so did not get his free fill up. If that couper will write Sevier County Airport, DeQueen, Ark., give name, address and estimated amt. of gasoline, Wayne will send him a check, or you can get fill up next year on your way to the picnic.

We have had lots of calls and letters thanking us for a good time at the picnic. Remember we couldn't have a fly-in if no one came, so the people are the ones we should thank. If you had a good time tell others and get them to come next year.

We had a great time - Thanks to all who came.

Leonard & Laura

## For Sale

1 Metal right wing without aileron \$300.00; 1 complete set of tail surfaces without controls \$300.00. H. Coval Conant, Cushman Corner, Weld, Me. 04285 (207) 585-2365.

1946 Ercoupe 415C fuselage, wings, tail complete except for firewall, motor mount, and nose gear. \$800.00 left wing tip is bent but repairable. The motor can be bought with fuselage or separate. 85 hp. 8 hrs. on complete crome major. \$2450.00. Marvin F. Gray, 404 W. Chestnut St., Neponsit, IL 61345 (309) 594-2082.

Over the road Ercoupe towbar. Fits most all coupes and car trailer hitches. You can tow your coupe home safely and quickly without much fuss. Tows plane by main wheels with nosewheel off the ground. Heavy steel channel construction. \$50.00. Bill Lesko, 3127 Anchorage Dr., Annapolis, MD 21403 (301) 263-1372.

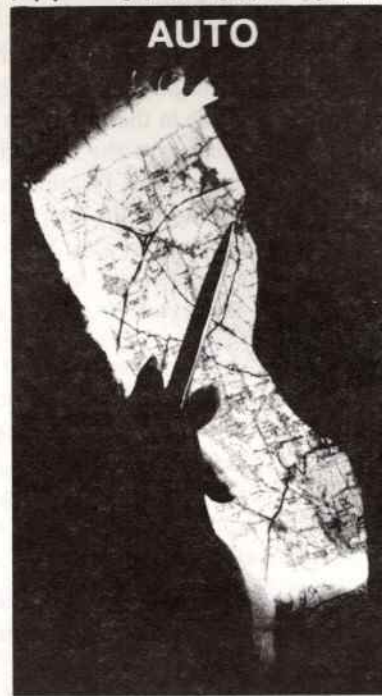
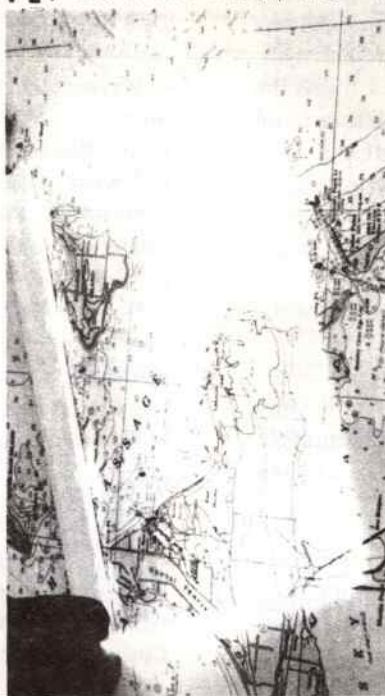
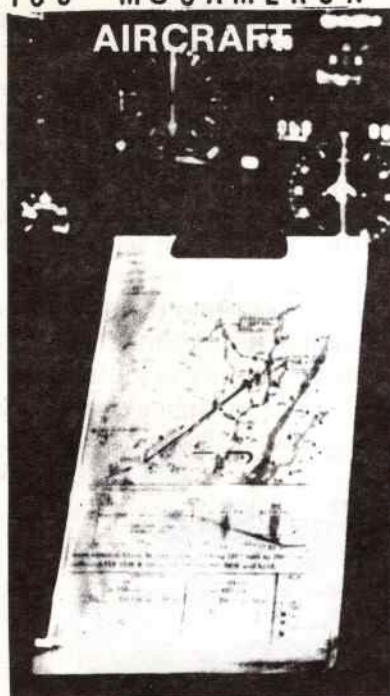


1946 Ercoupe, 85 hp, original Continental engine, less than 500 hrs. SMOH, ceconite wings, red/white paint, fully instrumented, many new parts. Asking \$5,000.00 or best offer. Based at Compton Airport, Compton, CA. Mr. C.J. Blasco, 3502 West 226th Street, Torrance, CA, 90505 (213) 325-9686.



# CENTRAL AIRCRAFT PARTS

1105 McCAMERON AVE. LOCKPORT, IL 60441 815-838-5470

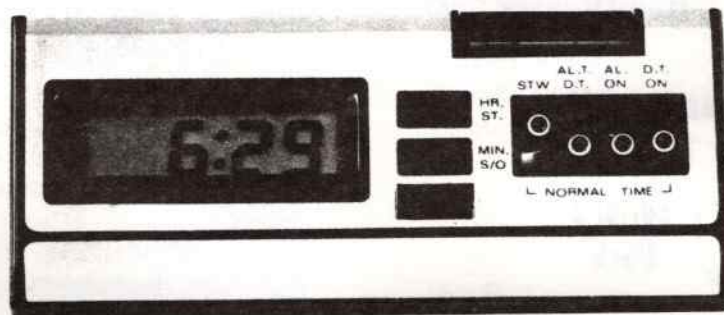


The greatest chart illuminator device in the world. Simply place it over the chart - the smallest print and details are easy to read! Plugs into any cigarette lighter socket — No batteries to worry about. Use the clip on your yoke or kneeboard to position illuminator directly over charts, approach plates, or check lists. Clearances and other notes can be made right on the plastic surface with a NON-Permanent marking pen and simply wiped off when no longer needed. the patented wedge shaped illuminator diffuses the light evenly over the entire chart only, does not impair your night vision. 48" coiled cord and plug furnished. No installation hassle! Size 5 1/4" x 8". Weight 5 oz. Current draw .2 Amp. Remarkably versatile. Great for use in cars and boats too.

12Volt Model — \$19.50  
24 Volt Model — \$28.50

Please add \$2.00 for Shipping and Insurance  
Ill. Residents add 6% Sales Tax

## MODEL "115" STOPWATCH



### ACTUAL SIZE — BACKLIGHTED LCD DISPLAY

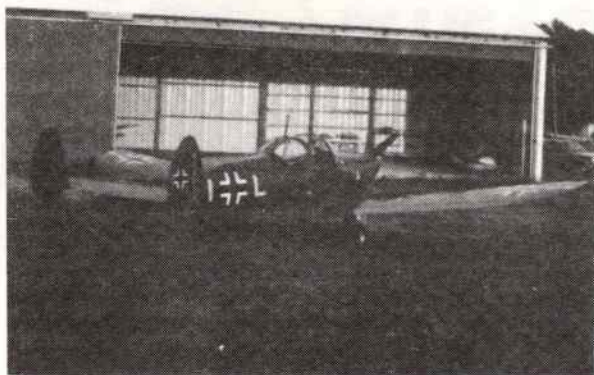
Are you tired of winding and groping for a hard to read mechanical stopwatch similar to the one Grandpa kept in his vest pocket?? Zulu Time got you bugged?? HERE IS YOUR ANSWER!

Dual Time Zone Display — Easy to Read — Backlighted L.C.D. Display — Stop Watch for Timing Approaches  
Checking Ground Speed — Timing Trip Segments — Reminder for Mandatory Position Reports  
Use it in the Car, Boat, Home, or When Traveling Overnight for Wake-Up Calls.

Nothing to hook up to aircraft wiring. Self powered by a 1.5V Penlight Battery that lasts over a Year! (BATTERY INCLUDED)  
Attaches to instrument panel, clipboard, or yoke with velcro. Satisfies requirements of FAR 91.33 for I.F.R. flight!  
Satisfies all RTCE interference requirements. Accuracy? — Better than a few seconds a week. 100% Guaranteed!  
PRICE — \$24.95 (only possible because of a very large volume purchase) Please, shop around and check through aircraft catalogs. The lowest priced mechanical stop watch costs approximately \$35.00 and is worthless for anything but a stop watch!! The only other clocks on the market (and they don't compare to the quality and versatility of the model "115") cost well over \$100.00. SEND YOUR ORDER TODAY because they won't last long at this price!!  
Illinois Residents add 6% Sales Tax

Please add \$2.00 for insured shipping.





MICHIGAN 415-D, 1255 TT, 460 SFNE, new poly paint with World War II paint scheme, new interior, 90 HP, full panel with Narco Mark III. \$5600.00. Max Lee 616-854-1610.

1946 415-D S/N 1744, T/T A/C 1400 hrs. Engine 235 SCMOH, Sept. Annual, Bubble W/S, D/F N/G, Alon Spring Gear, Kenny Instrument Panel, Full Gyro, Elect. T/C New Alpha 200B, Landing Lights, Wingtip Strobes, Bucket Seats, Large Baggage Compartment. EOC 1979 Grand Champion, EOC 1978 Reserve Grand Champion, white trimmed in blue. Jim & Vi Goldsmith, 2048 So. 75th E. Ave., Tulsa, OK 74112, 918-627-2893.

All metal 1947 415D, 75HP Ercoupe, serial No. 4544, 1381TT 588 SMOH, compression 79 over 80 all cylinders. Within the past 278 hours the following has been done to this aircraft: new battery, new voltage regulator, all new shielded wiring, rebuilt starter and generator, all new tires and tubes, double arm nose fork, all landing gears completely rebuilt, new wheel bearings and brakes. New custom burgundy and cream imron paint with matching Airtex interior (all material-no plastic or vinyl), Airtex canopy cover. Complete National Aviation Enterprises window system with sunshade. Control mast assembly removed and inspected and completely rebuilt at that time with all new bushings and heimrod end bearings. Muffler and exhaust system replaced. With last annual (10-2-82) new ELT battery, new seat belts, new upper spark plugs. Also included two Narco Mark V's VOA 3 and VOA 4 in working condition.



All logs and complete set of service manuals included. This is

truly a fine Ercoupe worth much more than the \$7,000 I'm asking for it. Regretfully, I must sell. Call Ken Lessard (413) 567-1386.

Ercoupe 415C-85HP-N 41884, Escort 110, forked nose, strobe, ELT, tinted overhead, rear plexi; clean, attractive interior, exterior, mostly metal with some trim, ceconite wings. Good compression, complete logs, all AD's complied with. 725 since top o'haul. TT=2560. Based near Raleigh, N.C. \$5600.00. A. Gelbin - days (203) 966-3984 - evenings (203) 222-1319 (no collects).

1946 415-C Rudder pedals. Cleveland brakes. 400 STOH dual fork. White & Blue, Alpha 200 \$4900. 60 mi south of Pitt, PA, Wheeling Ohio Co. Airport, Wheeling, W. Va. R. E. Longenette, 1-614-633-1616.

1957 Forney Aircoupe, 1560 T.T., 680 SMOH, F.G.P., landing lights, wheel fairings, strobe lights, eyebrow instrument lights. \$7500. Jim Kurz, 19820 Xeon Avenue, Jordan, MN 55353 (612) 492-6612.

1965 Alon, 1300TT, 0-200 engine, 300 SMOH, new imron. Beautiful Airplane. no radios. \$9,500.00. Jerry Cook, 404-486-4606.

1947 415-E, N415E, 250 SMOH, 2100 TTA, rudders, new glass, new interior, paint so-so, nav-com, and more. 918-426-4585 or write Paul M. Lalli, Box 1578, McAlester, OK 74501. Possible trades.

C-85 tapered crankshaft; removed before STC came out. Can be ground to .0200 \$300 or best offer. Lou Buffardi, 400 Windward Passage, Shidell, La. 70458. (504) 649-6502 (home); (504) 865-3423/3424/3425 (office).

1946 415-C, N2666H, Serial No. 3291. Best Ercoupe Trophy - 1982 E.O.C. National Fly-In. All mods to convert to "D" MModel except elevator stop and no-Smoking sign. 155 Hours since total rebuild including Major Overhaul of C-85-12F engine. Uses 1 Qt. oil in 10-12 hours. Stits covering on wings. Full modern Gyro Panel including Electric Turn Coordinator. Four position Exhaust Gas and Cylinder Head Temperature gauges. Radio package worth at least \$5000.00 includes custom Audio Panel with 3-lite Marker Beacon, Motorola T-12 ADF, King KX-145 720 Channel Nav/Com, Radiar 360 Channel Nav/Com with Glide Slope, Collins DCE 400 Distance Computing Equipment, King KT-76 Transponder and Narco AR-500 Altitude Encoder. Kenny nose cowl and wheel fairings, Beautiful Red and White Imron paint and custom Red and White matching interior. A super little airplane if you want all of these goodies and are willing to pay for them. I have invested well over \$15,000.00 and am willing to sell for \$12,500.00. George Gallaspy, 3104 Kerry Lane, Oklahoma City, Oklahoma 73120. Phone a/c 405/751-8778 or 405/232.2607.

1946 Ercoupe 415-C, 85 hp, modified to D, TT 1700, eng. time 480 hrs., modernized wheel pants, new nose bowl, custom interior. Full gyro panel, elec. turn and bank, Genave



200B Nav Com, strobes, new E.L.T. and transponder. Excellent running condition and looks great. Just painted off white with black trim. This has fabric wings. Just one look. That's all it took. Must sell now, newer plane coming. \$6200.00. New Jersey 201-668-0188, Art Thickstun, 133 Morton Ave., South Plainfield, N.J. 07080.

Excellent condition - 1946 Ercoupe 415-C, 85 HP, May annual-450 since major, new plugs, Bendix mags, tires, windshields and Airtex interior. Also Escort 110, strobe lite, red/white polyurethane paint 1 yr. old. Kenney wheel pants and extras. All AD's complete. \$6300.00 Also Ercoupe 415-D for parts, brakes, wheels, fuselage and misc. with log book. 216-467-4673 - no collect calls, or write Ed. Roman, 11800 Marymac, Northfield, Ohio 44067.

1946 415-C 85 hp, 120 hrs. SMOH S/N2071. All records complete. Has Escort 110, Imron paint. A clean coupe with many extras. \$6500.00. Lloyd Proulx, Attleboro, Mass. 617-222-7626, after 4:00 p.m. No Collects.

#### 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
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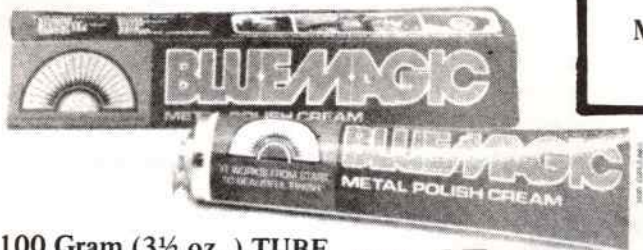




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