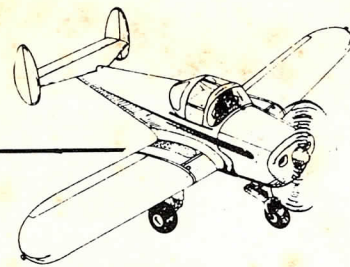


COUPE CAPERS

Ercoupe Owners Club Newsletter



VOLUME 17 NUMBER 3 MARCH 1988

TELEPHONE (919) 471-9492

Skip Carden - EDITOR

CRISIS AT HAND

I am willing to make you a cash offer for your Airplane. I will give you \$10.00 for your Airplane no matter what year it is or the condition, but it must be licensed and flying. - - - Well I guess that you must be thinking, Old Skip has finally lost it, anyone would be crazy to sell a perfectly good flying airplane for only \$10.00! I admit that it sounds crazy but if the FAA and DOT have their way that is all you will probably be able to get for it, because it will have absolutely no value as an airplane. You can use as a planter, chicken house, or you can use it as a camper or perhaps you can pull the wings off and pull it along behind your car. If they have their way you certainly won't be flying it. Once again the powers that be are trying to take the last freedom that we have left and if we don't take a stand now we will be the losers.

I have just received word from the EAA that the FAA has filed a proposed notice of rulemaking that is the most devastating to general Aviation that I have ever seen. In short here is what they want to do; There will be an 80nm diameter circle surrounding all TCA's, TRSA's, and ARSA's any aircraft operating within this area MUST HAVE MODE-C EQUIPMENT. All Aircraft operating above 6000' or at 12,000 MSL MUST HAVE MODE-C EQUIPMENT. Now here is the real catch; ALL AIRSPACE ABOVE 1200' AGL BECOMES CONTROLLED AIRSPACE AND WILL BE KNOWN AS The US Control Area with a three mile visibility limit.

This is the most dangerous part of their proposal. You will notice that absolutely no mention is made of how this airspace (THE WHOLE USA) will be controlled or regulated! If it is passed the FAA will have a blank check and they can rule at will. In fact THEY WILL HAVE MORE POWER THAN CONGRESS OR THE PRESIDENT. This is really regulation without representation! The REAL question is are we going to sit by as we have in the past bitching and moaning about our loss of rights but making no effort to do anything. If you don't act now you don't deserve to be called a pilot or to have the privilege of flight. So many times in the past when we could have prevented regulation we chose to sit around and complain or took the attitude that AOPA, EAA wouldn't let this happen to us. but it DID.

To show you that they intend to get this into LAW please note that the deadline for filing comments is

MARCH 28th. the notice was published quietly in the Federal Registry (They hoped that no one would see it) so it would slide right through with little or no opposition. NOT FAIR you say, well have they ever been concerned with FAIR? NO! Well here is what you should do; get a chart of your local area. Draw a circle 80nm in diameter around all TCA's, ARSA's, and TRSA's cross hatch out this area, because you can't fly there anymore, unless you HAVE MODE-C! , when you finish see how much airspace is left. Or better yet take a road map of the USA and cross off the whole thing and tell me where you will be able to fly.

In order to keep our airspace and keep it FREE we must ban together and take the following action, WRITE CARDS AND LETTERS!!! This is the most effective way to stop this thing. First write a letter or at least a card to each of your Senators and to your Congressman. In your Letter or Card ask your representative to let you know what the final decision was. He will then pass this to the FAA who by law has to respond to him within 24hrs. with some kind of answer. This to say the least causes them a lot of trouble. If you don't know who your representatives in Congress are then call your local Public Library and they will give you the names and addresses. Also send your comments to the FAA at the address and format listed at the end of this article.

I don't think that you should have any problems expressing your feelings on this matter but if you do then remember that this will further regulate and restrict your use of the FREE AIRSPACE. The controllers are also opposed to this as all of those unwanted blips on the screen is going to look like a major snow storm, and lord knows they have more than they can keep up with now. Air safety is better that it has been for many years and why do we need more control. All major Air Disasters have occurred while they were under the direction of an Air Traffic Controller. This in itself is the biggest case for less not more control. The cost of equipping older and non electrical aircraft with this equipment is prohibitive. The chances of improper operation by the entire Aviation fleet will cause tremendous problems to the Air Traffic System. I am sure that you can add many more comments to my list. . The key to this is ACTION and PROMPT ACTION. Send your letters and cards to your Congressional Representatives and also to the FAA. The Address for the FAA is:

(SEE PAGE 2)

FAA Office of Chief Counsel
AGC - 204
Docket #25531
800 Independence Ave. SW
Washington, DC 20591

ITS OUR AIRSPACE SO LETS SAVE IT!

A 720 for \$350

Yes that is correct, now you can have a full 720 channel transceiver for only \$350.00. The unit that I am speaking of is the TERRA TPX 720. This unit has a full 5 watt output and has thumb wheel tuning. What makes this hand held so desirable is the fact that all controls are on TOP of the



unit along with the antenna connection and its all metal construction. On the bottom you will find a battery low switch and indicator and a standard size phone jack and mic jack. There is also an input for 12 volts and an optional power cord is available. You will see from the photos that you can mount this unit almost anywhere. It will be no problem to fabricate a rack to hold radio and all major connections can be made in the rear. Also if properly installed you can still remove the unit and carry it home or along with you as a handheld.



Now the good news I have made arrangements to make this radio available to the Club Members for only \$349.00pp which includes the battery charger. There is an optional carrying case which could be mounted on the sidewall and using the flex antenna supplied could be used that way. It could also be mounted between the seats or under or in the panel, the possibilities are many. I have drawn up a plan for a rack for the radio, but I am sure that some of you will come up with one that is better. Please send me any mounting suggestions that you have so that I can print them for the other members. Please allow 2 to 3 weeks for

delivery and send all orders to: Cessna 150-152 Club, P.O. Box 15388, Durham, NC 27704.

HE'S GONE WEST

It is my sad duty to report the passing of Bob German. Bob was the owner of Skyport for many years and was known to many Coupers. He was always helpful and prompt in his dealings with us. He was also the person who advised and encouraged me in the early years of The Ercoupe Owners Club and was a Board member for many years. Bob and Mary Jo were regular attendees at our Fly-Ins and until recent years Bob flew in his Mooney to the Fly-Ins. A quiet gentle man who was respected admired by all Bob will surely be missed by all. I just received a Christmas letter from Bob and Mary Jo and really enjoyed hearing about his retirement activities. Let us all remember Mary Jo in our prayers and thoughts, and when you hear that

LEONARD SEZ

Dear Skip and Fellow Coupers, Once upon a time there was this old boy. Well actually he wasn't old, and was no longer a boy. Anyway Leonard Wilhem called and said he had spent \$2500.00 and all winter working on his engine. When he installed engine and tried to fly it was the same Shake, Rattle and Roll with occasional miss. What do I do??? Well that is one of the easier questions to answer. FIX IT. Later he called to say he had torn the engine down and installed new cam, valve springs, lifters, etc., and it still does the same. Another easy one. Bring it down and I will check it. Well he says he has heard about my strip, and the word was, there isn't room to land a kite. Yet another one. When I get time, I will come check it. When I got there we started engine. Sure nuff, idling it would miss quite often. We shut it down and I began to pull it through by hand. 6 or 8 blades fine then no compression on one. I asked him if he had checked to find if it was always the same cyl. He said, "Yes, left front". The only thing left to do now is take it home where I have tools and Laura to tell me what was wrong. I rigged a dial indicator to the left front exhaust valve and began to crank by hand. Shortly the indicator failed to return to zero by nine thousands (.009). I taken off the cover where injection pump or vacuum pump goes, stick a plastic screw driver handle in and began to pry the camshaft from side to side. .009 play. He tore the engine down, sent the case and had the case partings refaced, and case, line bored. Now there is very few oil leaks and when you push the throttle in, it's like turning up the rheostat on an electric motor. They used to tell him it was the prop, mags, motor support

(Continued on Page 9)

(Editors Note: This is a real story that we printed quite a few years ago as far as I know it is true and was originally printed I think in "Sport Aviation")

GETTING OFF IN A CIRCLE

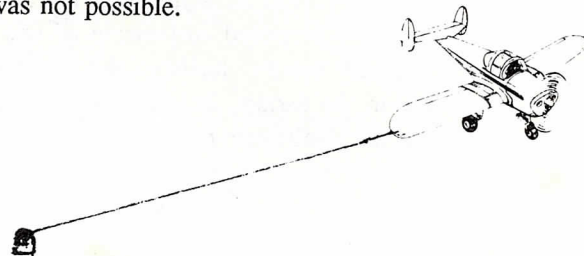
By J. Gibson Winans, EAA 4085

3330 Lake Mendota Dr.

Madison, Wis.

During the winters of 1955, 56, 57, and 58, I had been experimenting with circular take offs using an Ercoupe airplane and taking advantage of the ice on Lake Kegonsa near Stoughton, Wisconsin to serve as a flying field. The procedure was to freeze a metal barrel in the ice to serve as an anchor and then fasten the left wing of the plane to the barrel with a 300-400 foot nylon rope. During the take off the plane was held in a circle by the centrifugal force from the rope. About a 1/4 turn was needed for the plane to leave the ground and a 1/2 turn more to reach an altitude off from 150-200 feet while still attached to the barrel. At this time or at a later time the plane could be cut loose from the rope and it would proceed along the tangent to the circle with no jerk or jar. This procedure has been demonstrated more than 150 times. One day toward the end of the season, the ice had melted some from a thaw and was covered by about one inch of water with about 1/4 inch of ice on top. I was flying with a friend and did not expect to make any circular take offs because of the condition of the ice. I wished to show my friends some slow flying close to the ground and accordingly flew a little too low and the rear wheels touched the ice. The friction slowed the plane and we found ourselves landed on the ice of the lake. The engine was gunned in an attempt to take off. We plowed through the water and ice but were not able to reach flying speed. In order to reduce friction somewhat, the plane was taxied for a considerable distance down wind breaking the thin ice along the path. The plane was then driven back at full speed against the wind along its path but it was not possible to reach flying speed. I began to wonder what would happen if the plane had to be left on the ice until the water on top froze. Then I remembered that my circular take off rope and release mechanism were in the plane and that the barrel was still solidly frozen in the ice. I therefore decided to try to get off of the lake by taking off in a circle. We taxied to the barrel, unwound the nylon rope, installed the release mechanism, fastened the rope to the barrel and to the plane and hopefully climbed back into the plane. The take off run was started down wind to get extra speed from the wind. At the end of one quarter turn the plane was going cross wind with enough speed to ride

on the surface of the thin ice without breaking it. As the plane turned into the wind after about 1/8 turn more it left the ice and after another 1/4 turn we cut loose at an elevation of about 100 feet. We then flew back to the Madison airport, tied down the plane and drove back to Lake Kegonsa by car to recover the rope before it became frozen in the ice. This occasion demonstrated that it was possible to get a plane into the air by a circular take off procedure when the conditions were such that a straight take off was not possible.



(Editors Note: This is the first of a series of Aviation Law Articles that is being furnished by our Aviation Legal Advisor, Mr. Vincent Butler an Attorney and Pilot. We wish to thank "Vince" for volunteering his services to the members.)

ENFORCEMENT PROCEEDINGS

With over 550 new FFA Inspectors, enforcement actions are increasing due to their quotas and the recent policy of prosecuting on the basis of any Complaint that has the slightest scintilla of merit. As with any rookie cop, the enforcement function of the FAA is the best way by which to make a name for himself thereby earning the promotions and additional authority. During 1988, The FAA predicts the initiation of 5,000 enforcement actions. Such proceedings cover everything from an inadvertent TCA entry to your being one out of every 230 pilots who will be unfortunate to have an aircraft accident. Further, recent changes of the FAR's have increased the likelihood that pilots will be asked to take alcohol tests and more and more it appears that State and local police are on the lookout for pilots violating the State's own flight rules. These violations can land you in jail and saddle you with a criminal record. In an abundance of caution, the following general rules of thumb are given in the event of an accident, infraction of the FAR's or receipt of a Notice of Investigation from your local General Aviation District Office: 1. Do not give a statement to anyone until you have conferred with competent aviation counsel. 2. Do not admit to having operated the aircraft at the time of the incident, or in the alternative, being Pilot in Command at the time of the allegations. 3. File a NASA report within 10 days

(Continued Page 4)

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.

under the Aviation Reporting Safety System. 4. Ensure that all log books and required paperwork are in order before allowing any investigator, either FAA or NTSB, to examine them. In many cases, pilots had to accept unfair penalties simply because they could not afford to fight the FAA governmental bureaucracy. However, the same pilots have never taken the time to sit back and recognize the substantial investment that they have made in training during their flying career as well as in the aircraft which they may own. A proposed suspension of one's airman's certificate could easily nullify the possibilities of employability in the future. It is therefore imperative that a pilot make an intelligent move by contacting aviation counsel should he suspect either civil or criminal liability arising out of a particular flight. As general counsel for the Ercoupe Owners Club this author would recommend that you contact our offices (301-933-6400) in Washington, D. C. for a free consultation and possible referral. As a wise preventative measure which would pay for attorneys fees, it is recommended that all members also join AOPA and opt for the Legal Services Plan which can be done directly by calling Robert Bornath, Esquire, Executive Director, AOPA Legal Services Plan at (301-695-2300) in Frederick, Maryland. Be sure to advise him of your EOC status. In this way, the AOPA Legal Services Plan provides coverage for legal counseling representation if you are faced with a local law enforcement problem in connection with your flying, in addition to assistance in FAA enforcement cases and consultation after an aircraft accident.

Vincent A. Butler, Butler & Butler P.A.
716 Hermleigh Rd
Wheaton, MD 20902

IS A PASSENGER A PERSON?

When the price of anything including aircraft insurance looks too good to be true, it is. Some companies now offer a policy that has a liability limit per PERSON instead of a limit per PASSENGER. The policy with the "per person" limitation costs much less than the "per passenger" one. Why? What's all this passenger/person stuff have to do with you, the happy owner of a Ercoupe? Plenty!

Your aircraft has two seats and one of those is reserved (and designated by our friends at the FAA) as a crew seat for the pilot. The remaining seat is a passenger seat. Yes, it can be occupied by a person and when it is passenger and person become synonymous. If the only liability we could incur involved our one passenger (who is always a person - ring tailed baboons, opossums, etc. are considered property

instead of passengers by the sages at the insurance company), life would be simple. We know we are responsible for the safety of the person who sits beside us as we climb and glide and zoom and turn, etc. What about other folks such as the person who pumps the fuel into our little wind machine? He or she sure is a person but certainly ain't a passenger. Now the plot thickens.

Suppose that...once upon a time you rolled out your trusty Coupe, preflighted it (as usual), checked the weather and did all other such good things as you are want unto do before attempting aeronautical flight. As you were striding in haughty grandeur to your waiting craft, your old Sunday School teacher waives from the parking lot. You smile and greet her and learn that she knows of the shenanigans of those Wright boys at Kitty Hawk back in '03. (Wilbur and Orville didn't fly at Kitty Hawk...it was at Kill Devil Hills but that is for another time in another insurance article.) She tells you that she has tried for all these years to get up the courage to come to the airport and ask for a ride in one of the infernal machines and today's the day! Lucky you. When she starts to get in your little airplane, she becomes a passenger at that moment - she has been a person all her life. Read on, it gets thicker.

Remember above in this story, it said, "Lucky you". As you taxi across the ramp the ramp person (who is your best friend's daughter in her first summer job) comes rushing out (lucky you - the UNICOM is down) to tell you that your stock broker just called with news that your stock in Bali pork bellies fell off the chart. In her excitement, she runs into the prop. Lucky you; she receives only a slight bruise on her left index finger but her Guchi designer poncho is destroyed. Your old Sunday School teacher suffers a heart attack in all the excitement and departs this life. Lucky you. Now you decide it's a good time to read the old aircraft insurance policy. In this story, you have one of those "inexpensive" policies that has a \$100,000 limit per person.

What's the company going to pay for the demise of the Sunday School teacher? In any case the company is going to defend you in court but in our tale, they didn't hire F. Lee Bailey - remember this was an inexpensive policy. The jury finds her heart attack is all your fault. She is a person (all her life, remember?) and in this case a passenger as well so the company will pay up to \$100,000 of the jury's award. In our story the award was for \$100,000. How about the ramp person whose uncle happens to be one of the finest trial lawyers in the world? Lucky you; the same jury awarded her \$700,000 for her bruised index finger (pain and suffering and all that) plus \$50,000 for her designer poncho. Luck you. The poncho is no problem - the company will pay because it's property. (Continued Page 5)

The policy limit is for \$1,000,000 and the Sunday School teacher's estate got only \$100,000 leaving \$900,000 to take care of the ramp person. Remember that lucky you had one of those per person limits so once the company pays for her poncho, they are going to give her only \$100,000 (the policy limit per person) of the \$700,000 she has coming from that jury award. Start selling those old war bonds and kiss the Coupe good bye. You're going to come up with the balance.

Suppose you had one of those per passenger limited policies and the jury awarded the ramp person \$200,000 for the bruised finger and \$200,000 for the poncho. Even with a fumbling recent law school graduate, you don't have to part with your aeronautical contraption. The company pays. The poncho is property - no limit there and there is no limit for a person who is not a passenger plus the policy limit of \$1,000,000 is not exceeded.

You already know the moral to the story. When we put together the special Ercoupe group insurance program, we got the best prices possible. We accepted the limit of \$100,000 per passenger because there can be only ONE passenger out of the billions who inhabit this earth. There are many people that could be injured outside our aircraft and in today's law suit environment we decided the small savings was not worth the risk. Our group policy has the liability limit of \$100,000 per passenger and in your interest we don't offer the per person policy. In fact, we offer only two liability limits: \$1,000,000 and \$500,000. We strongly recommend the one million dollar limit. The difference is only \$65 per year. We offer the million dollar policy with NO limit per passenger; call or write for the additional premium.

You don't need to be insured under our group policy to get answers to your aircraft related insurance questions. Just drop us a line as long as you are a member of The Ercoupe Club and we'll be happy to help.

Next time we'll look at policies that rate your wife (if you have one) as only 25% of a passenger and your kids (if you have any) as only 12.5% of a passenger. Your parents are also considered 12.5% of a passenger in some policies. Remember we told you that when it looks too good to be true...it is!

-Jim Webb-
Insurance Advisor
9-Magee Dr.

Leonardtown, MD 20650 - ph 301-475-2337



COMING EVENTS

March 11-13th. Valiant Air Command Airshow - TICO Airport, Florida.

ARIZONA COUPE WINGDING! April 8-9-10, Deer Valley Airport, Friday Nite Pool Party, Saturday at the Airport for judging contests and Coupe talk. Saturday Night Banquet. **FREE Tie Downs - FREE Transportation.**

April 10-16th. Sun n Fun, Lakeland Florida.

FRIDAY APRIL 15 - Region 12 of the Ercoupe Owners Club will meet in front of the Quiet Birdmen Building at Sun n Fun on Friday April 15th. at 6:00pm. Please be there by 6:00. From there we will proceed to the Golden Corral, located on South Florida Ave. Take Drain Field Road which dead ends at S. Florida turn left and Golden Coral on left just after turn, telephone 813-646-0433. This will be the Ercoupe Owners Club annual Sun n Fun dinner. You will go through the line and then sit together as a group. Joe B. McCawley, Region 12 Director, 305-894-0066 or Joe Linzalone, Florida Wing Leader, 813-947-0401.

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

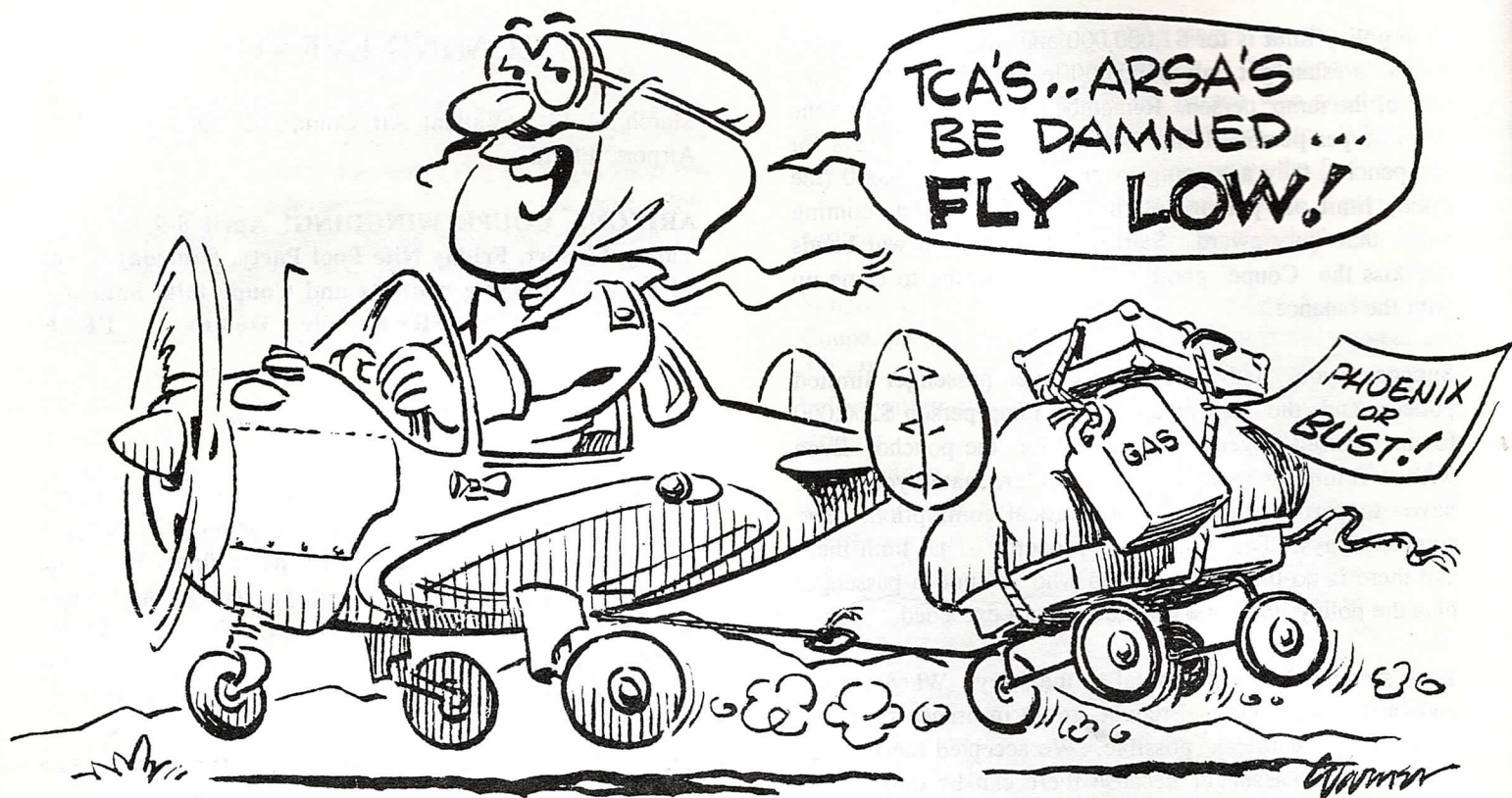
MAY 14th and 15th. The Florida Ercoupers are having a get together at River Ranch, Highway 60 Lake Wales. For Info Call Joe Linzalone 813-947-1854.

May 15th. 1988 The prairie Aviation Museum will have a Fly-In Drive in fund raiser breakfast. Bloomington-Normal Illinois Airport from 7:00am til 11:30am \$4.00 donation for more info call Dave Smith 309-827-8039

MAY 20-22 @0th. Potomac Antique Aero Squadron (AAA) Annual Fly-In Horn Point Aerodrome, Cambridge, MD. Info, Al Nase 302-227-0111

Sunday May 22 ,EAA Chapter 70 and the Ercoupe Owners Club Region 6 "Spring Wing Ding" - Flying "M" Ranch Commercial Airport, Germansville Pa. 40-44.20N - 75-42.30W, ABE VOR 284 Degrees 13nm, ETX VOR 360 Degrees 9nm. For more information call: STEVE KISH - (215)-838-9942, evenings.

Sunday May 22 at the Nut Tree Airport Vacaville Ca. 8am - 5 pm.- Solano County Sheriff's Air Squadron Presents Sixth Annual Aviation Flea Market - Buyers are admitted FREE , Sellers are charged a nominal space rental fee. Only (Continued Page 8)



JOIN US AT OUR 11th ANNUAL

ARIZONA COUPE WINGDING!

APRIL
8-9-10

DEER
VALLEY
AIRPORT

ONCE AGAIN WE'LL BE GATHERING THOSE GREAT LITTLE AIRPLANES ... AND THOSE GREAT PEOPLE WHO OWN AND FLY THEM!

WE'LL BE GETTING THIS BASH OFF TO A GOOD START ON FRIDAY NIGHT WITH THE USUAL FREE POOL PARTY!

ON SATURDAY MORNING THERE WILL BE JUDGING OF THE BIRDS FOR THE FOLLOWING TROPHIES:

- LONGEST DISTANCE FLOWN TO ATTEND (COUPE)
- BEST EXTERIOR • BEST INTERIOR • TLC
- MOST ORIGINAL (415) • MOST MODIFIED (415)
- BEST ERCOUPE • BEST ALON • BEST FORNEY
- BEST MOONEY M-10 • BEST MOONEY A2-A
- PEOPLE'S CHOICE

SPECIAL AWARD TO THE WINNER OF THE SPOT LANDING
THE EVER POPULAR POKER RUN (WINNER TAKE ALL!)

SATURDAY NIGHT BANQUET AT THE AIRPORT WITH:
TROPHY AWARDS...DOOR PRIZES...RAFFLE!

LODGING AVAILABLE AT
THE KING'S INN

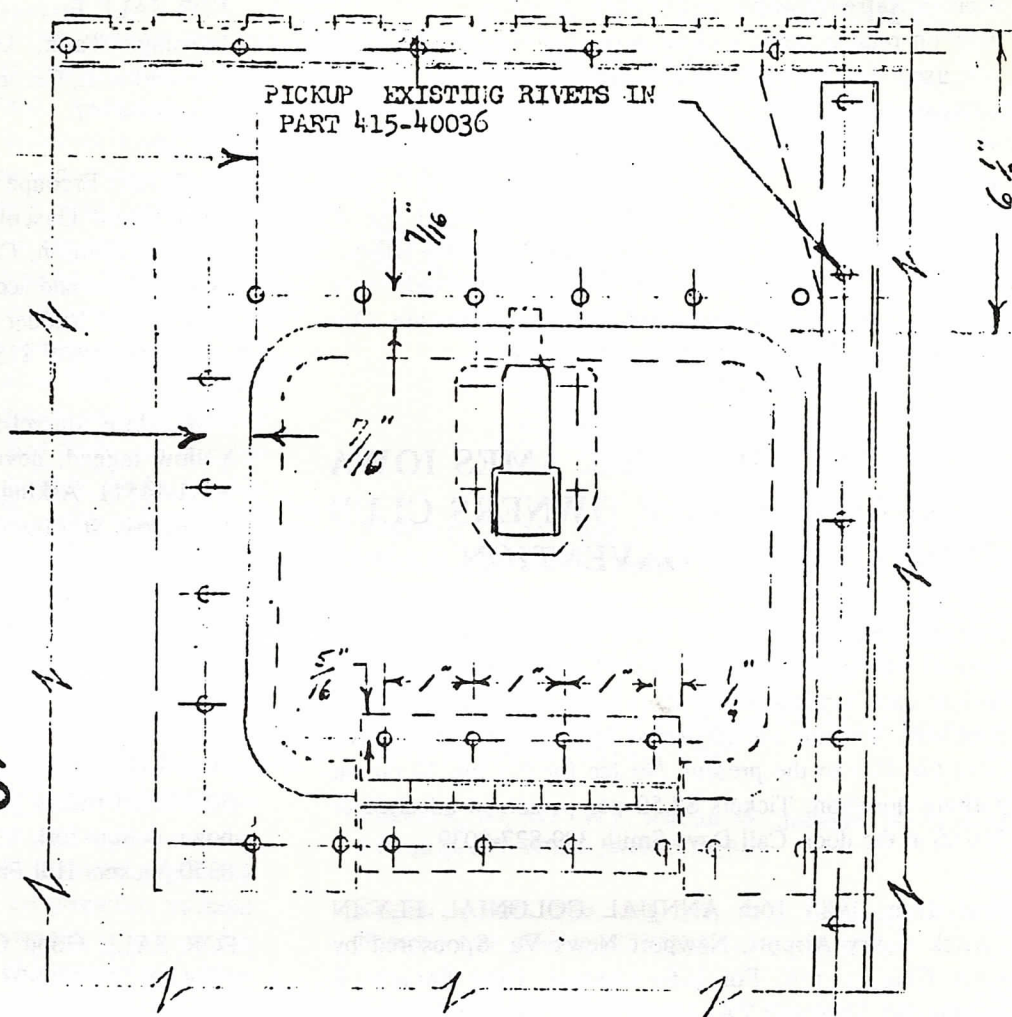
CALL FOR RESERVATIONS
(602) 866-2089, AND
MENTION YOU'RE HERE
FOR THE COUPE EVENT
AND GET THE SPECIAL
RATE OF \$47 PER NITE
(1 to 4 persons)

★ FREE TIE - DOWNS ON NORTH SIDE OF AIRPORT

★ ALL TRANSPORTATION FURNISHED

SKYPORT SPECIAL OF THE MONTH

5" x 6"
Oil Access
Door



\$37.50 while they last

FOR YOUR CONVENIENCE,
WHEN ORDERING USE:

1-800-624-5312

for info. and inquiries:

1-414-534-4233

Skyport
Services

Div., F.R.A. Enterprises, Inc.



P.O. Box 355

Rochester, WI 53167

(Continued from Page 5)

aviation related items will be permitted for sale. Proceeds are used for the Sheriff's Patrol, Search and Rescue missions. For more info contact: John Sandlin, 180 Wildflower Ave., Vallejo, CA. 94591 - (707) 644-6468.

July 16th-17th. EAA Chapter 9 Seventh Annual Fly-In, Columbus Ohio July 16-17. Fighters-Homebuilts-Military Exhibitions-Balloon Ascentions. Food and Refreshments, Camping and more. Delaware Airport, Delaware OH. Contact: Dale Yost (614) 895-7133, or Alan Harding (614) 885-6502.

JUNE 29th - JULY 2nd. AMES IOWA ANNUAL ERCOUCPE OWNERS CLUB CLUB ANNUAL CONVENTION

August 13th and 14th. Bloomington-Normal Illinois Airport 4th. annual "Day at the Airport" static displays, antique cars, airplane rides, aerobatic demonstrations. Food Available. Evening hanger dance with live band and music from the 40's to the present. No fee for Fly-Ins, \$2.00 car parking donation. Tickets \$8.50 per person in advance or \$10.00 at the door. Call Dave Smith 309-827-8039

June 18th, 1988 16th ANNUAL COLONIAL FLY-IN Patrick Henry Airport, Newport News Va. Sponsored by EAA Chapter 156. For Info Contact: Chet Sprague 8 Sinclair Rd. Hampton VA. 23669 Phone 804-723-3904

FOR SALE

FOR SALE 1966 ALON Aircoupe A-2, 90hp, Escort 110 Nav/Com, EGT, Spring Landing Gear, Rudders, Full Panel, Imron Pant, all logs, intercom with two David Clark Headsets and push to talk switch, ELT, Cleveland Brakes STC Auto Fuel, Wheel Pants. TT 1157, All ADs complied with annualized til August 1987. \$10,200.00 Call 617-867-9409 or write Frank Kretchmar, Box 205, W. Brookfield, MA 01585.

FOR SALE New 6:00x6 Goodyear Brake Disk \$50.00, 1 pair Stainless
Steel Exhaust stacks for Alon New \$250.00. 402-455-7333

FOR SALE 1946 415-C, 3039H serial # 3664, C-75-12, 5hrs SMOH, TT 2075, Polished Aluminum, rebuilt Fabric wings, tinted rear windows, Bubble windshield, NO rudder pedals, remote compass, Auto Gas STC, New Mags, Very Nice One. \$6900.00 Obie Benson, 316-669-9566, 2920 Homestead Rd. Hutch KS 67502.

FOR SALE Ercoupe 415, 75hp, 330SMOH, 2100TT, New Fuselage Tank, Double Nose Gear, Large Baggage Compartment, Ceconite Wings, Escort 110 and more. \$7900. 315-699-4547.

WANTED Ercoupe Prop with Tapered flange spinner and back plate. Gascolator and bracket, Cowl Farings for shielded ignition, Carburetor air filter assembly complete, Air rivet gun and accessories.

FOR SALE Rudder pedal Kit Complete NEW \$350.00 Set of Scissors NEW \$150.00. Joe La Londe 616-938-2316.

FOR SALE Marvel-Schebler Carburetor, Reconditioned and yellow tagged, never been used. Model MA3 SPA, S/N B1-1-14511. Asking \$600.00 Contact C.L. Smigielski, 224 W. Morris St. Lombard IL 60148.

FOR SALE 1946 Ercoupe C85, 5SMOH, New Imron, New Interior, 1200TT all metal, Wheel Pants, Hangered, Bud Wolf 200 Times Sq. Bld. Rochester, NY 14614 716-544-7944

FOR SALE 1946 C Ercoupe N99407 serial # 2030, 3200TT, 300SMOH rudder pedals, Genave Alpha 200, Kenney nose bowl, double fork, Cleveland Brakes, \$6500.00 Tom Tyson 8350 Vickers Hill Frazenburg OH 43822, 614-828-2378

FOR SALE Good C-85-12F crank case \$300.00 Robert Hopkins 301-822-0817.



FOR SALE: 1946 415-C 85 hp New Paint (Imron) New Battery, New Brakes and lines, Post Lights, Radio, Blind Encoder, Transponder, Airtex Interior, 612 SMOH, 1834 TTAF, Annualized til 5/88, James R. Hughes, 639 J St. Lathrop, CA 95330. 209-858-4387

FOR SALE: 1970 Mooney M-10 Cadet 1565TT 363STOH MK-12,360. Kenny Wheel Fairings. Deluxe Paint, NDH., May annual. Sharp \$13,500. Call Bob 614-272-6422

COUPE WANTED: Run Down, Run Out, or Damaged Coupe for restoration Project. Must Have Engine and Prop. Call John Gadeiks, 414-763-6100 after 6:00

(Continued from Page 2)

rubbers, etc. Some even said the motor support was bent because the engine set sideways and down. Once I knew a young pilot who bought his first plane. Lucky guy bought a coupe that was getting 10 to 12 hours on a quart of oil. Shortly he went to a fly-in and learned the art of giving rides. Young pilot, first plane, check mags, check carb., heat, be careful. Temperature 100 in the shade, black top run up pad and runway. The temp. 6 inches above black top is 140. Taxi out, check mags, check carb temp., don't work, check again. The temp from hot pavement is almost as hot as the alternate air, so it doesn't show much RPM drop. OK well we'll go anyway. Can't go now, one just touched down, must set and idle til he has it tied down and in a taxi on the way to where ever. We'll go now, no be careful. There is one on a fifteen mile final, must wait, hot air, engine melting. Finally get to go around the patch, land, taxi, idle, while pick up another rider and do it all over again. On the way home after 2 days of fun, less than 50 miles his oil temp. was over the red line, in 75 miles he was nearly 3 qt. low on oil. This may be dramatising the truth, but it really happened a few years ago at Tahlequah, Okla. My advice? If you don't have time to check the mags between your parking and the runway, you are parked too close. Never pull the carb. heat with the engine running except on take off run, or while in the air. An airplane is where the man got the idea for a self-propelled vacuum cleaner. If an airplane engine was meant to run on the ground, there would be a little cap one could take off to put in water. Look at most any tractor. Now the mechanics will tell you I'm wrong. They are the ones who get to overhaul your engine every 150 to 200 hours. It's supposed to run about 1800 hours you know. Few years ago, I hitched a ride in a group of coupes going to Nebraska. After a few miles, one began to wave his hat, rock his wings, and hollar in the mike, hot oil, can't keep up. We stopped and the old pro was asked to ride the ailing bird to see what is wrong. 50 miles we were landed with cowl open and fanning engine with our hats. Was nearly new engine. Prop was stamped nearly right pitch and had yellow tag on logs where prop had been overhauled. When the prop was removed and checked, one blade had about 48 and the other had about 54 pitch. Well that makes about 51 which most Forneys take. Trouble is one blade had the brakes on, the other was in overdrive, and the poor old engine didn't know what to do. The moral is, If I had anything to do with it, there would be a better system for getting maintenance on an airplane and engine. Youal be cool, don't step in nothing, love your neighbor, not your neighbor's wife, have compassion for your coupe. There will never be as many as there was.

Sincerely, The Arkansas Wild Man
Leonard Page
Rt. 1
Belleville AR 72824

BACK ISSUES AVAILABLE

With this issue we have the last two years as sets. Our Volume year runs from May to May, and we save out copies so that at the end of the year we will have some complete Volumes available. This year we have Volume 15, the current issues and we also have Volume 14, last year available. The price is \$10.00 per Volume PP, Please State Which Volume you want.



REGIONAL DIRECTORS

Region 1, CT, MA, ME, NH, NY, RI, VT, **DICK MURPHY**-
'89, 114 Academy St., Malone NY 12593, (518) 483-2486.

Region 2, CANADA, **Peter C. Philips**-90, RR#2,
Orangeville, Ontario, Canada, L9W 29, (519) 941-4113.

Region 3, OR, WA, AK, **Roy Wright**-89, 24490 Skylane Dr.,
Canby OR 97013, (503) 679-5766.

Region 4, ID, MT, WY, **Ruban W. Jodsaas**-90, Box 396,
Coldstrip, MT 59323, (406) 748-2217.

Region 5, MN, ND, SD, WI, **Bob Dermody**-89, 2215
Kearney Ave., Racine WI 53403, (414) 632-3754.

Region 6, DE, IN, MD, MI, NJ, OH, PA, WV, **Jon Hiles**-90
6711 Emerald Ave., Enon OH, 45323, (513) 864-1041

Region 7, CA, NV, **Ernie Cuff**-89, 191 Herrington Dr.,
Auburn, CA 95603, (916) 885-0942.

Region 8, AZ, CO, (Western side of Rockies) UT, **JO-AN R. Cooper**-90, 2210 West Cactus Wren Dr. Phoenix AZ,
85021-7727 (602) 995-4177

Region 9, CO, (Eastern side of Rockies) IA, IL, KS, MO, NE,
Shirley Brittian-89, 2070 Hwy 92 No.1 Hillside Estates,
Ackworth, IA 50001, (515) 961-6609.

Region 10, DC, KY, NC, TN, VA, **Ben Vickrey**-90, Rt. 15
Box 230 Rolling PK., Lexington, NC 27292, (704) 956-6969.

Region 11, AR, LA, OK, TX, **Leonard Page**-89, Rt. 1,
Belleville, AR 72824, 501) 495-2647.

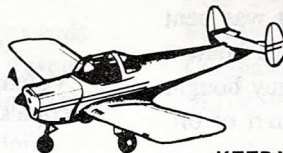
Region 12, AL, FL, GA, MS, PR, **Joe B. McCawley**-90
(BOARD CHAIRMAN) 615 Irvington Ave., Orlando FL
32803, (305) 894-0066.

HONORARY LIFE MEMBER-**Fred E. Weick**, 2 Dolphin
Dr., Vero Beach, FL 32960, (305) 562-3878.

Supply Officer-**Fran Heath**, 710 S. Woodbine Dr., Sapulpa,
OK 74066, (918) 224-0644.

CENTRAL AIRCRAFT PARTS

F.A.A. APPROVED PARTS
16207 AIRPORT RD.



815/838-5470 24 hrs.
LOCKPORT, IL 60441

★ ★ ★ NEW ITEM ★ ★ ★

KEEP YOUR OIL CLEANER SO IT CAN LUBRICATE BETTER

FAA Approved

Reduces plug fouling, 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

Please add \$1.50 per can for U.P.S. and handling.

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

\$\$\$\$ SAVE \$\$\$\$ SAVE \$\$\$ SAVE \$\$\$ SAVE \$\$\$ SAVE \$\$\$\$
AC or CHAMPION SPARK PLUGS

AC#	CHAMPION #	CLUB PRICE
SR87	REM40E	\$ 9.95

Please add \$2 for U.P.S. and handling.

BRACKET AIR FILTERS FOR COUPES

COMPLETE ASSEMBLY #	ELEMENT ONLY #	CLUB PRICE
BA-8810	BA-8805 (Round)	\$29.95-6.50
BA-4106	BA-4108	\$27.65-5.50

AIRCRAFT BATTERIES

C.A.P. 25 Amp. 12 Volt 54 PLATES	\$42.50
C.A.P. 35 Amp. 1 Volt 64 PLATES	\$47.50

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

ELT REPLACEMENT BATTERIES

Dorne & Margolin (24 month)	\$31.00
Martech EB BCD EAGLE	\$43.75
MERL, INC. LARAGO (24 month)	\$36.50
RESCU-88 NEG. GRD. (24 month)	\$31.50
RESCU-88 POS. GRD. (24 month)	\$31.50
CB fits RLB-101 (18 month)	\$76.50
ARCO ELT-10 (24 month)	\$31.50
EBC fits 102-A & 302 (24 month)	\$26.50
LEIGH fits CESSNA SHARC 7	\$27.50
POINTER (24 month)	\$29.50
CCC CIR-10 (24 month)	\$39.50
CCC-CIR-11 (24 month)	\$39.50
ALERT MODEL 50, 60 (36 month)	\$76.95

Please add \$2 for U.P.S. and handling.

DORNE & MARGOLIN ELT-8

BRAND NEW — COMPLETE WITH TRANSMITTER, EXTERNAL ANT, STRAIN RELIEF BOOT, CABLE, AND BATTERY. TSO-C91 ... List \$248.00 **SPECIAL \$180.00**

A-56 COWL CHAFE SEAL

USED WHERE COWL SECTIONS OVERLAP & AROUND INSPECTION DOORS. 1" WIDE ASBESTOS NIGEN CORD, COATED WITH PHENOL TO RESIST HEAT AND CHEMICALS. 15-FOOT ROLL

\$26.50

TEMPO/RANDOLPH AEROSOL PAINT

GREEN ZINC CROMAT PRIMER	\$6.50
HIGH GLOSS BLACK	\$5.00
HIGH GLOSS WHITE	\$5.00
INSTRUMENT FLAT BLACK	\$5.00
REGULAR LOW TEMPERATURE ALUMINUM	\$5.00
HIGH TEMPERATURE ENGINE ALUMINUM ENAMEL	\$6.50
LYCOMING GRAY ENGINE ENAMEL	\$5.50
LYCOMING BLUE ENGINE ENAMEL	\$5.50
CONTINENTAL GOLD ENAMEL (ENGINE)	\$5.50
1 QT. BLACK WING WALK COMPOUND (not aerosol)	\$7.55

PLEASE ADD \$1 for U.P.S. PER CAN

STARBRITE SUPER SILICONE AIRCRAFT POLISH

16-OUNCE PLASTIC BOTTLE	\$ 5.95
!!! CASE OF SIX BOTTLES !!!	\$30.00
MEGUIARS W/S CLEANER	\$ 3.95
MEGUIARS W/S POLISH	\$ 3.95

PLEASE ADD \$1 PER BOTTLE for U.P.S. & HANDLING (CASE \$3 U.P.S.)

SEAT BELTS

TSO'D RUGGED — RELIABLE — METAL TO METAL FASTENERS. ALL CLIPS & BRACKETS FURNISHED — NO SEWING — NOTHING TO USE FROM YOUR OLD BELTS! BLACK NYLON WEBBING — BRUSHED CHROME SATIN FINISH.

SPECIAL CLUB PRICE pair — \$17.50

NEW BOOKS

WHY didn't you TELL ME how to fly the airplane.

SPECIAL CLUB PRICE \$11.95

WESTACH CHT-EGT KITS

FAA APPROVED — TSO-C43

SAVE FUEL • PROTECT YOUR ENGINE

K28P EGT KIT - GAUGE (2 1/4"), PROBE, WIRING, ADJ POINTER

K28PX SAME AS K28P BUT WITH INTERNAL LIGHTING

K-29 CHT KIT - GAUGE (2 1/4"), 18MM GASKET TYPE THERMOCOUPLE AND ALL

WIRING CALIBRATED 100-700 F and 50-350C

ONE YEAR WARRANTY

Please add \$2 for insured U.P.S. and handling.

ERCOUPE STAINLESS STEEL SCREW & WASHER KIT

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**

NEW McCREARY TIRES

	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

BLOW PROOF EXHAUST GASKETS

LYC. or CONT. — Please specify engine and number of holes

HIGH TEMPERATURE EXHAUST NUTS — NAVAL BRASS

1/4" — 28

1/8" — 24

FLEXIBLE AERODUCT (CAT)

1" DIAMETER	PER FT. \$3.40
1 1/2" DIAMETER	PER FT. \$3.70
2" DIAMETER	PER FT. \$4.30
2 1/4" DIAMETER	PER FT. \$4.50
2 1/2" DIAMETER	PER FT. \$5.25
3" DIAMETER	PER FT. \$5.40
4" DIAMETER	PER FT. \$6.30

ALSO 3/4" TO 4"

CALL FOR SPECIAL PRICE ON CLEVELAND BRAKE CONVERSION KIT!

SKIP CARDEN'S

A D F

DIRECTORY & MANUAL

A COMPLETE DIRECTORY OF ALL AM BROADCAST STATIONS IN THE U.S. AND CANADA — CONVENIENTLY TABULATED BY STATE AND CITY. THE FREQUENCY, HOURS OF OPERATION, AND POWER OUTPUT IS GIVEN FOR EACH STATION.

LIST PRICE \$8.00 **CLUB PRICE \$7.50**

PLEASE ADD \$1.50 FOR POSTAGE AND HANDLING

HAVE YOU HUGGED YOUR COUPE YET TODAY?

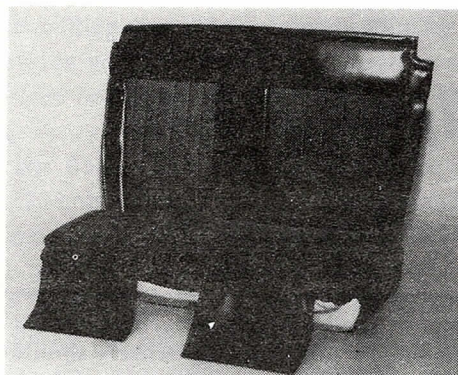
NEW SELECTIONS ADDED TO STOCK

Earplugs	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
Carpet set	47.00
Baggage Compartment	32.00
Window Channel welts -per pair-	28.00
Firewall Cover	32.00

Free catalog of complete line. Fabric selection guide showing actual sample colors and styles of materials: \$3.00.

Complete interior assemblies for do-it-yourself installation.
Custom quality at economical prices.

airtex PRODUCTS, INC.

259 Lower Morrisville Rd., Dept. CN, Fallsington, PA 19054 (215) 295-4115



Come Fly With Us



IF YOU WANT IMMEDIATE SERVICE THEN CALL
NATIONAL HEADQUARTERS 919 - 471 - 9492
DURING OFFICE HOURS 9:00 - 5:00 MONDAY - THURSDAY.



(Detach and Mail)

Ercoupe Owners Club

The Ercoupe Owners Club is open to anyone desiring to join. You do not have to own an Ercoupe or be a licensed pilot to join.

The Ercoupe Owners Club was founded to provide a mutual exchange of ideas, and to make available information needed for safe and responsible flight.

Membership dues are \$20.00 per year U.S. & Canada. Foreign \$30.00 which includes a subscription fee of \$18.00. National Headquarters are located at 3557 Roxboro Road, P.O. Box 15388, Durham, North Carolina 27704.

FOR OFFICE USE ONLY
MEMBERSHIP NO _____

(Please Print or Type)

TEL. _____

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

N # _____ SERIAL # _____

MODEL _____ YR. MFG. _____

SPECIAL FEATURES: _____

Membership Dues \$20.00 per year U.S. and Canada - Foreign \$30.00

ERCOUPE OWNERS CLUB
P.O. BOX 15388
DURHAM, NC 27704



SECOND CLASS
U.S. POSTAGE
PAID

DURHAM, NC 27701

Phoenix Regional Meeting April 8-9-10

Special EOC Insurance Plan Inside !

NOTICE: The Ercoupe Owners Club assumes no responsibility for any product or service herein advertised, or for claims or actions of advertisers. However, members who are unable to obtain satisfaction from advertisers should advise the Ercoupe Owners Club. Products and services mentioned or evaluated in the Club Newsletter in no way constitutes an endorsement or recommendation to buy. Each member must make his or her own judgment.

ATTENTION

ERCOUPE OWNERS SAVE MONEY...FLY AUTOGAS

If you use 80 octane avgas now, you could be using less expensive autogas with an EAA-STC.

Get your STC from EAA — the organization that pioneered the **first** FAA approval for an alternative to expensive avgas.

CALL TODAY FOR MORE INFORMATION
414-426-4800

Or write: EAA-STC, Wittman Airfield,
Oshkosh, WI 54903-3065

For faster service, have your airplane's "N" number and serial number; your engine's make, model and serial number; and your credit card number ready.

TOUCH OF CLASS AVAILABLE AGAIN!!



"THE ERCOUCHE — A TOUCH OF CLASS"

AUTHOR — FRANK R. SALETRI. 500 pages. Hardbound. Covers the complete history of the Ercoupe from 1934 to 1970 — and beyond. Send your check or M.O. for \$50.00 (U.S. Funds only) to: June R. Kirk, 44 West Hulet Drive, Chandler, Arizona 85224. Allow 14 days for insured delivery. Outside U.S. include \$5.00 for postage.

Ercoupe Owners... UNIVAIR is the Ercoupe factory!



We supply approved Ercoupe Parts & Supplies for your needs!

UNIVAIR has thousands of quality items like; Wings, Spars, Rudders, Fins, Elevators and other structural parts. We also carry a fine line of Distributor supplies to compliment your Ercoupe. And with our complete line of Manuals, you can have the info you need! See us for Ercoupe, Forney Aircoupe, Alon, Mooney M-10 parts and supplies!



10-5

UNIVAIR

**UNIVAIR
Aircraft Corporation**

2500 Himalaya Rd., Dept. CC
Aurora, Colorado 80011
303-364-7661 or telex 317327

Skyport
Aircoupe Services
Division, FRA Enterprises Inc.



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

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

Phone: 1-800-624-5312 32032 Washington Ave. Rochester, Wis. 5316