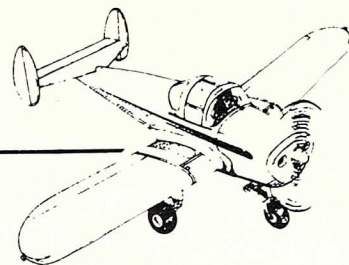


# COUPE CAPERS

## Ercoupe Owners Club Newsletter



VOLUME 17 NUMBER 2 FEBRUARY 1988

TELEPHONE (919) 471-9492

Skip Carden - EDITOR

### INSURANCE PLAN FOR COUPES

or the past several months I have been working closely with Cdr. Jim Webb at the Webb Insurance Agency on a very special Insurance plan for Cupers. He has talked with underwriters and has used the Club Newsletter to show that we are a good risk and safety conscious pilots. They agreed and we now have one of the best insurance plans in the country! In the back of the newsletter you will find an application that you can fill out and return to Jim for your coverage. If you have any questions he will be glad to answer them. I have even persuaded him to write a column for the newsletter on insurance and what to look for and what pitfalls to avoid when buying.

I am happy that I have been able to acquire this service for the membership and I hope that you will take advantage of it. The figures that I have seen will surely open your eyes and I am sure they will save you a bundle on your insurance. Many thanks to Jim who likes Coupes and the the people who fly them. -Skip-

### MINNESOTA WING

Well those Minnesota boys are at it again. I sometimes believe that they have their own Press Agent. I got a real nice write up from Rus Jensen and Vern Brown about a recent Flight of the Minnesota Wing that involved 17 Ercoupes and their pilots. The purpose of the Flight was to mark the end of an era, because beginning December 1st. all airplanes using the Twin Cities Airport must be equipped with encoders and transponders to land there. After landing the Coupes parked on the grass at the Minnesota Air National Guard Museum and after a short breakfast the Coupes formed up for a formation take off from runway 11 left for their final departure marking the end of an era. The flight was covered by th local press and was written up in the "Star Tribune", I also understand that there was TV coverage. A hearty ATTABOY to all the Minnesota Wing. -Skip-

### MEMBERS IN THE NEWS

Longtime Ercouper, past Regional Director and Friend, Wayne Olson was the subject of a recent article in the September issue of Private Pilot. Modest Wayne did not even let me know about it and it was sent in by Jim Webb. the article written by Don Downie, was very good and had several real nice photos of Wayne, and his plane.

The story covers Wayne his background and information on the Alon and Ercoupe, which I am sure that Wayne supplied for the author. This is a really nice writeup and for once ties the owner to the airplane. They couldn't have gotten a nicer and more knowledgeable person as a subject that Wayne. On the West Coast Wayne is known as Mr. Ercoupe, with over 14 coupes and 20 years under his belt. Wayne, really a nice guy was a great source of help when I first formed the Ercoupe Owners Club.

I recommend this article to all of you. I am sure that you can get a copy at your local library or from the publisher for your own. Maybe Wayne will bring a copy to the National this year for all to see. -Skip-

**WE SHALL MISS: Rev. William G. Kaiser,  
Member of The Minnesota Wing, November  
20, 1987**

### NEW LORAN STATIONS WILL FILL GAP IN COVERAGE

Two new Loran C transmitter chains planned in the United States will fill the gap in signal coverage that currently exists from west Texas north to the Canadian border. The stations are expected to be operating within three years.

Closing the so-called mid-continent gap should foster acceptance of Loran C as an enroute, terminal area and non-precision approach navaid for instrument flight rules operations.

A North Central Loran C chain will be formed using new transmitters installed at Havre, Montana, and Gillette, Wyoming and existed stations in Baudette, Minnesota, and Williams Lake, British Columbia. A South Central chain will be based on new transmitters installed at Boise City, Oklahoma, and Santa Teresa, New Mexico, and existing transmitters in Searchlight, Nevada, Raymondville, Texas, and Grangeville, Wyoming, station also will serve as a secondary station for the South Central chain and the Boise City, Oklahoma, station will serve as a secondary station for the Great Lakes chain. The new chains, which also will extend coverage in Canada and Mexico, will be built under the supervision of and operated by the United States Coast Guard. The FAA will help fund construction and operation of the stations.

The FAA will install Loran C monitors at 197 vortacs to ensure Loran signal accuracy. Installation of the monitors



will commence in March and continue at a rate of 15 per month until late 1989. The monitors are a prerequisite for approval of Loran C nonprecision approaches at an estimated 5,800 airports. Loran C receiver manufacturers have said that software updates will enable existing receivers to monitor the new chains.

## TROUBLE WITH RIGHT-HAND TRAFFIC PATTERN

**I got into trouble recently because I made a right-hand traffic pattern at an airport with a Flight Service Station on the field. I was in contact with the FSS on the advisory frequency (123.6) and they didn't tell me I couldn't make right-hand traffic. I didn't come close to any other traffic so I don't see why I did anything wrong.**

FAR Part 91.89 (1) states that each person operating an aircraft to or from an airport without an operating control tower shall, in the case of an airplane approaching to land, make all turns to the left unless the airport displays approved light signals or visual markings indicating that turns should be made to the right, in which case the pilot shall make all turns to the right.

A Flight Service Station is not a control tower and does not serve the same function. It is advisory only, so regulation for uncontrolled airports applies.

Notice that the regulation says all turns, but does not say that you must make a turn. Therefore, it does not prohibit a straight-in approach.

It is very important that you obey this regulation regarding traffic pattern so that all aircraft in the pattern will be approaching the runway from the same direction. Traffic on base and final is difficult to see because of differences in altitude and terrain. It is difficult to see under optimum conditions. If an aircraft is approaching from the wrong direction, it is even less likely to be seen.

At an airport with an operating control tower, the tower is in contact with all the aircraft in the pattern and will usually assign the most convenient pattern for the pilot. This is safe enough because they are helping to keep the traffic to make touch and goes to an airport with an operating control tower, and the tower closed for the night, you would immediately have to switch to left-hand traffic, unless right-hand was appropriately indicated on the airport.

It is good operating procedure to announce your intentions on the advisory frequency, but always keep in mind that radios are not required at airports without towers. Announcing your intentions on the radio does not make your action legal or safe. Always assume that there are airplanes in the vicinity without radios and act accordingly.

It is equally important that you be aware of runways which use right-hand patterns. Some airports designate right patterns because of terrain or obstructions, others for noise abatement. For whichever reason, be aware that it

will not apply to both ends of the runway because the purpose of right patterns is to keep the aircraft on one side of the runway. At airports which have a runway with right pattern be extremely vigilant for traffic coming from the wrong direction. Many pilots do not bother to look at the traffic indicator. Making the acquaintance of other pilots can be a rewarding experience, but base leg is a poor place to meet.

by Alta Waddell

## AUTOMOTIVE VS AVIATION

John Macksamie from Rochester, NY wrote and asked me the difference between aviation oil and automotive oil. Well I must confess I am stymied I don't believe that I have ever heard this question before. He said, why wouldn't 10W-30 work well in the winter months and give better starting? I honestly do not know. With today's auto engines running at hotter temperatures and the new and improved oils, I don't see why not.

I am sure that there is an OIL expert out there somewhere that has all the facts on this and I would like to know so will someone PLEASE write in and enlighten us on this!! -Skip-

## LOOK ALIKE

In a recent issue of "Antique and Classic" magazine there was a very detailed article on the restoration of a T-CRAFT. In the very lengthy description on the plane there were several photos. The one that caught my attention said: *Standard T-Craft interior is finished with a touch of class, including the two original glove box doors. Note the heel brakes on pilots side only. Portable transceiver fits nicely on floor, just ahead of the seat.* The thing that they do not mention is the nice set of ORIGINAL Ercoupe wheels with original emblems. Seems that this truly a touch of class restoration! P.S. The transceiver that is mounted in front of the seat is a Terra 720, see article on 720 for 350 in this issue. -Skip-

## LATE NEWS

### Brakes-

Goodyear Brake has discontinued their asbestos brake linings because of EPA regulations. The New Lining is non-asbestos and is identified by a dash one in the part number. The new linings are melting and seizing up locking the wheel. Goodyear although aware of the problem has been promising a new replacement for the dash one parts but as of this date has not.

### Windshield Crazing-

It is reported that some covers can cause windshield crazing. The best thing is to get one of the silver reflective



kind that go inside and reflect the heat outward. These are available commercially and attach with velcro fasteners. Or better yet buy one or two of the commercially available Tanning Blankets and trim it to fit, get some velcro from the Radio Shack or the hardware store and attach it where needed, small squares about 1" square are best, and glue them in place with contact cement or sew to tanning blanket. To assure a perfect alignment attach the ones to the tanning blanket first, stick other part to the velcro and apply contact cement do this for all fasteners after 5-15 minutes position the cover where you want it and press in place, the cement will hold it in place with the parts located exactly where you want them!

#### Oil Consumption-

On the C-75-85-0200 you can expect anything from 1 qt. in 12+ hrs. to 1 qt in 6 hrs. anything greater than this I would start looking for the cause. 1 qt every 2 or 3 hrs., and you definately have a problem. If ht breather tube is too long and is in the slip stream you could be losing some there it will be pulled out by the slip stream passing across the breather tube and causing a differential in pressure. -Skip-

## DISCOUNT LORANS

Charlie Smith at Charlottesville Aviation called to say that he had several STS-C110 Lorans that he would sell to members for only \$625.00 each. I have one and like it very much. In fact I will send you my book on the STS-C110 FREE if you purchase one. This price is for the complete unit including the antenna and all you will need to hook it up. These are factory new units Charlie just decided to sell them to Club Members at a good deal. For more info call Charlie at:804-973-8844.

## NEW PRODUCT AVAILABLE

Long time member and worlds greatest aircraft polisher Vern Brown has a new product that you might be interested in. The product ROLIT, is a metal or general application polish. From the directions it seems to work on almost anything. Vern says that he has used about all of the metal polishes made and that this one is by far the best that he has ever used. If you would like to know more about the polish then you can contact Vern Brown at : ROLIT OF MINNESOTA 2289 Co. Rd. J, or call: (612) 784-2362 or (612) 489-5450

## VAL COM ADDRESS

In several recent cases the addresses of products and services have advertently omitted. I will try to correct this

now. The address for the Val Com radio is; Val Avionics Ltd., P.O. Box 13025, Salem, OR 97309, Toll free outside of Oregon 1-800-255-1511.

## RENEWALS

Renewals are mailed one to two months before your membership expires and each renewal includes a return envelope. I would like to ask that you use this envelope when renewing and fill it out completely if there are any changes that I need to know about.

We use this information for the Directory and if you have sold your airplane and do not let me know then it will be listed in the directory as yours. Also many of you have not sent in your telephone number. Check the directory and if your telephone number is missing or incorrect then please list the new information when you renew. As this is the only contact that we have with many of you it is important that you supply me with your current information.

*Skip*

## COMING EVENTS

April 10th - 16th Sun and Fun, Lakeland Florida. For info write them at P.O. Box 6750 Lakeland FL 33807, or call 813-664-2431

EAA Chapter 3 Antique and Classic Fly-In Burlington, NC May 6th. - 8th. Contact Ray Bottom, 103 Powhatan Pky. Hampton, VA 23361.

## Mail Box

i just received a copy of the "Avionics Handbook" from Dave Graves. It covers most any radio hookup that we may get in volved with and is a very worthwhile addition to your library of service manuals.

I ask Dave about minimum spacing for two broad band Com antennas mounted fore and aft on the fuselage. He says they should be more than a quarter wave length apart which would be about 20 to 22 inches. If they were mounted exactly a quarter wave length one could act as a reflector to the one transmitting. Good tip to keep in mind.

I would like to comment on the auto fuel letters in November "Capers." I am 100% in agreement with Francis Anderson. I have used unleaded mo gas with a shot of marvel mystery oil in my 415-D 85 HP exclusively for about 200 hours without any kind of problem whatsoever.

*Sincerely,*

*Bob Mellinger*

*6565 Stardust Lane*

*Orlando, FL 32818*

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All material submitted for publication must be received thirty (30) days before you want it to appear. Editing and preparation will begin the first (1) day of the month and the Newsletter mailed around the fifteenth (15) day of the month. All material must be typed or legibly handwritten. Photos and material will not be returned unless accompanied by a large self addressed stamped envelope.

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Dear Skip,

Enclosed please find check for 1988 club dues. Not due for another month or so. But I wanted to let you know I am now proud owner of Alon A-2-A, N5455F. I wanted to get this info to you early enough to get rid of the 0000's after my name in the 88 club directory. Hope this will do it.



I bought this in Sept. after locating it through an ad in Aug. Coupe Capers — former owner Fred Norton, Denver, Colo.

Thanks for everything & keep up the great work.

Bob Frendt  
4698 Westview Drive  
Salt Lake City, Utah 84124

We bought our 'Coupe (N3973C) from my Uncle, Jack Glover, of Alta Loma, California, in March, 1987. I flew her to her new home in Salem, Oregon. Upon landing at McNary Field I was welcomed home by my wife and two dear friends with a champagne picnic lunch.

Our 'Coupe is parked in a nice dry hangar on a grass strip about eight miles from our home.

From the date it was sold in mid-1949 to April 23, 1953, Ercoupe 415G Serial #5040 spent its first four years in Cuba. Upon returning to the States it had 282 hours on tach. Roberts Sanders, of Sanders Aviation bought the Coupe & the last entry by him is August 24, 1953. He had flown it about 40 hours in the short time he owned it.

We'd be happy to hear from any other Club Air (415G) owners.

Just in case no one else has done so, I would like to respond to the letter from Stanford L. McDonald, PhD. in Capers Vol. 16, #6, Nov. '87, who questioned the addition of rudders to the Ercoupe.

I bought my Aircoupe for basically one reason: SAFETY. Economy was another consideration of course, for how many airplanes can cruise at 115 on 5½ gph? But safety was, by far, the most important consideration.

I have seen spins on final approach. I do not wish to ever see another. To have a plane whose aileron deflection and elevator travel prevent spins, is highly desirable.

The flight manual states that take off roll is done with full up elevator. This is explained by the "negative" incidence at rest. This assures me that the plane will help me

"plant" itself on the runway at touchdown.

These examples of the thoughtfulness of the designer probably contribute greatly to the safety of the Aircoupe.

Landing in 3 dimensions with 2 controls was to simplify the process. This too may have contributed to the safety of the airplane. It certainly contributed to making it commercially viable. However, I have seen, and have been told that there exists many an Ercoupe that has a crack in its main spar at the landing gear attachment point. Probably this may have been caused by many many crosswind landings. To eliminate this, even if it is only simply a possibility, by installing rudder control, seems to me to be adding just one more safety factor.

Besides, I can now slip a little to correct those poot approaches I usually make!

Obviously, I consider the addition of rudders a bonue to an already terrific airplane.

Sincerely,  
Robert D. Beckey  
N6549Q

572 Woodbine Ave.  
Towson, MD 21204



I'd like to become a member & will gladly send dues, a photo, etc... of my Ercoupe. It's S/N 983. I do wish it were an 85 HP as I live where the field elev. is just under 5,00' & the density alt. in the summer is usually 8,000'. A fellow told me to run the engine with the prop pitched to exceed tach red line by 100 rpm & I would get 85 hp & that it's o.k.? Doesn't sound right to me! Also: the mixture control is wired "rich" & the control knob cable disconnected?

I plan to re-install the master cyl. & install the new pressure hose, fill the reservoir with hyd. fluid & get someone to "pump" the brakes while I bleed each wheel? Any comments, please?

The A/C I just bought is fairly "stock," except it has the fork heavy duty nose gear. A good radio, excellent paint, near new tires, new windshield (orig. style). The useful load of 454 lbs. is rather discouraging. I weight 185 lbs. & with full tanks (23 gal.) that comes to 323 lbs., leaving only 131 pounds remaining for a passenger and no baggage, in the normal category. Someone suggested "utility" category, wherein you are allowed another 200 lbs.? Can you tell me about this?

I'll have the brakes fixed & the plane flown here to Sedona (110 miles north of Phoenix) the first week of Dec. (By the way, it has rudder pedals.) I flew an Ercoupe the first time in Sept. 1946 & have flown a few in between, but have not owned one.

Encl. is a self-addressed & stamped envelope. Please tell me what you can & what I need to join the club.

Thanks very much,  
Armond H. Kaloust  
155 Sierra Rd.  
Sedona, AZ 86336

Dear E.O.C.

Please find the enclosed check for my 1st year's annual dues.



I fly N94435 regularly & have been interested in Ercoupe since an auto accident in 1980 left me unable to use rudder pedals.

N94435 was built in 12-30-50, which I believe, puts it near the end of the line as far as ER-coupes go. (S.N. 5,081). If anyone knows how many were built, I'd be interested in knowing.

Thanks,  
Bill Bennett  
77 Gillette Rd.  
Spencerport, N.Y. 14559

Coupe Club,

I purchased 3048G in Florida (Pompano Beach) and had it flown to Port Townsend, WA, by Spencer. Must be one of the longer Coupe flights!



The airplane was owned by Florence Grismore, Deerfield Beach, FL, before me. It came with a complete set of Coupe Capers, a much prized addition!

Thanks,  
David Maxey  
P.O. Box 10609  
Bainbridge Island, Washington 98110

## Hints 'N' Tips

### GOODYEAR BRAKE FIX

by Doug Bell  
1301 Chestnut St., Cadillac, MI 489601  
Phone: b(616) 775-2232

From: Cessna 120-140 Newsletter

As a past C140 owner, I, like many others before and since, discovered that Goodyear brakes can cause a lot of problems for tailwheel flyers. For a time I changed seals in the master cylinder, on the master cylinder piston rod and still had soft brakes.

In desperation I dismantled one of my wheel cylinders and discovered the culprit, corrosion of the main brake cylinders was causing by-pass leaks and chewing up the seal in the piston.

With nothing to lose, I decided to re-bore the main cylinders, make new oversize pistons and end caps, install new seals and try them out. Presto — excellent solid brakes! Word spread and before long I found myself getting calls from two local area A&Ps and owners alike to repair sets for them.

This all started in 1965 and since that time I have overhauled cylinders for C120s, 140s, 170s and a couple of Stinsons. To date I have never had a complaint of brake failure. Not bad for over 20 years of occasional overhauls.

With retirement coming one, I have equipped my home workshop with a new 13" lathe and a Bridgeport milling machine. Toys for retirement. My intention is to advertise my services in brake repair and homebuilt aircraft component manufacturing, having many years of aircraft engineering and manufacturing experience behind me, maybe I can keep myself busy.

If I can be of service to the members of the C120/140 Association, please give me a call. Excellent quality and service is my goal.

Doug Bell, EAA #102556, Technical Counselor #1486.

## EGT PROBE LOCATION

Dear Skip,

In a recent issue of Coupe Capers you asked about the best place to install an EGT probe on an Ercoupe. My 1966 Alon has 4 cylinder EGT installed. Enclosed is a photo showing my two right hand EGT probes. This location seems to work well on the Alon. I realize that the older coupes had a different exhaust system.

My plane is snowed in right now so I haven't been able to verify this but I think my rear two cylinders EGT run about 100°-200° F hotter than the front cylinders. I will verify this and let you know exactly what they all read at cruise RPM.

Also — the December 1987 issue of 'Light Plane Maintenance' had a short write-up about EGT probe placement. (This is an excellent source of info, by the way.) The main points of this article were as follows:

1. The best placement for EGT probes is to put them 2 to 4 inches away from the exhaust port, oriented so that they don't interfere with spark plug removal, etc. 2-3 inches should be best for the Coupe since it is a pretty cool running engine.

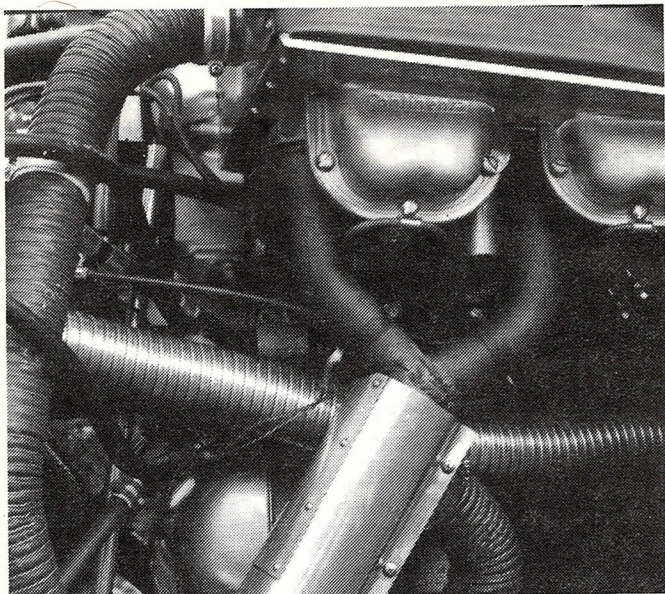
2. If the probe is placed too close, the probe will get overheated and fail sooner than normal.

3. If the probe is placed too far from the port it will read too low, and the reading may lower during constant power descents due to increased cooling air flow over the stack.

4. Do not mount EGT probes in slip joints — yes, this has actually been done!

5. In a multi probe system all probes should be equal distance from the exhaust ports to get good readings. My probes are not installed equal distance from the ports, so I don't know how accurate my info will be on which cylinder is hottest.





Hope this info is of some help.

I'd recommend that anyone planning to install an EGT gauge go ahead and buy 3 more probes and a selector switch and make it a 4 probe system. I have 3 reasons for this:

1. It's not much more expensive.
2. The more info you have in flight about your engine's condition, the better off you are.
3. If you happen to foul out a plug (as I did once), knowing which mag fires which plugs and being able to select all four EGT's will tell you exactly which plug is fouled.

I have enclosed a photo of 5618F. I think that mine is probably one of the ones you saw at Camden but couldn't find the owner! Sorry about that — I was looking for you, too!

*Sincerely,  
Wayne Delrosi  
4577 Calks Ferry Rd.  
Leesville, S.C. 29070*

Dear Skip,

Want to thank you for the outstanding response you gave me for the request for the alternator 337. I received it within two days, in spite of the wrong zip code number. Even though the 337s were for Ercoupes they certainly helped in getting quick approval for my A2 Alon. Am enclosing a copy of my 337 for your files.

Am also enclosing check for renewal of membership. It is money well spent.

Incidentally I don't believe you have my N# for your records. It is 888JL (an ego trip for the previous owner). The original # was 6563Q. I don't plan to change it again because I'd probably have to go to the 12" numbers if I did.

I have always admired and wanted an Ercoupe, so when I saw this Alon beauty for sale, with a fresh annual, I had to have it. I have flown it for almost a year with no problems other than a broken alternator wire. The problems

began with the current annual — it makes you wonder about the inspections.

For better or worse, depending on how you look at it, I had mine annualized by an A&P who goes by the book.

First of all was the alternator, no log book entry or 337, thus the necessity of a 337 and a new regulator, new 60 ampammeter to replace the 40 amp and new wiring to replace the automotive type that was used, and naturally automotive type hoses so they had to be replaced. Next was the new fuel pump to replace the Ercoupe approved (but not Alon) fuel pump. After looking at them side by side I could see no apparent difference except the number. Then there was the 4 cyl. EGT/CHT which worked great but did not have a STC stamp. So a new one. Incidentally, I know you wanted measurements from EGT probes to exhaust flange so am also enclosing a copy of the instructions.

Somewhere along the line we discovered an oil leak in the oil tank where the filler neck is welded to the tank (it had previously been patched with devcon or similar gook). The leak was apparently caused by stress where the neck is bolted to the engine. After repairing (welded this time) the stress was relieved by placing a flat washer between the bracket and the engine. Hope it works.

Finally, we took it out of the hanger for a trial; that is when the A&P discovered that the running lights and the strobes were hooked together. So 50 ft. of shielded wire plus fuse to install a separate switch. Then for the final touch was the AD on the mag, impulse couplings. They had not been logged since the AD came out — 5 inspections. Fortunately the hardness turned out to be ok. Since I knew nothing about the AD I asked him to show me what he had checked. While he was showing me he rotated the impulse, and it jammed — would not turn! He proceeded to check it out for the cause, after I dismantling it the cause was apparent. Sometime during the past years had dropped a screw while changing points and it had lodged between the coil and impulse — wonder what would have happened if it had jammed during flight?

I just wonder how many Ercoupes are flying with similar problems or worse.

Most of the things we found wrong would be overlooked by most buyers. What is the answer? I suspect there is none.

I am still glad I bought this one, even though I may not be able to afford to fly much for a while. At least now I now what I have.

Thanks again for your help.

*Byrd Neely  
717 Hopewell Dr.  
Chesapeake, VA 23323*

## MINERAL SPIRITS

Most FBOs have this useful solvent on hand and will, on request, sell you some. My FBO purchases it by the 55 gallon drum and so I buy 5 gallons at a time. My 5 gallon container is used only for this fluid and as labeled accordingly.



I also purchased a 2 gallon weed sprayer. It is the type where the handle pumps air pressure into the tank. Fill the tank with mineral spirits, pump it up, adjust the nozzle as needed, and you're ready for business. It can be used to clean up any oily engine, or engine compartment. Caution should be used not to spray directly into the alternator or the vacuum pump. **DON'T SPRAY HOT ENGINE PARTS.** If you adjust the nozzle to a mist, a quick pass down the aircraft belly will cut through any oil and a rag will wipe it clean. Washing out the oil screen and housing becomes an easy chore during an oil change and inspection. The fumes won't overpower you, and it's a lot safer than gasoline. Additionally, it leaves no film like kerosene would.

*from American Star Newsletter*

## **PAINTED PROPS**

I ran across this item which I thought would be of interest: One technique used on trainers with fixed pitch props exhibiting "poor performance", because of low rpm involves removing the black paint on the rear of the blades. What happens is that small imperfections in the surface of the prop tend to cause dimples in the paint, especially if several coats of paint have been added in the past.

These disturb the surface enough to reduce the aerodynamic efficiency of the blade. Taking all the paint off, (using paint thinner) and repriming and repainting with a light coat may yield a surprising improvement. One aircraft gained 100 rpm after receiving this treatment.

## **CADET BRAKES**

The Mooney M10 Cadet is the only airplane of the Ercoupe series to have differential braking. This is accomplished by having individual master cylinders on each brake pedal. The cylinders were built to be of the "throw away" type and to be replaced when they became worn. Unfortunately, the Cadet has been out of production for 15 years now, and the master cylinders are no longer available. Bob Elliott was recently faced with the problem of a worn out master cylinder, but had no way of replacing it. He disassembled the master cylinder and discovered that a worn teflon ring could be replaced with a standard O-ring, he re-assembled the cylinder and it was serviceable again.

## **FUEL SYSTEM PROBLEMS**

Just by coincidence, four different Ercoupes going to Willows has problems with fuel leakage. One had gas spilling out of the nose tank cap, and spraying on the windshield, two had a problem with fuel venting around the caps of the wing tanks, and one developed a fuel leak of such proportions that it made a hasty landing shortly after take-off. After it landed, it is said to have had fuel stan-

ding in the belly of the aircraft, and running out of the fuselage drain hole! Another pilot, upon hearing of these problems, relating that he found a fuel line cracked or corroded through, and dripping gas on his transponder. Spend some time examining the fuel system, it is the most vulnerable part of your airplane. Not only is your well-being at stake, but the supply of Ercoupes is dwindling, and we need to preserve each one.

In a subsequent conversation with Skip Carden he suggested that the fuel overflow might have been due to either plugged or improperly located vents in the cap, or perhaps that the fuel restrictor in the fuel pump is missing and the pump is over filling the nose tank. As to fuel leak that caused the fuel to collect in the fuselage, a subsequent talk with the owner disclosed that fuel was apparently leaking around a loose or worn tank cap gasket to the extent that gas ran over the top, down inside the wing and into the center of the airplane.

Purchase one of those small magnifying lenses (usually available at local novelty stores) and stick it on your altimeter to make reading of those ridiculously small altimeter setting numbers easier.

## **ACCIDENT REPORT**

...The pilot reported that he was hand propping the Ercoupe 415-C at Versailles, MO. He said the engine did not start on the first attempt and he primed it a second time. On the second try, the engine started by the aircraft got away from the pilot, taxied about 75 feet and hit trees. The aircraft was substantially damaged but the pilot was unhurt. The pilot said he thought he had placed a chock on one wheel but later found both chocks on his workbench. The pilot had logged 135 hours with 17 in type...

## **FIRST EVER COLORADO AERO CHARTS AVAILABLE**

Planning a trip to Colorado this summer? Mountain flying can be hazardous if you are not properly prepared. For the first time, there is now available a Colorado State Aero Chart to assist you in planning.

The map was compiled from three WAC charts and includes an overlay of suggested mountain flying routes. The flip side is covered with a wealth of mountain flying, aviation weather, density altitude and special use airspace information. While not intended for actual navigation usage, the new chart should make a fine flight planning document.

The chart was developed and printed by the Reeve Map Company and Wings West Magazine and is available for \$8.50, which includes all postage and handling.

To obtain a copy, write to: Colorado State Aero Chart, 27800 Pine Drive, Evergreen, CO 80439.



# So You Want to Buy a Coupe

(FROM REGION 5 NEWSLETTER)

So, you want to buy an Ercoupe, Forney, Alon, Mooney A2A or Mooney M-10. Listed below, you will find a few guidelines for your use. Remember, some of these aircraft are starting on their third (3rd) twenty (20) years of life since the date of manufacture. You should exercise great caution or, you could wind up with a very expensive restoration staring you in the wallet. While all of the above are excellent machines, Old Man Time has his way of exacting a toll on everything and everyone. Don't, and I repeat, Don't let the pretty cosmetics influence your judgement and common sense.

1. Decide on the make and model that best fits your needs and pocketbook.
2. Determine a top and bottom figure that you wish to deal in. Many factors will govern which price you would eventually pay. Avionics, engine total time, air frame total time, and general appearance. Often, it is better to pay a larger figure for a low time engine than to pay less for a run out engine. Major overhauls are usually due between 1200 and 2000 hours. An exchanged engine will run about \$20.00 per H.P. The cost of a major is in that same neighborhood. The log books will show (should show) actual hours since new. Zero time can only be issued by the manufacturer. A zero engine will cost more than a majored one and a topped engine will cost less than the majored one. You must consider the time used since "new".

Electronic equipment, if used, should run around 40% to 60% of new. Be sure that you aren't buying equipment you neither need or desire for your type of operations.

3. Know who you are dealing with. Get in writing, all statements in regards to guarantees, warranties, aircraft condition, and that the owner has paid the Federal and State taxes, and that there are no liens against the aircraft.
4. Take a couple of hours of flight to test the rigging, flight characteristics, and general behavior before buying. The owners insurance Co. can include you on his policy with a quick phone call.
5. Have a title search instigated before committing yourself to the purchase. This should insure you from one day getting a bill for something you haven't been informed of.
6. Be sure that all documents are available for the aircraft. Bill of Sale, airworthiness certificate, all log books, equipment list, weight and balance, maintenance manual, A.D.s, Radio license, and flight manual.
7. An aircraft that has had an accident, even though it has been properly repaired, will draw less than one that hasn't suffered this way.
8. Check with your insurance company to see if there are any restrictions being applied to this type of aircraft.
9. Pay a reliable mechanic the going rate to give the aircraft a thorough check for all A.D. compliance, condition of the aircraft and a compression check. The following are some items for the mechanic to cover for you.

## GENERAL

Total hours airframe \_\_\_\_\_ Hours flown by owner \_\_\_\_\_ Date of last annual \_\_\_\_\_  
Hours since last annual \_\_\_\_\_ Corrosion in wings and tail \_\_\_\_\_  
Any touch-up painting \_\_\_\_\_ Aircraft in any accidents \_\_\_\_\_  
Are repair parts readily available \_\_\_\_\_ Gallons of gas per hour \_\_\_\_\_  
Quarts of oil \_\_\_\_\_ Does plane look clean and well maintained \_\_\_\_\_



## ENGINE

Total time \_\_\_\_\_ Engine ever been overhauled \_\_\_\_\_ Top or major \_\_\_\_\_  
when \_\_\_\_\_ Total time since overhaul \_\_\_\_\_ Engine clean \_\_\_\_\_  
Free of rust or corrosion \_\_\_\_\_ Evidence of oil leaks \_\_\_\_\_  
Checking of hoses \_\_\_\_\_ Clamp cutting \_\_\_\_\_ Copper line cutting \_\_\_\_\_  
Chafing \_\_\_\_\_ Sharp bends \_\_\_\_\_ Metal particles in oil \_\_\_\_\_  
Does engine turn up rated RPM on the ground \_\_\_\_\_  
How much does a like engine cost, new \_\_\_\_\_ Exchanged \_\_\_\_\_

## PROPELLER

Finish in good shape \_\_\_\_\_ Blade sheath in good condition \_\_\_\_\_  
Any looseness in prop \_\_\_\_\_ Free travel \_\_\_\_\_ Oil leaks \_\_\_\_\_  
All propeller bulletins complied with \_\_\_\_\_ Spinner secure \_\_\_\_\_

## COWLING

Is cowling a good fit \_\_\_\_\_ Any fasteners missing \_\_\_\_\_  
Any sprung rivets \_\_\_\_\_ Any cracks \_\_\_\_\_

## WINGS

Cuts in leading edge \_\_\_\_\_ Inspection plates \_\_\_\_\_ Wrinkles \_\_\_\_\_  
Loose tape \_\_\_\_\_ Sprung rivets \_\_\_\_\_ Loos bolts or struts \_\_\_\_\_  
Fuel stains \_\_\_\_\_ Any ruptured areas \_\_\_\_\_

## CONTROLS

Do all surfaces move freely and smoothly \_\_\_\_\_ Hinges clean \_\_\_\_\_  
Control cable tension correct \_\_\_\_\_ Securely attached \_\_\_\_\_  
Are cables worn or rusty \_\_\_\_\_ Everything saftied \_\_\_\_\_

## LANDING GEAR

Tires worn or cracked \_\_\_\_\_ Oleos properly filled \_\_\_\_\_  
Shocks in good shape \_\_\_\_\_ Nose wheel shimmy \_\_\_\_\_ Brakes \_\_\_\_\_  
Fluid leaks \_\_\_\_\_ Clips in place \_\_\_\_\_

## WINDOWS

Open easily \_\_\_\_\_ Latch securely \_\_\_\_\_ Cracks \_\_\_\_\_ Crazing \_\_\_\_\_  
Scratches \_\_\_\_\_ Windshield properly sealed \_\_\_\_\_

## INTERIOR

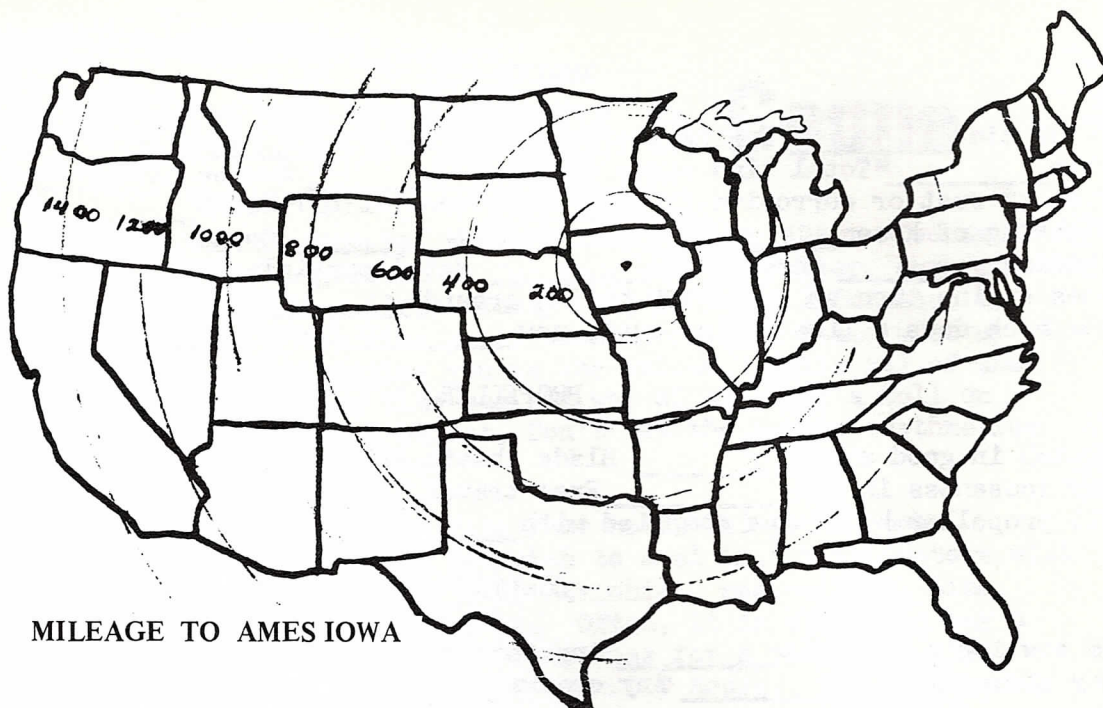
Upholstery condition \_\_\_\_\_ Heater works \_\_\_\_\_ Seats secured \_\_\_\_\_

## RADIOS AND INSTRUMENTS

All radios operating \_\_\_\_\_ All crystals work \_\_\_\_\_ VOR usability \_\_\_\_\_  
Last VOT check \_\_\_\_\_ Are all transmitters approved \_\_\_\_\_ Licensed \_\_\_\_\_  
All instruments properly calibrated \_\_\_\_\_ Do gyros precess excessively \_\_\_\_\_

Note: All above through the courtesy of the A.O.P.A.





MILEAGE TO AMES IOWA

1988 EOC CONVENTION - JUNE 29 - JULY 2nd AMES IOWA

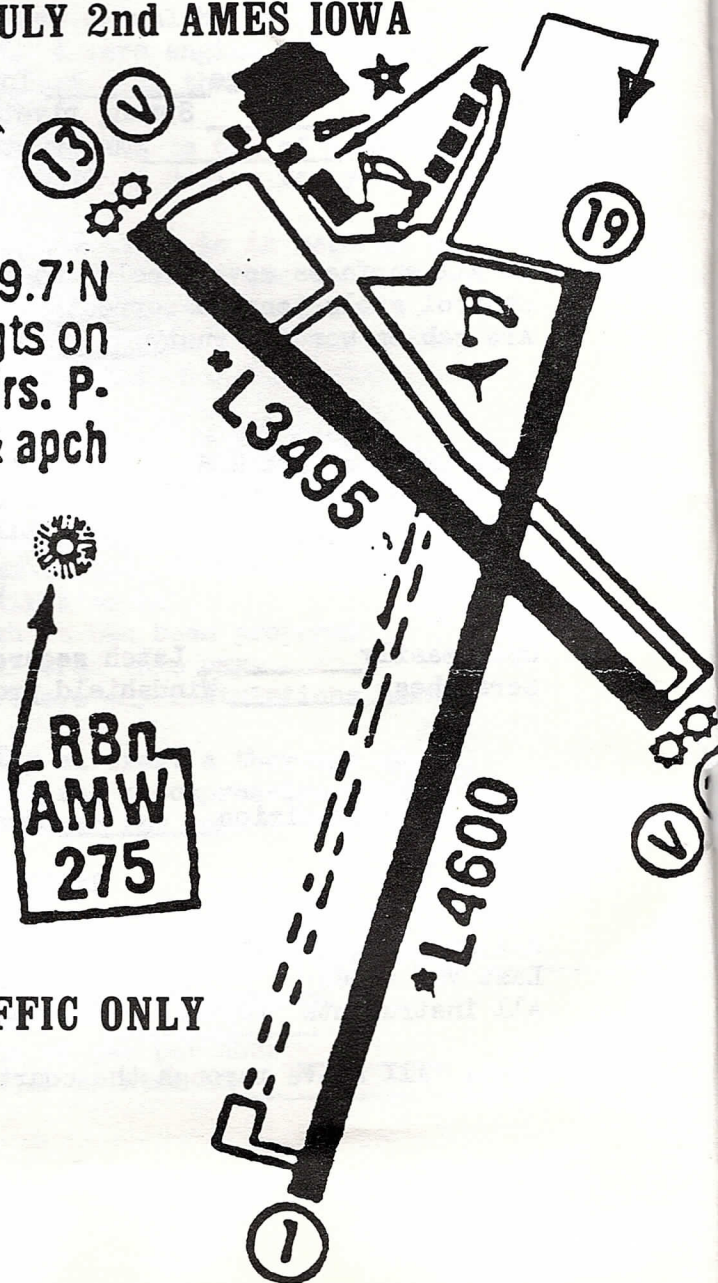
AMES MUN. AMW. 929'. 1S. (IAP). 41°59.7'N  
93°37.3'W. (515) 232-4310. Att days; ngts on  
req. F-100J. S5. Bcn. WOI 640. Ctn: Gltrs. P-  
Ins W & SE. PCL: 126.0 - Rys, REIL, VASI & apch  
31.

**U-122.8**

AW05-1 126.55  
Des Moines Dep. (R)  
126.0

Newton (L) Vortac 112.5 TNV Chan 72 41°47'02"N  
93°06'32"W 292° 26NM to fld

1LS/DME 110.7 1AMW chan 44 Rwy 31 Loc only

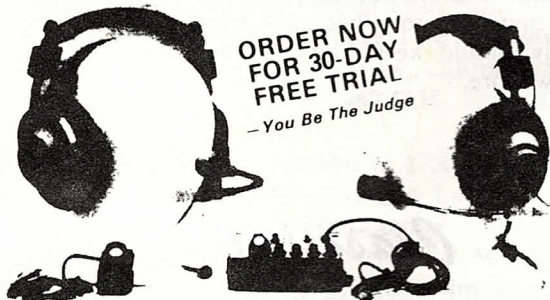


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FREE TRIAL**  
— You Be The Judge

HUSH-A-COM's current limiting circuit is totally different from all others. No squelch or clipping of words. The only system that works well, even in helicopters or open aircraft. Your HUSH-A-COM comes complete with 2 headsets — can be used with 4. (2 year warranty and "push-to-talk" switch)

Order Now for 30 Day Free Trial — You Be the Judge!

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Cessna 150-152 Club, P.O. Box 15388  
Durham, NC 27704, Phone (919) 471-9492

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FAA Approved Repair Station #713-13  
815 Huntington Road • Louisville, Kentucky 40207  
(502) 895-5262

## Starters



## Alternators

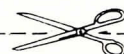


## Voltage Regulators



## Generator To Alternator Conversion Kits

## Generators



## Special Insurance Plan for EOC Members

Name \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_

Tied down \_\_\_\_\_ Hangared \_\_\_\_\_ at \_\_\_\_\_  
(airport name) (city) (state)

N Number \_\_\_\_\_ Year \_\_\_\_\_ Value \_\_\_\_\_ (Amount of hull insurance desired)

Liability desired: [ ] \$1,000,000 / Passenger liability limited to \$100,000.  
[ ] \$500,000 / Passenger liability limited to \$100,000.

Present insurance expires \_\_\_\_\_ Insurance company \_\_\_\_\_  
(month/day/year)

Pilots	Age	Std.	Pvt.	Coml.	Total	PA-38	Last 90
	hours	hours	hours	hours	hours	hours	days
1. _____	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
2. _____	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
3. _____	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
4. _____	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

Is there a lien holder on your ERCOUPE? [ ] Yes. [ ] No.

Does the mortgage require a breach of warranty? [ ] Yes. [ ] No.

Give details of any aircraft accidents, suspensions or waivers for each pilot.

Signature \_\_\_\_\_

Date \_\_\_\_\_

(Detach and Mail To: Webb Insurance, Inc. / 13891 North Kendall Dr. / Suite 40 / Miami FL 33186)



## Auto Gas Problem?

I am going to relate to you a problem that I think might be attributed to AUTO GAS. The problem is that when the throttle is advanced from idle, the engine wants to sputter, hesitate and may quit. This problem became apparent ONLY with the arrival of COLD WEATHER. There was absolutely no problem during the warm weather. It doesn't make any difference whether you are idling at 600 rpm or 900 rpm and then advance the throttle, it still hesitates.

I have found that if you pull out the carb heat **before** you advance the throttle, it works fine.

After checking with other pilots of aircraft with small Continental engines with *Stromberg Carburetors*, who are using auto gas, they have indicated that they have the same problem and their solution during cold weather is to pull carb heat **before** slowly applying the throttle, then removing the carb heat when the engine is up to normal rpm.

Since pulling out the carb heat richens the mixture, I have tried adjusting the idle mixture screw, but I don't seem to be able to get it rich enough to stop the hesitation. I have opened the idle mixture screw a little over 4 turns from the closed position. I found that the mixture screws fall out as something over 6 turns.

I have contacted **Ralph Mosling** of EAA who is in charge of the STC and told him of my problem. He said he would look into it and let me know what he finds out. I also called and talked to **Curley Owen**. He thinks we should bring this to light and ask if anyone else is having the same problems.

Curley said he knew of another pilot who, after using auto gas, noticed that after landing in cold weather the engine wanted to die when the throttle was advanced.

To the best of my knowledge, I don't believe the EAA tested auto gas in an engine with a Stromberg Carburetor. The Cessna 150 has a Marvel-Schebler Carb. The big difference is that the Stromberg DOES NOT have an accelerator pump. This pump serves to manually squirt gas into the carburetor throat so that when you initially open the throttle, you get GAS and air and not just air as you would in a carburetor without the accelerator pump.

The reason cold weather makes a difference is because cold air is more dense (heavier), so that when cold air is sucked into the carburetor you are essentially getting more air for the same amount of gas which gives you a lean mixture which will cause hesitation.

When you pull carb heat, you are directing warm air (less dense air) into the carburetor. With the warm air mixed with the same amount of gas, it gives you a richer mixture.

The problem did not occur with avgas. Hope to hear from other members about this problem.

Steve Swinney  
Raytown, MO

Editor's Note: Yes, Steve, others of us are having cold weather problems with auto gas. From **Frank Rittersbacker** and **Curley Owen** we learned some better starting procedures which are working for starting, i.e. priming, carb heat on before starting and throttle all the way back.

HOWEVER, OI' Editorial WE have had trouble with the engine quitting whenever we closed the throttle upon landing. KEEP POWER ON all the way to the ground

and KEEP CARB HEAT ON taxiing at all times until we solve this new problem.

It would be nice to say that it is just the Stromberg Carburetor without the accelerator pump, but it seems to be happening to other aircraft with the pumps. We probably should keep half avgas in those wings until we know more.

From 120/140 Newsletter  
January 1984

## Classified

**WANTED:** Do you have a good left fin from a 415 for sale? I have a need for one. R.C. Mork, PO Box 1002, Rhinelander, WI 54501 (days) 715-369-1234

**FOR SALE:** Ercoupe 1946 415C 50 hours since major overhaul with too many new parts to list. Dual landing lights, strobe, double fork nose gear, cleaveland wheels and brakes, rams horn yokes, CHT, STC auto fuel, Escort 110, King Transponder, new tires, new ELT battery, post lights with reostst, ceconite wings annualed til june 1989 \$7500.00 firm, (617) 632-8133

**FOR SALE: CANOPY COVERS** that fit right and look right. Custom tailored for 415S with either flat or bubble windshield. Not a Universal. Tailored for each type. Specify which. Made from green/gray duck, finest workmanship. \$95.00 C.O.D. shipping prepaid. Phone after 6:00 p.m. 414-763-6100.

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**FOR SALE** — Genave Alpha 200. Worked fine when removed to upgrade to King. \$250 o.b.o. 301-296-5975, 572 Woodbine Ave., Towson, MD 21204.

**FOR SALE:** 1946 Ercoupe, 415-C serial number 4359, 85 HP, 4200 TT Airframe, 1330 SMOH, all logs, fabric wings, bubble windshield, Cleveland brakes, large rear windows, dual nose fork, King KX170B nav/com, King 720 channel transponder. This coupe used to be one of the





best in the Bay Area, lightweight and fast. Needs annual and paint. Main spar and wing spars in great condition. Reason for selling: Too busy with new start-up company to keep bird in top condition. Based at Palo Alto. Contract Rick or Susie McWilliams, c/o Tangent Instruments, 1043 Stierlin Road No. 202, Mountain View, California 94043, tel. (415) 969-3296, or eves (415) 969-6328. Price \$6000.

**ALON A-2 1965** Serial #35 N6359V. 1700 hrs. TT. Airframe and C-9016F. 165 hrs. SMOH by Lycon — Narco Mk. 12A 360 — 200 Bendex Transponder — Narco ELT 10 — CHT — EGT — Strobe — Annual March. Very clean. Arizona Alon. Asking \$12,500. Jim Buchwater, 2618 E. 14th Ave. Apache Jct., AZ 85219. 602-982-2621.

**1970 MOONEY M-10 CADET:** (Last of the Ercoupe) 740 hrs. TT. Beautiful condition, 40 hrs. since major TOP overhaul. Aircraft all original. Full Gyro Panel. MK-8 radio. EGT single probe. CHT single probe. RC Allen Gyro compas. 2 Min. Turn Coordinator. Dual strobe slights, dual landing lights, ELT, Hobbs meeter, new tires, new brakes, new trim paint. Will sell fresh annual. Based at Hesperia Airport, Calif. Call Wayne Olson, (619) 244-9821.

## Club Things

The following items are available from Fran Heath, 710 South Woodbine Dr., Sapulpa, Oklahoma 74066 (918) 224-0644.

Bumper Stickers.....FREE  
Paint Sheets.....FREE  
Club Patches.....\$ 1.50 ea.  
Vinyl (Club) Decals.....\$ .70 ea. (P.P.)  
Club Directory.....\$ 1.00 (P.P.)

### ERCOUPE JEWELRY

(all items in Gold and Silver color  
please specify color!)

Tie Tacks.....\$ 3.75 ea.  
Stick Pins.....\$ 4.20 ea.  
Necklaces.....\$ 4.50 ea.  
Lapel Pins.....\$ 3.20 ea.  
Charms.....3.50 ea.  
Earrings.....\$ 4.70 ea.  
(Wire, Clip & Clasp)  
Fly-In Plaques (1976-1980).....\$ 7.90 ea. (P.P.)

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**FOR SALE:** 1950 Ercoupe 415-G, 85 HP, 1540 TT, Stits wings, Nav-Com, intercom, strobe, new double fork, new tires, wing leveler, nice interior, good paint, white with red and blue trim, highway tow bar, flies real well, a good buy at \$6,500. Write: Fritz Bachem, Rt. 1, Box 75A, Oakland, OR. 97462 (no phone). See and leave message at Cottage Grove Airport (503) 942-0663 or leave message at (503) 942-1207.



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AC or CHAMPION SPARK PLUGS

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ALL BATTERIES SHIPPED DRY CHARGED — U.P.S. Collect

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!!! CASE OF SIX BOTTLES !!!	\$30.00
MEGUIARS W/S CLEANER	\$ 3.95
MEGUIARS W/S POLISH	\$ 3.95

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## SEAT BELTS

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SPECIAL CLUB PRICE... pair — \$17.50

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WHY didn't you TELL ME how to fly the airplane.  
SPECIAL CLUB PRICE... \$11.95

FAA Approved

Reduces plug fowling, friction, emissions. 8.3% fuel savings. It is not an additive, it treats engine metal. We use it in all our Wings Flight Center aircraft. We highly recommend it.

LENCKITE list \$4.95... Special club price \$3.75

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Case of 12 \$42.00 plus \$6 for U.P.S.

## WESTACH CHT-EGT KITS

### FAA APPROVED — TSO-C43

### SAVE FUEL • PROTECT YOUR ENGINE

K28P EGT KIT - GAUGE (2 1/4"), PROBE, WIRING, ADJ POINTER	\$68.00
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ONE YEAR WARRANTY

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A COMPLETE REPLACEMENT KIT OF 18-8 STAINLESS SCREWS AND 100° WASHERS FOR ALL COWLINGS, TRIM COVERS, AND INSPECTION COVERS!!... **Special Club Price \$22.95**

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	AIR TRAC	AIR HAWK
5.00 x 5-4 ply	\$29.50	\$32.00
5.00 x 5-6 ply	\$30.05	\$34.00
6.00 x 6-4 ply	\$36.00	\$42.50
6.00 x 6-6 ply	\$38.00	\$45.00

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HIGH TEMPERATURE EXHAUST NUTS — NAVAL BRASS	
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LIST PRICE \$8.00... CLUB PRICE \$7.50

PLEASE ADD \$1.50 FOR POSTAGE AND HANDLING

## HAVE YOU HUGGED YOUR COUPE YET TODAY?

## NEW SELECTIONS ADDED TO STOCK

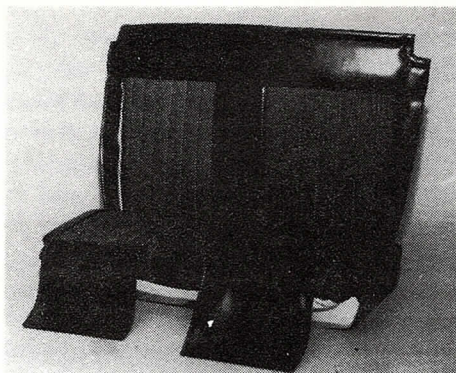
Earpugs	Foam \$ .30	Plastic \$ .60
U.S. Sectional Charts		\$2.75
Handy neckcord red/white flashlight		\$9.95

Please add \$1.00 for shipping

MANY PRICES ARE LOWERED FOR CLUB MEMBERS ONLY. PLEASE STATE MEMBER #.



*Fly high with a  
quality Airtex interior*



### Ercoupe replacement assemblies

Cushion set (with 1 pc. bottom cushion) . . . . .	\$216.00
Wall Panel Set . . . . .	166.00
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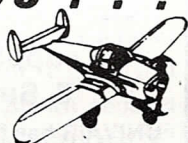
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