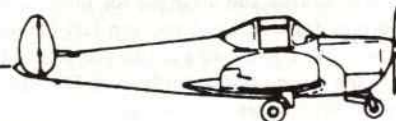


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 10, Number 11, April 1982

Telephone 919-471-9492

Editor: Skip Carden

Regional News



LAREDO FLY-IN STORY

After the tour, shopping and dinner in Mexico, the Coupe-Group gathered for photos and business meeting. Pictured from the left: ART VILLAVECCHIA (Er-99444), BOB CRAFT (Er-2409H), JOE MOLINARY (Experimental Acrobatic Alon-5626F), GARY TAYLOR (C-150), JULIE, BOB DE LEON (Alon 6362V), JANA ROSS (Alon 6357V), BOB CRUTCHFIELD, GENE TAYLOR (Forney 7508C) and SKIP CARDEN. Not shown are EOC members LISA and MARGARET PHILLIPS and HECTOR SOLIZ who met the group at the airport earlier. TERRY SAVAGE (Alon 5458F) provided air escort part way for the five planes that left Houston.

REGION SEVEN'S SOUTH OF THE BORDER FLY-IN WAS MUY MAGNIFICO!

March 20, Houston's morning skys enjoyed the beautiful sight of a flock of 6 Coupes winging their way south (one Coupe looked oddly like a C-150 but it was a Coupe for the weekend). Taking off one-by-one were four Alons, a Forney and the C-150. JOE MOLINARY'S acrobatic Alon fogged the airport with Coupe-Smoke followed by GENE TAYLOR'S smoke demonstration. TERRY SAVAGE and Alon provided air escort just to make sure we made it out of Houston OK. In flight were SKIP CARDEN, GARY TAYLOR, BOB DE LEON, ART VILLAVECCHIA, GENE TAYLOR, JANA ROSS, BOB CRUTCHFIELD, JULIE, JOE MOLINARY and TERRY SAVAGE.

Once underway, JOE showed us what an Alon looks like upside-down. A strong headwind made the flight longer than it should have been but we were in good company, with excellent visibility and comfortable temperatures. A rare combination for Texas...

Landing at Laredo International, we were welcomed by our host HECTOR SOLIZ and EOC member LISA PHILLIPS (whose Coupe is still in Arkansas). BOB CRAFT had arrived earlier from El Paso in his handsome Erco. BETTY MORGAN of Morgan Aviation met us with cold tequila sunrises, cheese, guacamole and tortillas.

Then we boarded a comfortable bus for a tour that provided an interesting mixture of sights and tastes of Nueva Laredo. Shopping began with the very finest of shops and continued through villas with

Margaritas to drink, and on to the open air market where we all walked away with a "bargain." Our trip ended with a delicious full course dinner in a lovely south of the border restaurant.

Back at the hotel, SKIP conducted the business meeting where we discussed the National Fort Collins Fly-In plans and the newsletter. We also were awarded various prizes for some of our more dubious achievements.

Sunday morning, BETTY MORGAN met us at the FBO with onyx book-ends for each pilot and a smiling invitation to each of us to visit Laredo again. Her hospitality was super!

The trip home was smooth and fairly uneventful for most of us. JOE MOLINARY, however, wanted some more excitement so he lost his engine over Wharton Airport and was able to make a safe landing. He then had to fly back to New Orleans commercially. JOE reported he will be able to repair the jugs and pistons himself and should have the Alon up and ready for airshows in May.

Not including JOE'S dilemma, this was certainly one of the most enjoyable fly-ins Region Seven has sponsored in a long time. It was good to have SKIP join us in our Texas merriment. Thank you HECTOR SOLIZ and BETTY MORGAN for organizing such a nice weekend for Region Seven Coupers!

Now we're working on Fort Collins plans and hope to see a good turn-out for the National Convention. So...keep those Coupes flying!

Until next time,

Jana Ross, Houston, Texas
Region 7 Director

Region 1

Greetings from the Pacific Northwest! We're beginning to dust off the coupe and venture out again; and we're presuming the weather will mellow from now on. No harm in presuming — got to warm up for the biggy in Colorado! Our reservations are made and we are ready to go.

But, that is not what I really had planned to write about. I've had in mind for several months to formally compliment the new Wing Leaders we located last year on the terrific job they're doing in pulling their states together.

Granted some areas are responding better than others; but at least, thanks to you, the opportunity is now there. It takes time to build up an active group and all your efforts are certainly appreciated.

We receive newsletters now from Carter Bradley, Bob Dermody, and Bob Packett and, although I haven't had time to respond individually, I do enjoy hearing what you're doing and hope you gain as much from your efforts as I always have.

Thanks again for your interest and willingness to help.

Roy Wright
Region Co-ordinator

Dear Northwest Coupers,

Not too much news this month. We had a beautiful flight to Newport last month to join Dick and Mary Roscoe for clam chowder. Clarence and Bobbie Paul had driven up from Roseburg and spend the night so we had a pleasant visit and, as always, found the coast scenery restful. When we got home one of our neighbors reported having seen a few Coupes at Albany at lunch time, so I guess some of you gathered there instead. Hope you all had as nice a time as we did.

One Saturday morning since then we had a call from JoAnn McMackin who was visiting her daughter in Vancouver. (She and Guy moved to Tulsa two years ago). She had called Daryl and Shirley

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

Lessard in Seattle and arranged for them to meet her at Clark County Aerodrome for lunch and you can just bet we jumped at the chance to join them! We comprized a partial reunion of the group of Coupers who flew to the second National Fly-in at Tahlequah, Oklahoma and it was a real spirit lifter to see them all again.

We recently had a note from Steve Worden asking us to include the following: **FOR SALE:** Damaged Ercoupe 415-C; 1946; ceconite wings; no engine; landing damaged nose and left main gear sections. Lots of good parts, instruments, etc. Airplane on boat trailer. Going to Alaska before April. Please contact as soon as possible. Steve Worden, S.R.N. 680, Yachats, Ore. 97498 (503) 547-3671.

We're enclosing a copy of Washington state's Coupe gatherings for this year. If you are ever free to join them I'm sure they'll make you glad you came. They are a great group.

Our next gathering will be at Sweptwing in Albany on Sunday, March 21, at 1:00 p.m. Hope the weather co-operates so we can have a good crowd!

Roy and Eileen Wright

NORTHWEST ERCOUPERS 1982 SCHEDULE OF FLY-IN MEETINGS

January - Puyallup Thun Field, Hangar Inn, Saturday, January 23.
February - Port Orchard Airport, Flight Line Cafe - Saturday, February 27.
March - Snohomish Harvey Field, Skyroom Cafe - Sunday, March 21.
April - Jefferson County Airport Cafe - Saturday, April 24.
May - Victoria B.C., Saturday/Sunday, May 22-23. Contact John Clark for reservations if staying overnight.
June - Shelton Airport, Cottage Cafe, Sunday, June 20.
July - Ocean Shores, Ocean Shores Inn Coffee Shop - Saturday, July 24.
August - Arlington - EAA Fly-In - Sunday, August 29.
September - Chehalis, Chehalis Airport Cafe - Saturday, September 25.
October - Puyallup, Hangar Inn - Sunday, October 24.
November - Harvey Field Skyroom Cafe - Saturday, November 20.
December - No Meeting - Merry Christmas and a Happy New Year!

Please Note: To accomodate those who normally work Saturday, we will alternate Saturday and Sunday meetings. We hope this will work for most of us. We hope to see everyone sometime this year. **KEEP COUPES FLYING!!!**

REGION 1

Dear Northwest Coupers,

Will wonders never cease? Two weeks of beautiful, sunny weather! With such inspiration I (Eileen, that is) started flying lessons, soloed a week later, and am looking forward to earning my license as weather and intellect allow. I feel very fortunate to have located Cliff Showalter at the north end of Aurora to instruct me. He's currently instructing two other Ercouper students, thinks they are neat little planes, and has been extremely pleasant to work with.

Our Fly-in lunch at Albany on March 21 was particularly enjoyable since the sun was shining, I'd soloed that day, and we had the opportunity to welcome some new Ercoupers. We were delighted to meet Ron and Jane Harman who flew N5644F from Grants Pass, and Gene and Cindy Thomas in N94333 from Astoria. We'd heard recently from both couples by mail and had hoped their local weather would allow them to join the gang. Also on hand to welcome the newcomers were STan and Naida Lyons, Hal and Helen Looper, Walt Seely and friend, Laurel and Ada VanLieu, Bob Bean and friend, Ken and Dorothy Damewood, Tom and Carla Newton, and Dick and Mary Roscoe. Ten terrific twin-tailers add class to any restaurant parking lot!

We had a good thorough gab session over lunch, traded ideas and tips, and paraded around the lot admiring each others choice of aircraft type. Hal Looper took the opportunity to emphasize the need to stand clear after each hand turn of the prop. He was recently doing a routine turn through (all switches off) when the thing caught and kicked 3 to 4 turns by itself. His routine body position left him safely clear, but since one doesn't expect such a result, not everyone would be so fortunate. Moral of the story: always stand clear when moving the prop.

Dick Roscoe gave a brief rundown on a product he is now distributing - Amzoil - a 100% synthetic oil being tested and expected to be approved for aircraft use in June.

The other magic topic of the day was the National Fly-In in Ft. Collins, Co.o. July 2-5. Our plan is to hop over the Mt. Hood range after work Wed. June 30. Thurs. July 1 we'll depart the Redmond-Prineville area (wherever we stay) at dawn, and spend the night at Burley Id. Depart Burley Fri. July 2 at dawn and arrive Ft. Collin. Having thoroughly enjoyed the Fly-In, we'll depart Ft. Collins at dawn on Mon. July 5 and retrace our path. So far our list of locals intending to go are Loopers, Damewoods, Harmans, Thomases, and Roscoes. There are several other hopefuls still working out details. We'll update the list as we hear.

Along the same line, we'll be sending an announcement of the National Fly-In into the Western Flyer, which offers free advertising. If any of you have access to any publications with a similar service, we'd appreciate your doing the same.

We'll meet again at the Sweptwing at Albany on Sunday, April 18, at 1:00 p.m. See you there...

Roy/Eileen Wright

REGION 2

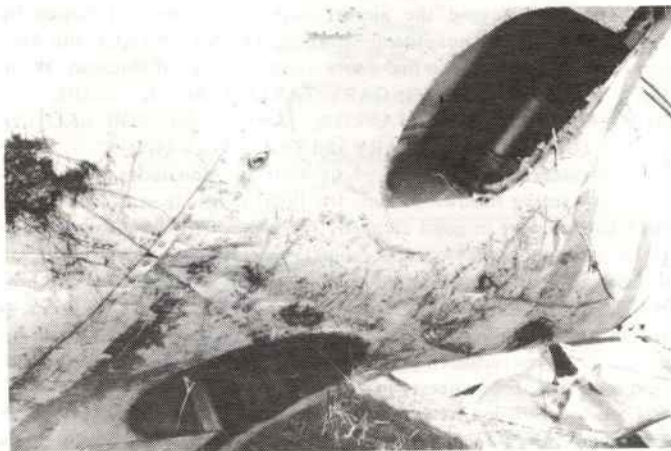
WHATEVER HAPPENED TO....

....the famous retractable Ercoupe? It is alive, but NOT well, on a private airstrip near Hemet, California. Frank R. Saletri, author of *The Ercoupe, A Touch of Class*, was flown from Hemet to the private airstrip by the owner to see it. Once crashed, the fuselage has been restored. But the wings, which were also special for this aircraft, are stored somewhere else, as are the special retractable landing gear. There is no engine. Saletri had considered buying the aircraft, mainly to obtain the rights to the S.T.C. for retractable coupes, but there were few E.O.C. members who were interested in modifying their coupes. Although Saletri abandoned the project he took many photos of the retractable as it now sits; and some are shown here. (Photos by Saletri)

Chuck Ferris



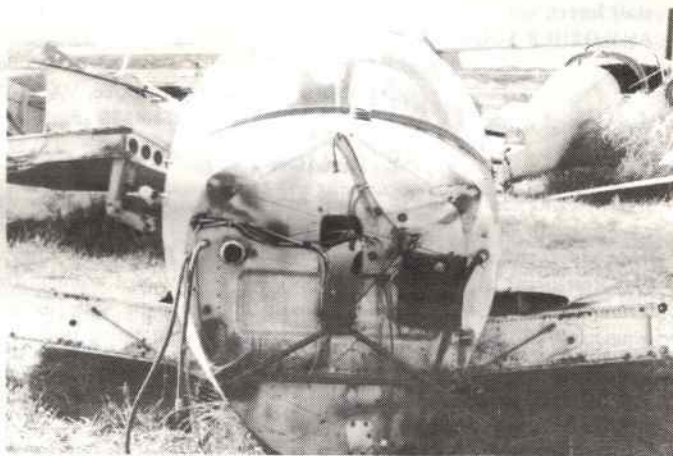
The fuselage, missing the empennage, fuel tanks, and gear.



Underside of fuselage, showing the recesses into which the gear retract-ed. It is believed that there never were any gear doors installed.



The cockpit, showing the gear retracting handle, which looks like a joystick in this photo, and the gear indicator and control handle (to the left of the retracting handles). Apparently you selected the position with the control and activated with the handle.



The firewall, with an opening, apparently for the nose retracting mechanism or the strut, so that the nose wheel could retract into the engine compartment.



A friend of Saletri's, Bobby Coleman, holds the bottom cowl. The large oblong opening allowed the nose wheel to retract upward.

Hi Skip:

I know I'm late in getting this newsletter out but have so many things going just can't seem to find time to write.

Had a good turnout for our April Fly-In up at High Desert, CA. The weather was super good as were the people that came out. Mr. Joe Fern the man that owns the airport is one of the most jovial persons I have ever met, sure knows how to please his guests.

Got to fly his 210 Cessna while he took some pictures of the Coupes from over the field. Hope they turn out good. If they do I'll send you some.

Those that made the High Desert flight were: Bob Elliott & wife, 99146; Rich Moore 94373; Jack Owens 3577H; Joe & Bell Figaroes 3630H; Chuck Taylor & Friend, Ben 6595Q; Roland Furman 99089; Jack Owens' old bird; Jim Pryor & friend in his beautiful Military 3139H; Cecil Muchmore & friend in his special Beech Coupe; Gary Dallugge 3040G; Les Norton & Wife in my old Cadet 9533V; and one of our new Coupers, Fred Gish 99371, and last but not least, yours truly in 2081H. We had a little walk up to the cafe and had lunch and talked all kinds of things including flying up to Colorado to the Big National. Also talked about our next month's meeting at Solvang CA. A wonderful place to visit. Also found myself chasing some of those beautiful leopard lizzards of the High Desert but had no luck. Too fast for this old man - Ha! Ha!

Bob Elliott's 99146 will be sporting a new paint job for our May Fly-In. Can't wait to see it done. Jack Owens is talking about putting new upholstery in his prize winning 3577H.

Frank Saletri is coming along on his 2nd book of the Ercoupe. Can't wait until it is done.

Well enough for this month.

Your Director
Wayne Olson

REGION 5

Well, I tried to get a jump on Spring so off to Florida and Fun. in the Sun. Jim Cox & family came down in their new Mooney. Well, it's new to them anyhow. We left St. Paul, Sat. morning in 40 to 50 mile an hour winds. I made my first stop at Dubuse, Iowa and thank God for the coupe. It sure handled the cross wind. I had a none pilot with me and he was kind of scared on the first bad cross wind landing, but after a while he got used to them. We stoped at Nashville the first night and met Jim Cox and family there. The next morning we got out of Nashville just ahead of a thunderstorm and on to Columbus, Ga. My radio wasn't working all that well so I had my hands full. Jim Cox left at the same time out of Nashville and we met at Columbus. Of course he was there about 1 hour before us. That Mooney sure moves across country. Sun. night I arrived in Lakeland late thanks to the M.O.A. out of Columbus and the control tower there that ran me all around. At Lakeland we met Bob Vinn and wife so we weren't all alone. Of course, Fred Weick gave a forum on Pitch Control. Don Stretch was there and it's always good to see Coupe people. Well, as I mentioned earlier, my radio was weak so at the fly-in they had a Genave Alpha 200B which is a step up from my 200A, so I got loose and bought the B model. Started out from Lakeland and found out that radio wasn't weak, it was out completely. From Lakeland I went to Pensacola, FL. Across all the M.O.D.S. thinking I have a good radio but as I mentioned earlier, the radio is out. Stopped at Fergerson's Field in Pensacola and have the tech. check out radio and ant. on plane. The Antenna o.k., radio bad. To say the least, I'm upset. Too far to go back to Lakeland so onward home. Stopped at Leonard & Laura Page's in Ark. I sure didn't want to get in trouble knowing the law. That is if you own and fly a Coupe you stop at the Page Place if near Ark. I flew in there and know how come they call the Wasp the Mud Dubber. I came in there and landed among the cow pies and mud all over my shiny Coupe. Now there we had good Southern hospitality. Well, we left there Saturday morning with weather all around and no radio. Climbed out with fresh pie cover on plane, worked my way across the Ozark Mts. and got lucky. Tail wind all the way to Mason City, Iowa before weather put us down for the night. Sun. morning last 125 miles to St. Paul with marginal V.F.R. Sure nice to be home after 35 hours on the coupe. Called Aeroteck Monday morning and they stated that they were sorry about the radio, to ship it to them and they will repair it. I sure hope so. I hope to see you all at the National in Colorado. Have to close for now, So till then,

Vern Brown
Minn. Wing Leader

NEWS FROM ARKANSAS

Hi You All,

Guess Spring has sprung as things are picking up around here. I even had the wasp out a couple of times last week.

Vern Brown and Roy Peterson stopped by on their way home from Sun & Fun.

Dean Brown was here last week to get his Coupe that I have had here too long. He seems to really be happy with it, spent the whole time either flying or wiping "The plane dummy."

Brought Leonard Wilhelm's coupe here Saturday for some final touch up on engine. He has done a real pretty job rebuilding the coupe.

Saw John Gaither from Oil City, La. He wants me to bring his coupe home so he can start working on his license.

Got a call Saturday from Roger Koach of California. They are visiting in Texas, Ark., and Tenn. Said they would be here sometime this week.

Archie Brixie of Dallas called last week to tell me the wasp got its picture in Sport Aviation.

I have the calendar marked every weekend in May for a fly-in in the area. Don't know if I will make them all. May not have enough gas after I get the spring plowing done.

It's only 8:00 but I think I have done all the harm I can in one night, so see you next time.

Leonard and Laura Page
Belleville, Ar. 72824
501-495-2647

P.S. The National is coming up. Anyone who is passing through Ark. on the way to Colo. should stop over at our house. If we run out of room, we have good neighbors. Guess I should warn you again, it's against the law for a Coupe to fly over Ark. and not stop here.

REGION 9

We have finally set a date for our 1st 1982 Ercoupe Fly-In! Please mark May 2, 1982 (bad weather date May 9, 1982) on your calendar and get your "coupe" out of the winter doldrums and aim it toward South Boston, VA. I have talked with Skip Carden and Chic Clayton and we are all set.

Skip (Regional Director for Region 9) has promised to shake the Carolina bushes and have as many Tar Heel and Palmetto State "coupe" flyers come as possible. I urge all Virginia "coupe" pilots, friends, etc. to show up and join the fun! Chic is the manager of William M. Tuck Airport at South Boston. He is rolling out the welcome mat. He has promised suitable quarters for any meetings we might choose to have. He also said that the South Boston Youth Council raises funds for its local projects by providing food service on the field for groups such as ours. Arrive as early on the 2nd as you wish. Food (hot dogs, drinks, etc.) will be available from 10 a.m. until we are ready to leave.

Tuck Field is a paved, lighted strip that is on the Cincinnati Chart. It is only 12 miles N of the North Carolina border and 28 miles NE of Danville, VA. Tuck uses 122.8 for its unicom frequency. The Danville FSS (122.3) can be used for advisories if desired. I've made a few rough estimates of distances to William Tuck from some representative cities that are within (almost!) 2 hours "coupe" time--Lynchburg, 46; Raleigh/Durham, 57; Roanoke and Greensboro, 75; Richmond, 110; Salisbury, 120; Luray, 130; Charlotte, 155; Norfolk, 160; and Winchester, 230.

Skip and I discussed the conflict with the Region III EAA Fly-In scheduled for Statesville, NC, April 30-May 2. We agreed that "coupe" turnout at Burlington last year was limited and perhaps "coupe" owners would rather meet with other "coupe" people instead of the mixed types most EAA Fly-Ins provide. We also felt that Saturday, May 1, would be the main day at Statesville and if "coupe" owners chose to go there, they could leave Sunday morning and fly to South Boston (approx. 135 miles). Skip indicated that he may invite members of the Cessna 150/152 Club to join us - so if you come along and note some slab-sided, Wichita Bug Smashers on the field, you will know why. Please feel free to invite anyone to come along that can help fill Tuck Field. We "coupe" folks are friendly and will welcome anyone who wishes to share good times and fun with us. It's up to us to make this a

success and hopefully establish a core of group friendship that can be expanded and utilized for future meetings. Together we can help each other with information, ideas, etc. that will make flying "coupes" more enjoyable for us all.

I got another letter from my prime supporter, Hiram Martin of Lynchburg. He enclosed his second (quite generous) contribution. Hiram stated that he had a little problem with his physical and may have to give up flying. I'm sure he would love to go to this Fly-In. He's hoping to find a licensed pilot to ride with him.

Bob Conlon still hasn't gotten my RST intercom completed--so--no report on it this time. Come on Bob, get on the ball!

Enclosed is information sent to me from David Edens. Looks interesting! If you care to pursue this, contact NAE and let us know details, cost, etc.

FOR SALE:

Ercoupe, 1946-415C-C85 (mfg. 3/25/46) owned by Eric since 1972MK.5 and Lear 100-35A. Gen - 2 dowl mntd. Indg. Its. -RB-T&B-RC-AltM.-Air spd.-DG- and AH. New tires on mains (11-80) Fibre Glass Wings (need paint). TT approx. 660 hrs. - CONTACT: C.W. (Eric) Erickson, Route 3, Box 305, Blacksburg, VA 24060 - asking \$5,000.

FLASH:

Rucker Tibbs, airport manager at New London (between Bedford and Lynchburg) will have the annual fly-in breakfast on the field the 1st Sunday in June (6th)--alternate date the 2nd Sunday (13th). Come and enjoy fine food, flying, friendship, and fibs with this group of aircraft lovers.

ANY OTHER SUGGESTIONS?

Carter Bradley
4818 Norwood St., SW, Roanoke, VA 24018
Telephone (703) 774-4829 after 6 p.m.

REGION 3

"The Colorado Couper's" are off to a great flying start!!! There was a great group of 38 "Colorado Coupers" and their friends. A total of five coupes, and a couple of others, flew into the fly in at the Convair 990 Restaurant at Tri-County Airport for a very nice brunch. This restaurant is a REAL converted Convair 990, complete with fuselage, wings, and tail, which rests upon a very nice bar and dining area building below it. "The Colorado Coupers," all 38 of us were seated, starting in the cockpit back and including the first class section!!!

Skip, I passed out packets with bumper stickers, iron on transfers, a special button saying "Colorado Coupers" and with a short questionnaire. Also Skip, I would like at this time to make known to the "Colorado Coupers" a couple of the results of this questionnaire.

1st. Yes, we will have another "Fly In."

2nd. Next "Fly In" will be scheduled in about two or three months.

3rd. The "Fly In" will be scheduled at another suitable airport for the Ercoupe and the "Colorado Couper's" interest, for fun, with no work!!!!

So, to the "Colorado Couper's," let me say again, thanks for a great turnout, and at the next "Fly In" I'm sure there'll be more "Colorado Couper's" because I now have an up to date directory. So if some of you reading this in the next Coupe Capers didn't get an invitation, that will be changed for our next fly in. I'll see to it that all who come then will get our own, Wonderful, "Colorado Couper," button. Yes!!! for your very own, and if I missed anyone at our fly in at the Convair 990, I'M SORRY, and you'll get one at the next fly in.

Also, Skip, maybe some of the coupers at the National Fly In in July would like to try "The Convair 990." Just 30 miles south down the interstate highway. To Tri County Airport, Freq. 123.0, no control tower, but take your own wheel chocks.

Well, guess I'd better say bye and I'll be in contact with the "Colorado Coupers" in planning our next fly in.

Don't Coupe, "A Coupe," or "A Couper"

Dave Koepp

REGION 10

We have a new Alon owner and new member in Attorney Willie Salesky of New York City. Willie keeps his coupe at Sanford Airport and is learning to fly it now. He is an interesting individual and appears to be a welcome addition to E.O.C. - He found the Alon in Maryland

and is customizing it.

By the time you read this we should have had a good fly-in at New Smyrna Beach, FL - We're expecting coupes from GA, ALA, etc. - Jerry Cook plans to fly in from GA.

Ya'll Come! Sun 'N Fun is underway at Lakeland Airport, with many coupers present - saw Don Stretch there Sunday and expect to see many later in the week. All for now.

Joe B. McCawley

Region 10 Report Sun 'N Fun '82

I arrived in Lakeland Sunday in time to meet our former Prez, Don Stretch. He set up his Airtex exhibit in his beautiful Cherokee 180 (Challenger). During the week the following were in attendance: Milt & Ruth Jobes (she won 2nd prize in the EAA Poster Coloring Contest), Ralph Johnson, Henry Newman, the Dyers (of Univair), Bill Morrison, Bud Rogers, Walt Riviere, Fred & Dorothy Weick, Milton Goldkin and several others. We had about 10 Coupes and over 500 ultralights! The attendance exceeded all previous Sun 'N Funs and the weather was almost perfect the entire week; warm, sunny and light wind.

I met some Georgia Coupers who, when they found out I was a Couper, insisted I have Cold Beer, etc.! Some of them plan to come to our April 24 & 25 Fly-In at New Smyrna Beach.

Poor Don Stretch worked constantly the entire week; no play, no fun, just work. Pictures will be forthcoming to prove his endless toil!

All in all, a good week was had by all.

Joe B. McCawley
Region 10

Regional News

NEWS BULLETIN

Florida Fly-In a huge (optional word) success.

We had one! Aircoupe and one Cherocoupe. We also had five drive-ins and a total of approximately 12 people.

We were wiped out by weather! A high was over the entire United States except Florida. A front moved from North Florida to South Florida, then stalled and moved back over the state again. We had rain, high wind and low ceilings.

Skip and Caroline Carden, Fred and Dorothy Weick, Joe and June Linzalone, Bill Morrison, Dave Willman, Joe McCawley, "Big John," Marvin? and one or two others whose names I did not get, attended.

Those who were there had a good time hanger flying and we have rescheduled the fly-in for the last week-end in May, Saturday and Sunday, May 29 and 30.

All you folks in Florida, Alabama, Georgia, Louisiana, Mississippi, etc. plan to come and be with us.

We will have approximately 50 give-a-ways and nice gifts to be presented during the week-end. Each early arrival will receive a memento from EOC. Mr. & Mrs. Weick plan to be with us and perhaps we could cajole Skip and Caroline to be with us again.

Joe B. McCawley, Regional Director
Region 10

PRESIDENT'S LETTER

Skip,

Just back from trip East. SN No. 1 is well shown at Silver Hill in No. 1 spot on the floor. Enclosed is info which should be in newsletter. Most days anyone could join another group to go thru - worth doing.

Carl Hall

Tour Information

Free tours of the Paul E. Garber Facility are available: Monday through Friday 10:00 a.m. Saturday and Sunday 10:00 a.m. and 1:00 p.m. Reservations must be made at least two weeks in advance. For reservations and further information, call (202) 357-1400 between 9:00 a.m. and 4:00 p.m., Monday through Friday, or write: Tour Scheduler, Education Services Division, National Air and Space Museum, Smithsonian Institution, Washington, D.C. 20560. Additional information and a confirmation sheet will be mailed when your reservations are

made. Individuals or groups of up to 40 will be accepted for the guided tours which last between two and three hours. Special tours for handicapped visitors are available upon request. There is no heating or air conditioning in the warehouse-type exhibit areas, so visitors should dress appropriately.

NOTICE

Dear Flying Friends,

About a year ago, an organization called Home Field Friends was formed to facilitate the economy of flying and revive the camaraderie of aviators. The basis of the organization is to supply members with a list of other members across the country who are willing to give them room and board while traveling, weather in, or broken down. The following guidelines have been formed for Home Field Friends, although any suggestions for a better organization are welcome:

1. When, if possible, notify members in advance that you plan to stay with them.

2. Any member has the right to refuse another member at any time for any reason (previous plans, etc.).

3. If weathered in, never stay more than two nights with any one member unless specifically invited to do so.

4. Inconvenience host member as little as possible. Host members shouldn't be expected to entertain you constantly. Try to allow them to live as they normally would.

5. Possible donations toward food can be made if you wish.

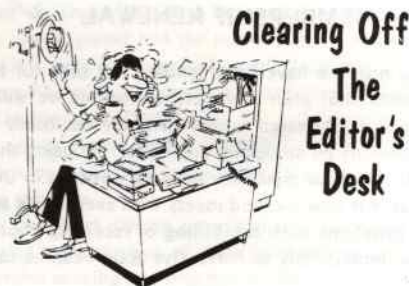
6. Transportation to and from the airport should not be expected, but would be helpful.

It is our hope that Home Field Friends will enable members to travel less expensively and with more convenience and to meet new friends with similar interests across the nation. The cost of membership is \$10.00 for three years. This is only to cover printing and mailing costs. Lists will be updated periodically to include new members.

We are sending you this information in hopes that you can inform the members of your organization about us by means of your newsletter or meetings. In order to join, please have your members list name, address, phone, age, family, airport, occupation, interests, and type aircraft and send them with \$10.00 to: HOME FIELD FRIENDS, c/o Ashley Cousins, Rt. 2, Box 138, Barren Springs, Va. 24313, 703/980-5541.

To become a useful and successful organization, we must have a large, nationally dispersed membership and this is why we are writing to you. We look forward to having your members join our growing organization which was formed for the benefit of air travelers.

Sincerely,
Ashley Cousins



CLUB COUPE

Club Coupe continues to progress along nicely although I haven't had much time to work on it recently. I would like to explain some things about the Coupe that most of you are not aware of. First, all items or parts donated to this project can be used as a tax deduction as the Ercoupe Owners Club is a non profit educational corporation and all donations are tax deductible. We are building this Coupe up from donated parts and it will become the property of the Ercoupe Owners Club. The purpose for this project is to have a ready test bed available for testing and evaluating. By using this airframe we hope to be able to get STC'd several items, the first being removal of the head tank, the next, the approval of an alternate engine (a 125 hp that will bolt in place of your present engine and weighs only 12 lb. more than an 85). Also many other areas that need to be addressed. You can see that this

is no easy project and that just getting the Club Coupe in the air will take a lot of time and effort but I feel that this is a project that is long overdue, and I encourage each and every one to help in any way that you can. Oh, yes, we hope to test auto gas in it also.

FLY-IN

We are receiving a good number of Fly-In registrations and want to encourage you to please pre-register so that our time at the fly-in will be less concerned with paper work. I want to thank all who have already registered. This makes my task easier. Also, we will need volunteers and anyone who wants to become more involved in the Fly-In should contact me and I will forward your name and address to Dave Koepp who is heading up our volunteers. I suggest that you contact the motel as soon as possible as rooms are going fast. When that motel fills up we will have to house you some distance away in the Ramada at Ft. Collins. I really see a lot of enthusiasm around concerning the Fly-In and hope that you COME TO COLORADO and have a good time.

SCHOLARSHIP FUND

I have received only three applications for the Scholarship that will be awarded this year, so if you have a child who is eligible, or know of a member who has a child who qualifies, have them contact me at once. We must make a decision soon on who will receive the scholarship.

NOMINATIONS ARE OPEN

If you have a nomination for an office in the Club I am accepting nominations for offices in the Club for the year 1982-83. Anyone may nominate a candidate for office. Also the nominating committee will submit a slate of candidates next month. Any thoughts or suggestions will be appreciated.

ACCIDENT

On March 29, 1982 at 2230Z an Erco Coupe 415C, N94867, owned and piloted by Joe Sullivan of Merritt Island, Florida, was involved in an accident at Merritt Island. On take off the engine lost power and the aircraft crashed resulting in substantial damage but no injuries to the pilot. The St. Petersburg GADO is investigating.

MEMBERSHIP RENEWAL

For some time now we have been sending out bills for membership renewal. The month that your membership expires we will send you a statement with a self addressed return envelope enclosed. I hope that this will make renewals go smoother and faster. By using the statement and return envelope we can make the necessary entries in the computer faster. I hope that this new method meets with everyone's approval and if you have any problems with the billing or receiving your newsletter, then let me know immediately so corrective action can be taken.

SOUTH OF THE BORDER RESORT

Jim Irwin, president of Aircraft Spruce and Specialty Co., P.O. Box 424, Fullerton, CA 92632 (714) 870-7551, writes that a hideaway resort for pilots called Punta San Francisquito is now operating on the tranquil Sea of Cortez in Baja California Mexico. It is only a short hop from the southwestern states and has an airport with two runways 3000 and 4000 with a monitored unicom (122.8) 100 Avgas and parking of your plane within 50 yards of your beachfront cabana. For more info write Jim at the above address, ADIOS.

THANKS FOR WRITING

I want to thank all of the members who have gotten behind the autogas STC program and written to their representative. Many of you have sent me copies of letters that you have received from your repre-

sentatives and I appreciate it. Although most of the replies from the FAA contain the same old bureaucratic gobbledygook answers, at least they are getting the idea that we want some action and fast. I went to Daytona, Fla. last week and all the way down and back I was able to buy 80 oct. avgas but the price was \$1.80-1.89 a gallon, while auto gas was selling for around \$1.05 a gallon, and once again we are getting ripped off. Not by the fixed base operators but by the OIL COMPANIES. I could have used auto gas and saved almost half of my costs. I remember several years past when avgas was cheaper than auto gas and we could fly the plane cheaper than we could drive, not to mention the time we could save. I wonder why it suddenly went up in cost, not only meeting the cost of auto gas but exceeding it???? We must stick together and fight for these inequities to be changed or Sport Aviation as we know it, may just pass away except for the very rich. The effects are being severely felt in the general aviation field with fixed base operators finding it harder to remain in business with the tight economics of today, Cessna has closed up for 6 weeks and I understand that this may be continued as sales hit a new low. We must fight to reduce costs if we are to survive.

Coming Events

5th ANNUAL MIDWEST REGIONAL ERCOUPE FLY-IN

Memorial Day Weekend May 28, 29 & 30, 1982, at the Logan County Airport, Lincoln, IL. We are sorry that we will not be able to greet the EARLY ARRIVALS on May 28, 1982.

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

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

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

FLY IN

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

Come - Look - Talk - Fly - Enjoy a day or a weekend of fun, flying, and fellowship. Fly carefully - bring your tie downs. There will be a surprise prize on Sunday. We're looking forward to seeing you at New Smyrna Beach on Saturday, May 29 or Sunday, May 30, or better yet, Both!!

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

FLY-IN

June 26, 1982 at Speedway Airport, Speedway, Ind., 9:00 A.M., Bring covered dish, your choice & meat - grills provided. Airport located west of Indianapolis Race Track. Contact: John Summers, RR 17, Box 185, Brazil, Ind. 47834.

Dear Skip:

We are having a Fly-In breakfast the first Sunday in June and second Sunday rain date. For further information contact: Hirman L. Martin, 55 Whitestone Drive, Lynchburg, VA 24502 (804) 237-4539.

FLY-IN

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

Hints 'N Tips

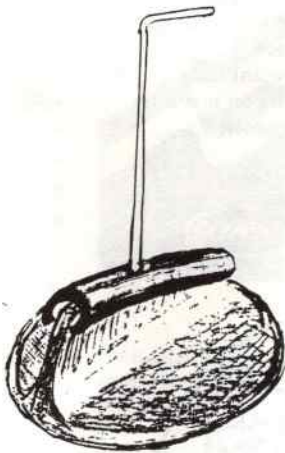
Flatland Coupers attending the Fly-In who are concerned about our 5,000 foot elevation in Fort Collins should review their density altitude charts. I'm sure you'll quickly recall that temperature as well as pressure altitude affects your performance. Colorado mornings, even in July, are usually cool, and Coupes perform fine. Afternoons can get hot and one has to be VERY aware of the combined effects of density altitude and weight.

My plane is now converted from the 85hp to a 100hp engine using the Skyport STC. Conversion was quite simple. Took a little trial and error to get the correct engine-mount bolt lengths. The standard cowl-ing fits beautifully. Ended up the EXACT same weight after conversion. The CG went aft a little. With full fuel, two 170 pounders, full upholstery and one radio, I have a 35 pound baggage capacity remaining. My rate of climb doubled. Cruise seems to have increased 10 mph although I haven't been cross country yet to really evaluate the speed. Am using the 69-48 propeller.

Enclosed is a drawing of a very simple way to keep water out of your "wire and cork" type fuel tank caps. It is very effective, maybe some aren't aware of it. Just thread the wire through the hole, and the slit edges of the tubing grip the cap fairing to hold it firmly on. Remove before flight!

See you on the weekend of the 4th of July.

Wayne Lawler
2900 Tumbleweed Ln.
Fort Collins, CO 80526
Tel. (303) 223-3238



3/16 OD TUBING
2" LONG
SLIT ONE SIDE
PUNCH HOLE IN
OPPOSITE-CENTER
REMOVE BEFORE
FLIGHT - PUT IN POCKET -

HINTS - ALON A2

1. Control column bushings are nylon, wear fast. Replace with bronze from Skyport - hard work to fit, but worth it for reduces aileron play. Drill small oil hole above lower bushing.
2. Chk. fwd. elevator bellcrank ctr. bushing/bearing, mine was worn out completely - replace from Skyport. Cables too tight?
3. To fill main shocks or replace worn o' rings, the rubber snubber MUST be removed and shock FULLY extended - raise wing.

4. Alon Bat Box can be removed and corners enlarged with peening to accommodate rebat or Monty-Ward 12V Manifold bat. Make new top strap.

5. I made new "T" panel with 6 ea. 3-1/8" and 4 ea. 2 1/4" hole layout to replace old Mil. style pnl. Kenney Eng. made the pnl to my design/dwg. It really looks professional. However, hole and DG must be small in length, i.e., Edo style. Kenney will make you one, very reasonable.

6. Soft brake pedal with creeping - probably 'O' rings in mstr cylinder - replace with CORRECT 'O' rings (2) and STRETCH spring before re-asm.

7. Front fork shimmy - chk ft. axel bearing caps for fit and no tire wobble - shim spacers with old oil screen gaskets if spacers are worn. Also scissors, 3 bolts snug so oleo falls slowly not drops if tail lowered.

8. Outside gust locks should be made, otherwise aileron bellcrank (in wing) bushing and rod end bearings wear. The column lock is at the wrong end of system to prevent play/wear.

9. Drill drain holes in bulkhead skins that retain water. The location near ft. spar will fill with water and rust out rudder pulley bearings.

10. Marvel Carb - check for LATEST plastic float - new style - is not contaminated by high octane aromatics (white gas, LL etc.) excessive wicking around carb indicates float contaminated or valve worn or wrong float setting. See M/S carb overhaul manual.

11. C-90-16F Bendix Mag Ad's coils, bushing and impulse couplings - timing important for static run up RPM. For 0-200 conversions Factory Bul. 80-27 changes timing FM28/28 to 24/24.

12. No rudder locks - look for worn holes at rudder arms - rebush/replace - need all the rudder you can get to slip.

John Herbert
40 Theresa Ter., Lee, MA.

Thanks, John. KCF means "Keep Coupes Flying."

TANK INFO

Dave Edens has been to me about removing cowl tank. If anyone else wants to install wing tanks - unless they want to go Exp. they must put a tank (2.7 gal) between wing ribs.

I have worked up a tank design that would not effect wing structure and upset friendly feds, also pressure fuel system. Info available. 717-226-3367 from 4/17, after 9:00 P.M.

Larry Blauvelt

Dear Skip:

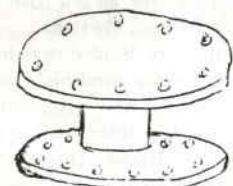
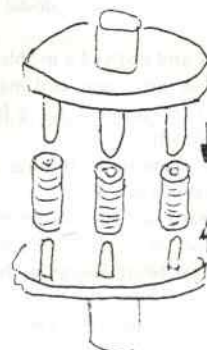
A recent problem with my dry vacuum pump was taken care of in an easy and very inexpensive manner.

The small neoprene coupling between the drive unit and pump had completely disintegrated and the pump was not working.

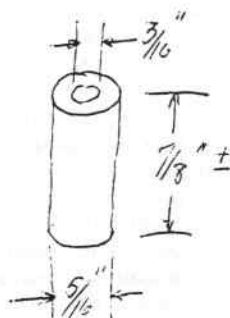
In checking around at several repair facilities, I was told that the coupling was not available, however, everyone was willing to sell me a new pump to the tune of \$248.00.

Being a coupe owner and by necessity a scrounger and innovative person, I put my thinking cap on and came up with a simple and very inexpensive solution.

By using the short driving prongs on the air pump and on the drive gear, I slipped a short piece of neoprene tubing over each of the eight prongs, thereby making a strong but flexible coupling.



old drive coupling



On my particular pump, it took a piece of 5/16 O.D. tubing with 3/16" I.D. and 7/8" long. This particular neoprene came from a piece of tubing supplying air to my fish aquarium. (They won't miss it).

Have flown the coupe a couple of hours and so far have found no deterioration in the tubing. Will know more about the rig after a couple 100 hours.

I enjoy the Capers very much, however, when someone writes about a solution to a problem, why not give details or drawings, if any, so we can all benefit from their experience. Maybe a Hints 'N' Tips special edition from all the past articles. I would be glad to look into putting something out if you could furnish me with all the past Hints 'N' Tips or any other articles you may have.

Enclosed are my dues and a little something for Jack Harkness Memorial. I never received my coupe owners directory. If any are still available, please send a copy.

Thanks.

Jesse C. Chase
5731 Carlisle St., New Orleans, LA 70114

From the Mail Box

Dear Skip:

Finally after about 6 years, it looks like I will finally get my Alon C-90 engine replaced with a new O-320!

There is still a small hurdle to jump and that will be the FAA but we believe this to be no problem now.

We are shooting for the fly-in, in Colorado late this summer, so I am still keeping my fingers crossed.

My main reason for this letter is to purchase a subscription to "Coupe Capers" for an old friend of mine who now has my Model G 94421 up in Billings, Montana.

Last summer we decided to re-license old '421 and noticed a problem with the fit on the windshield, also looseness in nose gear and main struts. I purchased new windshield, new fork nose gear and pins for main gear, also few other small items. Did I say small!

Anyhow, my friend "Dutch" Castle has the plane up in Billings to fly, and keep the cob webs out and off, which I think he will.

Dutch was the only Ercoupe dealer I ever heard of, and sold several and ferried them out to Montana from the factory in Maryland. He has had numerous planes over the years, the last few being Bonanzas but sold his last one in '81, just too expensive for short hops and little use.

He has talked with me for the past 5 years to get another Ercoupe and he now has one at his disposal!

By the way, he told me once that he had seen a demonstration at the factory where they took a "coupe" off, tethered to run in a circle. Ever hear of it?

I was contacted today by David Peters here in Casper, the owner of my '65 Alon, wants me to go with him to the fly-in. Hope we can make it.

Sincerely,
Larry Brouillette
225 S. Park, Casper, WY 82601

ERCOUPE PINS AVAILABLE

Dear Skip:

Last Saturday Buck Buchanan called and arranged for me to act as the outlet for Buck Buchanan Ercoupe Pins that Wayne Olsen mentioned in the Jan. 82 Coupe Capers. They are neat lapel pins and are copies of the original Ercoupe logo on the Cowling.

Anyone interested in one can order by sending \$5.00 each to me and I'll see they get right in the mail from Buck. Appreciate it if you could work up an ad for us for the Capers.

We'll try to have some available at the National also.

Sincerely,
Maxine Teachout
20170 Williamsville Rd.
Gregory, Mich. 48137

ODE to an ERCOUPE

When a stranger comes a gawkin'
Round in midst of hanger talkin'
Take him 'bout the engineer whiz
Who made the plane we all enjoy
The Plane some would believe a toy
Then show him how the engine's hung
And the why of how it's done
Please walk him 'round your stubby wings
And show him where you keep your things
Do tell him why there are no flaps
And point to where you keep your maps
In the panel behind a door
Point out to him your vacant floor
And near the back you'll hear him utter
Oh my gosh! Another rudder!

Dennis Peterson
March 28, 1982
No rights reserved



"LADY, THAT WAS A REAL NICE LOOKING LANDING...
FOR A PLANE THAT'S NOW A TOTAL WRECK."

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

1946 415-C, 85 hp, 1800 TT, 100 SMOH, S/N 2410, Escort 110, New Interior, Recent Stits Wings, New Annual, Clean Coupe, \$5900, 219-362-3298 or 9819, Chris Lehner, 1202 Jefferson Ave., LaPorte, IN 46350.

1946 Ercoupe C-85, Bubble windshield, fully instrumental, rotating beacon, Narco Mark 5 Transceiver, and Lear L.N.C. Transceiver. Wings need paint, and aircraft needs an Annual Insp. Tac Time 530 hrs. total time 651 hrs. Price \$5000. C. W. Erickson, Rt. 3, Box 305, Blacksburg, VA 24060, phone 703-951-8353.

Michigan - 1948 Ercoupe 415-E, 1728 TT, 552 SMOH, Ceconite wings, large baggage, beautiful blue & white paint, nav-com, outstanding maintenance record, bubble windshield, double fork nose strut, all mods and AD's. \$5,500 firm. Also, following items: Plastic Coupe nose bowl, Coupe center gas tank, Coupe wheel fairings with landing lights, set of Coupe wheels and brakes, two Mark II nav-coms. Make offer. Max Lee, 616-854-1610.

1946 Ercoupe 415-C 85 HP, ARC-Rt-328A radio 360 channels, VOR - Glide scope Head, all Gyro's, Landing lights, beacon and instrument lights, New paint in 1975 and new slick mags in 1978. New annual. Nice flying machine. \$5,000 or best offer. Phone Clem Myers (802) 476-8769. No collect calls please.

Ercoupe-1947 CD-85 hp., T.T. 2361, STOH - 40. Bubble windshield, large rear glass, Escort 110, Excellent paint and condition. Much more - need 4 place. \$6900.00. Tommy Long, 126 Ford St., Canton, N.C. 28716. After 4:00 P.M. No collects.

A-35 Bonanza of Month, 4507 TT, 906 chrom major, hydrolic prop, two 360's, alt x-ponder, ADF with digital readout, 20 gal aux, recent Imron, new custom interior, new ailerons, ruddervators, extras. \$15,000. Robert D. Loomis, 212-572-2171.

"Paralized" I have a 1963 Piper Colt, 12 hr. SMOH, 360 ch. Nav Com, A.D.F., Transponder, w/3 yr. old ceconite 101. Would like to trade for Ercoupe or Alon, Ph. a/c 318-855-6116, Gary Donahoo, Rt. 11, Box 67, Lake Charles, LA 70601.

1 Metal right wing without aileron \$400.00. One complete set of tail surfaces without controls \$300.00. Would like to trade somehow for a 70 or 7148 original pitch prop for a C85-12F. Henry Conant, Cushman Corner, Weld, ME 04285, 207-585-2365.

Goodyear wheels and brakes, excellent condition. Converted to Cleavelands. \$135.00. (315) 468-2121 after 6:00 P.M.

Ercoupe project 90% completed. 1946 415-C with 2 sets of wings. 1 set metal, 1 set fabric uncovered. Airframe is in very good condition and has all logs and parts with Airtex interior, all cowlings, fairings, and engine mount. No engine. Call R & S Aero, Madison, Ga., 404-436-0122.

From 65 Alon PNL - Horie \$45; DG \$55; T & B \$25; Ammeter \$15; Lg. Spinner & Backplate \$40; KX-150 Harness and Tray \$150. All working when removed. 413-243-1738 - 7 PM.

I have a set of metal wings for \$750.00, a C-75-12 engine for \$950.00, and most other major parts for an Ercoupe, such as ailerons, elevator,



SPECIAL SKY PRINTS OFFER TO ERCOUPE OWNERS

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

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Your Bonus Offer

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



Only \$49.50 (Credit given for months of service missed on '83 renewal).

Name _____
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 Charge my Master Card _____ Visa _____ Am Ex _____
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 Account No. _____ Exp. Date _____
 Your telephone No. () _____



Belleville shocks, main gear, stabilizer, rudder, main gear wheels, exhaust stack, muffler, brake pucks, engine mount, instruments, and other "goodies." I may purchase another Ercoupe someday and will probably curse the day I sold my Ercoupe parts, but this situation is life. I may be reached at 349 Highland Shores Drive, Ellenton, FL 33532 by mail or by calling 815-722-7151. Lawrence Moores.

1946 Ercoupe N99738, SN 2361, 2290 T.T., 790 SMOH, Sept. Annual - Escort 110, OAT, RC, DG, 2 Alt., Excellent Glass, bubble windshield, excellent tires, ceconite wings, blue w/white trim, Recent velour interior. \$5500.00. Mark Harden, call evenings, Decatur, Ill. 217-429-3169. Hangared and flown regularly.

Good Buy - 1946 Ercoupe, 415C, 85 HP 1746 TT 239 SMOH, metal wings, 2 landing lights, metal prop, ELT, Genave radio, new turn coordinator, wheel pants, flys good. \$9,2050.00. Danny Brawley, (work) 813-261-4398, (res.) 813-455-3505.

Forney 1959, 1200 hrs. Airframe, 130 SMO, wht. paint red trim, Kenney wheel pants, polished prop, new mags, plugs, fuel lines, brakes, L. exhaust, bucket seats and new belts, Genave 200B nav com \$7,495 with radio, \$6,950 without radio. Flies like new and looks it. John Baade, 515 S. Oak Drive, White Bear Lake, MN. 612-429-6814.



NEW ITEM

Mixture Monitor EGT

*2 yr/1000 hr. guarantee

*Instant Temperature Readout

List...\$169.95

CLUB PRICE -----\$116.00

FLIGHT-STROBE

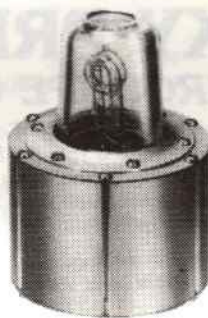
Fully FAA PMA'd

1 year or 500 hr. guarantee

Highest light output available

List...\$169.95

CLUB PRICE -----\$119.95



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NEW KIT FOR COUPES

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

ONLY \$21.95

"No shipping charges on pre-paid orders"

TRIMCRAFT AERO II

P.O. Box 488, Genoa City, WI 53128

Phone: (414) 279-6896



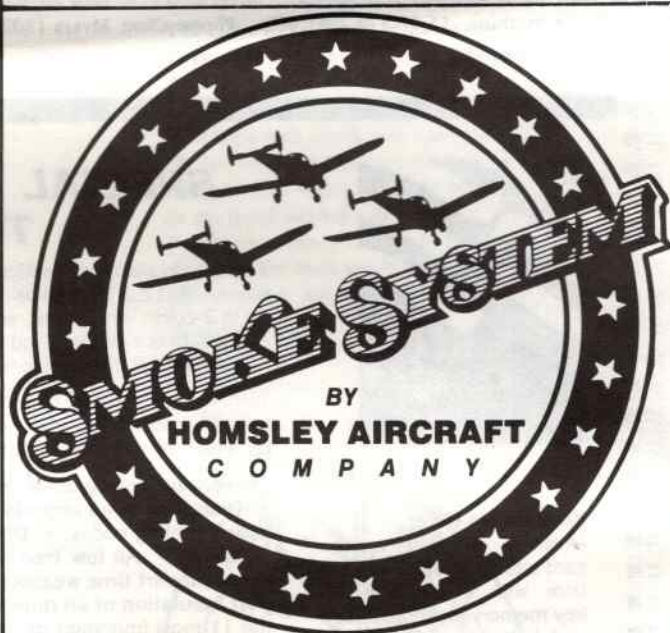
1970 Mooney M10, N9524V, Cadet, 1185 TT eng. and AF., Full panel, King 170 nav/com, Motorola ADF, ELT, ETG, C90 eng., dual toe brakes, dual landing lights, single tail, spring gear, Cleveland brakes, rotating beacon, annual due 12/82, glass good, paint fair, \$7500.00 firm. Paul Lewis, office (305) 452-4566, home (305) 636-0746.

1946 Ercoupe 415E, SN 3929, N415E, Cont. C-85-12-F, 2100 TTA, 250 SMOH, July Annual, Metal wings, new interior, fair-good paint, Belleville gear, bubble tinted glass, twin fork nose gear, landing lights, full gyro's, ELT, metal-metal belts, all AD's C/W, Rudder pedals, Paul Lalli, Box 93, Krebs, OK 74554 or 918-426-1266 after 5 P.M.

1946 Ercoupe polished aluminum, chrom 0-200 engine burns 1 qt. oil every 5 hrs., Dave Kenney nose bowl, forked nose gear, 9 cubic baggage compartment, National Aviation Enterprises windows, split elevator, double strobes, fully I.F.R. with modern trophy winning instrument panel with the following: R.C. Allen gyros, vacuum pump driven, 12 Volt T&B, King K.R. 80 A.D.F., VOR-ILS consists of Nav 112 TSO 200 channel with 40 channel VR G-2 glideslope receiver, marker beacon receiver, 720 channel Com 11 radio with ATSOA T.S.O. transponder with Trans-Cal Mode-C encoder, Sony FM cassette player. Everything works. In addition to ready to fly Ercoupe you get an overhaul kit with new pistons, rings, all valves and valve guides and cam followers, and gaskets, Rolls Royce rocker box covers. I cannot accept less than \$10,000 for all this. Barney Vincelette, 302-422-3980.

WANTED

Set of Kenney Wheel Pants, call Ben Vicrey 919-226-6709 or write to me at 1620 Fairview St., Burlington, N.C. 27215



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

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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.



" 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

Vern Brown winner of the 1981 BLUE MAGIC AWARD

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SAMPLE

POLISH



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

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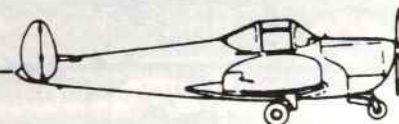
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