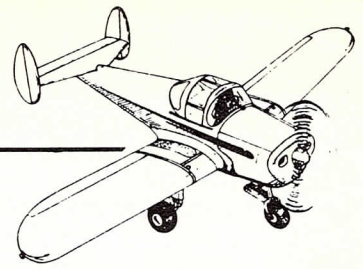


# COUPE CAPERS

## Ercoupe Owners Club Newsletter



VOLUME 17 NUMBER 5 MAY 1988

TELEPHONE (919) 471-9492

Skip Carden - EDITOR

### Dorothy Weick Suffers Heart Attack

While I was at Sun N Fun , I learned that Dorothy Weick had suffered a recent heart attack. I was told that she had recovered very nicely but was on medication and a special diet. When I saw Fred he confirmed that Dorothy had suffered an attack but she had recovered nicely and that she decided not to attend Sun N Fun. They are planning to attend the National at Ames Iowa . I am sure that you will want to send Dorothy a card or letter and her address is: Dorothy Weick, #3 Dolphin Drive, Vero Beach, FL 32960.

### Laura Page Ill

It seems that bad news comes in bunches. I called the Pages the other day and Leonard answered the phone and told me that Laura had been ill since the picnic. He said that she had a brief stay in the hospital but that she was now at home and seemed to be doing better. Laura had a problem with a kidney infection that seems to be cleared up for the moment. Due to Lauras illness Leonard said that they would not be able to attend Sun N Fun this year, but they would be at the Nationals in June. I know that we all wish Laura a speedy recovery and if you want to send her a card or letter her address is : Laura Page, Rt. 1, Bellville AR, 72824.

### Sun N Fun Report

This year I again had the opportunity to attend the Sun N Fun Fly-in at Lakeland Florida. This year I did have the opportunity to fly down and had good weather going and coming back, something that is rare for this part of the nation. I arrived on thursday evening but didn't get to the airfield until Friday morning. The first two people that I saw were George Gallispy and Joe McCawley who were as usual talking coupe talk. George and his lovely wife were there with their booth. We all three got to visit for a while and then Joe and I took the grand tour of all the exhibit buildings and the grounds. I was told that quite a few Coupes had made the trip earlier in the week but had since departed. I got to see Vern Brown's Coupe again and also Vern. There was another natural finish Coupe on the field but the air show was starting and I couldn't find out who it belonged to.

That night we met at the Golden Corral for dinner and had between 30 and 35 people there. Rodger Koach came all the way from California. He had dropped Jamie off at relatives and had come by himself. It was good to see Roger again. He was also wise enough to get the names of those attending, but I failed to get a copy before he left for home. Possibly it will arrive before this goes to print, if not we will print it next month. Fred was there and I took the opportunity to get him to autograph his new book.

Yes that is right the book that we have waited so long for is finally in print. For more on the book see my review of it printed in this issue. We all had a great time at the dinner but decided that next year we would like to meet someplace where we could adjourn after dinner for some conversation. Also the Florida wing would like to have a booth inside next year where Coupers could meet, rest and talk, of course membership information would be available there also. Since the Antique and Classic division does not have their free space available this would cost the Club, but I think it would be a good investment. In past years when we had a booth we usually had over one hundred members and guests sign in, but for the last few years we have not had a place for this.

By having the show later this year the Florida weather was perfect with highs in the 80's and 70's at night. There were only two days that were not perfect and that is not bad. I would like to see more participation at this meet and maybe next year we can have a forum for the Coupes. This is a mini Oshkosh and getting larger each year. I would encourage you to plan to attend next year if possible, you will surely enjoy it. -Skip-

### HE's GONE

DAVID C. SMITH - December 4th. 1987

Dear Skip,

Today I received 2 of your newsletters and a subscription form for David C. Smith, Box 213, Queenstown. It is my sad duty to tell you that he passed away on the 4th December last year.

During July 1986 Dave had an operation and they discovered that he had a malignant melanoma which was removed. He had the necessary chemo-therapy and radiation but to no avail. Dave was well enough for us to make a trip to the states which lasted about 6 weeks. We stayed with 18 different families in the midwest and included



Arkansas for 4 days. After our return to South Africa he became very weak and the cancer had really got a hold, but he fought it to the end.

Unfortunately because of the cancer Dave lost his Pilots license at the end of 1986 and we sold the Ercoupe during 1987. It is now based in Durban and is in very good hands. Dave really enjoyed receiving your newsletters and passed them on to the new Ercoupe owner.

The Ercoupe was like a baby to Dave and he got so much enjoyment flying, and also maintaining it, and was very upset having to part with it. Our plans had been to fly around the coast of South Africa, staying with EAA members on the way but unfortunately the cancer struck before we could realize this dream.

Thank you for giving Dave hours of enjoyable and informative reading and very good wishes for the future. Yours sincerely, Merel Smith Burns Road P. O. Box 1412 Margate 4275 South Africa

## THANKS!

I want to thank all of you who responded to the airspace grab. As a result the time limit has been extended to May 12th. Also we now have the attention of our elected representatives due to the tons of mail that they received. Since this is an election year and since most all representatives are running for re-election now is the time to make our wants and needs known. No longer should we just be against something but we must have good workable solutions to the problems that we are faced with. The AOPA and EAA are trying to represent us in a positive and forceful manner and I encourage you to support them in any way possible.

I think that it is funny that all of the major airports are opposed to the approach and departure corridors, but at almost all major airports they bring the traffic in on same headings and depart the same way, so why not have climb and decent corridors this is the most efficient way to move traffic and to reduce not expand existing airspace. I hope that the EAA and AOPA can finally convince the powers that be that this is not only possible, but practical. Remember that you must support those that are supporting you! - Skip -

## OSHKOSH '88

Dear Skip,

It's that time of year when I put my thinking cap on and start getting ideas for Osh Kosh. A lot of us will gather as usual at Westhaven Golf Club, Tuesday, August 2, 1988.

Most people arrive by 6pm to discuss why our coupes have 2 tails and by 7:00 pm we're ready for a great meal. I plan to invite Dave Johnson, Minnestoa Wing; Ruth Dunlap, Michigan Wing; and Jean Phillips, Canada Wing to help me stalk the fly market for interesting treasures as door prizes.

The theme for this year is easy "Aviation - 88" so you can dress like your favorite aviator - from Buck Rogers to the Great Walso Pepper. Dig out those goggles, scarfs, leather jackets or your kid's space helmet. Looking forward to seeing everyone soon. Terry and Diane Shankland 419-255-2956

## New Product

Listen only headphones offer high quality, low price

Sound quality of these new inexpensive headphones is claimed to approach the performance of the most costly units, by use of dual dynamic receivers.

Equipped with a coiled cord which extends to seven feet, the model AIR-500 has an impedance of 500/600 Ohms, assuring compatibility with all standard nav/comms and intercoms.

The over-the-ear design is said to reduce engine noise more effectively than "open-air" types, without squeezing the wearer's head, as many noise attenuating models do. Comfort is further enhanced by large padded ear muffs, covered with a soft "kid glove-like" material.



Warren Gregoire and Associates markets the non-tso product directly to pilots, by mail for \$39.95 plus \$3.50 shipping and handling, with a 30-day money-back



guarantee. For more information, write to P.O. Box 11562, Oakland, CA 94611. Telephone toll free at (800) 634-0094, or in California (415) 483-8077. MODEL AIR-500 Warren Gregorie & Associates P.O. Box 11562 Oakland, CA 94611, U.S.A. (415) 483-8077 - California 1-800-634-0094 - Outside California ONLY

## MATCHING FUNDS



As you all know The Ercoupe Owners Club established a scholarship fund several years ago to honor Fred E. Weick. The scholarship has been administered over the years by a scholarship committee composed of George Gallaspy, Bill Jones and Bob Venn. Over the years the members of The Ercoupe Owners Club have donated funds to the scholarship fund and I deposited these funds in a high interest bearing account. We took the interest from the account and used it as the scholarship award. Over the years the fund has grown slowly to almost \$10,000.00, so last month I took funds from the general fund and deposited them in the scholarship fund to make the amount total \$10,000.00. In the beginning Mr. Weick had stated that he would like to see the scholarship awarded to sons and daughters of Ercoupe Owners Club members, which we have tried to do. In past years we just haven't had any applications and have chosen not to award the scholarship. In talking with Mr. Weick and the members of the committee it has been decided to place the scholarship with Emory Riddle Aeronautical University in Daytona Beach Florida. This way the award, which is given in honor of Fred E. Weick will be awarded each year and will go to someone involved in aviation, who knows possibly a future designer of airplanes.

Now to the matching funds, George Gallaspy has said that in order to build the scholarship above the present \$10,000.00 level he will MATCH ALL DONATIONS up to a total of \$5,000.00! This gives us the opportunity to be able to double the fund which would mean that the interest on \$20,000.00 would make a real nice scholarship, probably around \$1,600.00 a year. I am sure that we all appreciate this generous offer that George has made. Also all Gifts are Tax Deductible. Make checks payable to: The Fred E. Weick Scholarship fund and send them to me. I will keep score and will print a list of all donors. Remember this is your last opportunity to honor the man who has meant so much to us, aircraft designer, aeronautical pioneer and friend. -Skip-

## BOOK REVIEW

*The book that we have all been waiting for is finally available. "FROM THE GROUND UP", The Autobiography of an Aeronautical Engineer, by Fred E. Weick and James R. Hansen. I received my review copy last week and simply could not put it down. -Skip-*

FROM THE GROUND UP, is a look into the life and achievements of Fred E. Weick, this gentle and modest man is truly an aviation pioneer. In the book you are treated to a glimpse into his early life in Chicago through his retirement from Piper Aircraft. Having known Fred and Dorothy for over sixteen years I was amazed at the many facets of his career that I did not know about, the true mark of a modest man. The many personal photos really make the story more meaningful. Although Fred had told me some of these events, I found that they became even more meaningful placed in the context of the book. I am really glad that Fred decided to write this book so that now the public will have the opportunity to meet him and know him through his personal story. I think that you will be surprised at the accomplishments and achievements of this truly Great Aviation Pioneer, whose search for safe flight will be a lasting memorial to this truly great person. Needless to say you will want to have this book for your own personal collection and you can have a copy by sending \$39.95 to; The Smithsonian Institution Press, Department 900, Blue Ridge Summit, PA 17214, (717) 794-2148. Please include \$1.75 postage and handling for the first book and 50c for each additional book. If you bring your book to the National Convention in Ames Iowa you might get Fred to autograph it for you! -Skip-

## ELECTRONIC PUBLISHING



For the last few months I have been printing the Newsletter through the electronic publishing media. This only means that all of the articles are set on a computer and then arranged on the screen and then transferred to an electronic printer which prints each page as a complete unit. From this it is transferred to printing plates and printed. This process eliminates several steps like paste up and type setting and allows me to insert graphics like the one above, or this one.



**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.**



it also allows some interesting effects with photos or graphics. Drawings and art can be copied from original drawings and transferred to a disk that I can use in the computer. Also I am able to convert disks which contain material from regional Newsletters and then insert this into the Newsletter, as you can see this expands the ability to be creative in the preparation of the newsletter.

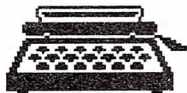


I also have added a device that Beeps when I misspell a word, this will not eliminate all the typos but I hope that it will improve. The device contains over 100,000 words but doesn't have Ercoupe in its vocabulary, but it can be added.

I will soon have the ability to accept any type of computer information by use of a modem. You will be able to call in and transmit any information for the Newsletter directly to the modem network. I am still not sure about this but hope to have it in place by next month. -Skip-



## READERS WRITE



March 14 1988

Paul E. Hines

30 E. Wallis

Gustine CA 95322 (X) Owner Ercoupe No.440 N87267

Please accept here my annual dues and renewal form and I would like to address all the Ercoupe owners past and present and especially those people who are interested in or enthusiastic about the Ercoupe.

About one year ago today I sold my Ercoupe N87267 in order to purchase a 1960 Pawnee PA25-150 and put it to work in air-photo service I started called CAM-FLIGHT AVIATION SERVICES. So on this anniversary it seems right to make mention of a very special Ercoupe adventure that started in 1981 and ended in 1987 with some 500 hours in the air with old 267.

Having always been a tail dragger driver the Ercoupe was not on my list of desired airplanes but having raised ten children my airplane list grew old with age and fell apart.

I was about ready to give up on the idea of ownership and maybe give up flying altogether because renting was becoming a no fun situation. Everytime I went flying some other fellow would go to the bank laughing all the way. And because I liked long trips up into the Northwest territories Boise and Seattle the flight bills were too much. Then one day as I was performing my duties as an airport gun I stumbled onto aman and his Ercoupe. My Ercoupe but I didn't know it yet!

A fairly clean little thing with an army paint job olive green invasion stripes and stars and bars. "Never been in one

I said" and ten minutes later we were up and away. It was hard to believe that 75 HP was doing this operation so well. I was impressed in spite of the fact I was a tail draggin bug buster.

About a week later I contacted this gentleman and said "lets do it again". I went home after the second ride and started looking for dollars. I purchased the Ercoupe for 5500.00.

I commenced scooting around the sky at 105 indicated and burning 4.5 GPH regularly doing Boise Idaho and home again on 55 gallons the whole thing was absurd - and fun! And I was a slow learner it took all of 50 hours and 100 landings for me to join the airplane then flying the Coupe became an art form then storms and winds became just pests and not real enemies. So did it all me and old 267. Oceans mountains high desserts wind rain snow turbulence and sand storms too. We knew all the flowers from here to Monterey we knew all the seagulls up to Eureka we knew all the high places in the Northwest and the sage brush from Boise to Winnimucca and Reno. So did Donner Hatchet Blue Canyon and Ashland Pass in all the seasons. summer with the cockpit open winter so cold my exhaled breath turned to snow and flurried in the cockpit.

In the third year and third inspection there still wasn't anything wrong just aging - same battery same plugs same airplane it just kept going.



The forth year required tires and a battery and one mag - no sweat. The fifth year it passed inspection but a week later I noticed a flexing motion of the engine section as I buttoned down the cowl. It didn't seem bad but it didn't seem right either. I flew it on several local flights it did great but still I had a doubt I hate mystery. After hours of looking and relooking I found it the upper right bracket that receives the engine mount was broken behind the fire wall.

So old 267 was showing her age at 41. Old fabric on the wings a high time engine and finally a tired member. What to do? By this time she had become my sweetheart and traveling companion. A local fellow with time and money came to me with his mechanic and inspected the airplane and offered me 3000.00 as is.

So ERIAS - COOPUS no.440 is down for a rebuild.

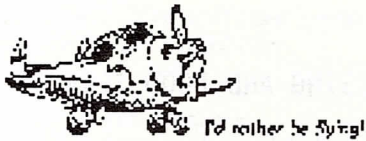
All I have left of her is a memory and a warm and tender feeling for the life and history the designer and builders and pilots of Ercoupes.

I do believe the Ercoupe will see production again in the future it just can't be an endangered species.

Now I fly a Pawnee on the same routes with twice the HP and twice the fuel and it doesn't do it any better or any faster.

Paul Hines





## COMMENTS ON AVIATION CONSUMER ARTICLE

I want to comment on the recent article about Ercoupes in the Aviation Consumer, Dec. 15, 1987. The article is pretty good but does mislead one in several very important areas. If I may, I will try to address these. **PERFORMANCE** "A 75Hp Ercoupe will have difficulty climbing above 4000' feet on a warm day with two people aboard." Hogwash! A properly rigged Ercoupe will climb to 12,000' at full gross. I've done on several times, just to see. **MAINTENANCE** "And make sure AD 59-5-4 which calls for beefing up the main wing spar where the outer wing panel attaches, has been accomplished." This statement is very misleading and incorrect - The Aviation Consumer SHOULD PRINT A CLARIFICATION! AD 59-5-4 addresses cracks in the REAR spar inboard of the wing stubs - "Center section near spar reinforcement" - and is also covered by Ercoupe Service Memorandum 553A. It is important to assume your coupe has been modified - it probably has been, but do check. The Service memorandum was issued in November 1948 and the repair kit SK9 was \$7.50. The other comment "Cracks in the center section butt rib, a very common Ercoupe problem", I'm not familiar with, but will surely check my coupe for any difficulty with cracks in this area. I suggest every owner do the same. **OWNER COMMENTS** I would like to address two of the owners' comments. They both seem proud to be Ercoupe owners and enjoy their coupes - I'm glad - I do too - But I have serious concern for Mr. Rick Rogers of Nashua, NH whose coupe flies in a skid during climbs. Skids lead to spins! "With no rudder, the ball is invariably off to the right in a steep climb," etc. If the rigging is correct and the rudder bell crank is NOT FROZEN - See Ercoupe Service Memorandum 63, dated April 8, 1952 and AD 67-06-03 - the Ercoupe will climb, dive & turn with the ball basically always in center keeping the airplane co-ordinated - thus preventing cross control and spins. If your airplane flies with ball out of center, I would suspect the rudder bell crank may be frozen, and the rudders are stuck in a left turn position forced there when you turned onto the runway to take off. Ball off center could also be caused by an improperly adjusted push rod to the nose wheel - making the nose wheel act like a front rudder - turned right or left instead of straight ahead when flying straight. The service manual tells how to check and it is easily done - when taxiing with ailerons in neutral; the plane should taxi straight ahead power on or off. A service kit for the rudder bell crank is available from Univair-See Alon Service Bulletin #14, dated 3 Feb 1967; and Alon Service Bulletin #1, dated 3-1-67. A frozen rudder bell crank

makes a real squirely coupe. I suspect Robert S. Francis of Covington, KY has the same kind of problem - "keep a lot of right yoke to compensate for the lack of rudders"! Properly rigged, a coupe will automatically compensate for the torque factor - but possibly his engine mount has been replaced with one of the 'straight ones' instead of the standard engine mount which places the thrust line 5 degrees to the right and 3 1/2 degrees down. It would be wise to check this out, and the 'modified' engine mount negates the inherent stability MR Weich designed into the Coupe. The coupe is a wonderful bird, but it can not "do its thing" if we don't take care to keep it in shape. All the problems addressed in the article are important considerations. Coupes, like all airplanes need tender loving care - Keep Coupes flying - Safely. Regards,  
Harry L. Francis N-93530

Rt. 1 Box 419 Elliston, VA 24087  
703-268-2307

*(It seems that all Aviation writers suffer from the same problem---Procrastination---The author of this article called me before submitting it and asked me several questions. I offered to send him all materials necessary to do a real objective and in depth article and to have our members write in with comments. His reply was that it had to be in the mail that nite! I asked him how long he had known about the EOC and if he had our phone number. His reply was that he had all this when he began, but only called us at the 12th hour, makes you wonder if they really wanted to do a fair and objective report!-Skip-)*

## AUTO FUEL

Dear Skip,

Just received my first copy of your fine News Letter (Vol. 17 No. 2). I was very pleased to say the least. You do good work.

Regarding the problems with auto gasoline, I have been using at various fill ups over a period of six years, regular car gas, unleaded auto gas, super unleaded auto gas, 80 octane and 100-lead aviations. I own a 90 Hp Continental Moony A-2-A and have never experienced any of the troubles at any time of year here in Montana mentioned by Steve Swinney.

I fly from a field with about 3600' elevation and my engine does load up some when idling before take off if I do not watch my mixture.

You also had something on the Terra 720 but I could not seem to find it (the article on 720 on 350) in the issue. I would like to know more.

Enclosed is my request for more information on the special insurance plan for EOC members.

Keep up the good work. (Labor of Love)

Yours truly,

Leroy Keilman

837 Radford SQ.

Billings, MT 59105



## SUMMER 1988 AIR CONDITIONED CONFERENCE HOUSING AND FOOD SERVICE

Maple-Willow-Larch Residence Halls are high rise, air-conditioned residence halls located on the east side of the Iowa State University campus, across from the Iowa State Center. An excellent dining facility serving cafeteria style is conveniently located in a connecting building. Free parking is provided.

Single and double rooms are available. Each room has two twin beds, desks with chairs, a large chest of drawers, and ample closet space. Two bathrooms are conveniently located on each floor. Blankets, pillows, bed and bath linens as well as individual bath soap and drinking glasses are provided. Telephones are available.

Room rates are \$10.00 per person per night for a double and \$16.00 for a single room. Food service rates for Summer 1988 is \$2.75 for breakfast, \$3.50 for lunch, and \$4.25 for dinner.

If you are interested in living in the Iowa State University Residence Halls, please complete and return the Conference Housing Reservation Form.

-----

### IOWA STATE UNIVERSITY DEPARTMENT OF RESIDENCE CONFERENCE HOUSING RESERVATION FORM

Conference Group's Name \_\_\_\_\_

Name \_\_\_\_\_ Date \_\_\_\_\_  
Last First M.I.

Address \_\_\_\_\_ Daytime Phone (\_\_\_\_) \_\_\_\_\_

\_\_\_\_\_ Meal Package: Yes \_\_\_\_ No \_\_\_\_

\_\_\_\_\_ Male \_\_\_\_\_ Female \_\_\_\_\_  
City State Zip

Check-in Date \_\_\_\_\_ Arrival Time \_\_\_\_\_

Check-out Date \_\_\_\_\_ Departure Time \_\_\_\_\_

Indicate Preference: \_\_\_\_\_ One person room \_\_\_\_\_ Nonsmoking roommate  
\_\_\_\_\_ Two person room \_\_\_\_\_ Please assign roommate

Roommates name, if known \_\_\_\_\_

SEND RESERVATION TO: Robert J. Benson, Coordinator  
Summer Conference Housing  
1209 Friley Hall  
Iowa State University  
Ames, Iowa 50012

DO NOT enclose payment for rooms or meal packages. You will pay at the time you check in and pick up your room key. Payment must be paid by cash or personal check. No credit cards can be accepted.

Conf35

CONTACT THESE FACILITIES EARLY FOR RES  
END AND THEY FILL-UP EARLY.



E.O.C. NATIONAL CONVENTION 1988  
IOWA STATE UNIVERSITY  
AMES, IOWA

SCHEDULE OF EVENTS

WEDNESDAY, JUNE 29:

ARRIVAL DAY

8:00AM- 5:00PM REGISTRATION/TRANSPORTATION  
5:00PM- 9:00PM UNSTRUCTURED DINNER (HICKORY  
PARK) AIR TALES (DORM)

THURSDAY, JUNE 30:

6:45AM- 8:45AM BREAKFAST (DORM)  
9:00AM-11:00AM FLYING (FUN & FACTS)  
11:00AM- JUDGING  
11:30AM-12:45PM LUNCH (DORM)  
1:00PM- 2:00PM TECHNICAL SEMINARS  
2:00PM- 3:30PM TECHNICAL SEMINARS  
3:30PM- 5:00PM BOARD MEETING (OPEN MEETING)  
5:00PM- 6:30PM HAPPY HOUR  
6:30PM- 7:30PM PICNIC SERVED  
7:00PM- 9:00PM ENTERTAINMENT  
LADIES AFTERNOON ON THE TOWN;  
SHOPPING AND SIGHTSEEING 1:00 - 4:00

\*SILENT-KNIGHTS GLIDER RIDES 10:00AM - 4:00PM

FRIDAY, JULY 1:

6:45AM- 8:45AM BREAKFAST (DORM)  
9:00AM-11:00AM FLYING (FACTS & FUN)  
10:00AM- IOWA STATE PROJECT BUILDING TOUR  
GLASAIR RG II  
11:00AM-12:01PM AWARDS PRESENTATION  
11:30AM-12:45PM LUNCH (DORM)  
1:00PM- 2:00PM TECHNICAL SEMINARS  
2:00PM- 3:00PM TECHNICAL SEMINARS  
3:00PM- 4:00PM 1989 E.O.C. NATIONAL CONVENTION  
SITE SELECTION  
4:00PM- DEPART FOR BOONE SCENIC VALLEY

TRAIN RIDE  
5:00PM- 8:00PM TRAIN RIDE & DINNER  
9:00PM- DORM CHATTER

\*SILENT-KNIGHTS GLIDER RIDES 10:00AM - 4:00PM

SATURDAY, JULY 2

8:00AM- 2:00PM FLY-IN TO THE AMANAS (BRUNCH)  
6:45AM- 8:45AM BREAKFAST (DORM)  
10:00AM-11:00AM TECHNICAL SEMINAR  
11:30AM-12:45PM LUNCH (DORM) OR DINE-OUT  
2:00PM- 3:00PM TECHNICAL SEMINAR  
3:00PM- 5:30PM FREE TIME  
5:30PM- 6:30PM HAPPY HOUR  
7:00PM-10:00PM BANQUET

\*SILENT-KNIGHTS GLIDER RIDES 10:00AM - 4:00PM

SUNDAY, JULY 3:

PLANNED DEPARTURE  
7:00AM- 9:30AM BREAKFAST (DORM)  
WEATHER BRIEFING

THERE ARE TWO LOCAL CAMPGROUNDS, THEY ARE:

TWIN ANCHORS CAMPGROUND KOA WHISPERING OAKS  
HIGHWAY 30 TIMBERLAND ROAD  
COLO, IA 50056 STORY CITY, IA 50248  
(515) 377-2243 OR 377-29 (515) 733-2521 OR 733-2004

ERVATIONS, AS JULY 4TH IS A BUSY WEEK-

\*THE SILENT-KNIGHTS INC., GLIDER CLUB, AMES, IOWA, \$15.00 PER RIDE

# Reserve!

ERCOUPE NATIONAL CONVENTION  
JUNE 29 - JULY 2, 1988

Arrival Date \_\_\_\_\_ Number of nights \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip: \_\_\_\_\_

☐ I will arrive by 6 p.m.

☐ I would like to GUARANTEE my reservation. I agree to pay the full charge in the event I do not cancel by 6 p.m. on the day of arrival. Important: Please include credit card information or one night's prepayment to guarantee your room.

American Express, Master Card, Visa (circle one)

Number \_\_\_\_\_ Expires \_\_\_\_\_

SPECIAL ROOM RATE:

\$44 single, \$51 double  
plus 9% tax

Please make your reservations  
as soon as possible as  
availability is limited.

Checkout time is 12:00 noon on day of departure.

*Ames*

## Holiday Inn-Gateway Center

Phone 515-292-8600 or mail to:  
POST OFFICE BOX X, WELCH STATION  
AMES, IOWA 50010



PET BOARDING.

JULIE LIND KENNEL  
RR-1 BOX 69  
OGDON, IA. 50212  
(515) 275-4107  
JULIE WILL PICK UP AND  
DELIVER PETS TO THE AIRPORT.



## HINTS N TIPS

### Split Elevator

Dear Skip;

Some time back I wrote you per the fellow that was having the trouble with the OK on the Split Elevator change on his Coupe. I am having trouble with the mail so I don't know if you got it or not. *(Ed Note: No we didn't receive it and have several others with this approval problem)*

Aircoupe Service manual sold by Skyport has on page 57 the information on the split elevator. This says that it can be installed on 415-C model without other modification, per Skyport Service Letter. Aircoupe Owners Manual page 35 also states this information and also includes 415-CD, and 415-D.

Also I would like to call to the attention of all Aircoupe Owners that on page 70 of the Ercoupe Owners Manual the last paragraph on Landings.

The Service Manual on page 58 has information on engine conversion installations. Aircoupe-Ercoupe parts manual from Skyport has on page 40 and 41 the electrical installation and wire gages per member Robert E. Herd of Texas. Thanks very much. Everett Stedman #612  
268 N. Hendricks Place Indianapolis Ind. 46201  
*Thanks Everett, This is the kind of input that we want, sorry first letter was never received. I would advise all owners to purchase a Service Manual, Parts Manual and handbook from one of our suppliers, an invaluable source of information. -Skip-*

### Help Needed

Do your records show anyone who installed a battery connector (plug) to the outside of a coupe and received FAA approval? Im becoming rather exasperated with dead batteries during this time of uear, and taking the seats out (ALON's battery is under the pilots seat) to get a jump start is very unconventional to say the least. Actually its a pain in the butt!

I'd certainly appreciate knowing if anyone has a 337 issued for an external power connector so I don't have to perform these aerobatics inside the cockpit in 0 degree weather! Many thanks,

Rober D. Beckey  
572 Woodbine Ave.  
Towson, MD 21204

### FOR SALE



**FOR SALE:** 1966 Alon 90hp 2100TT - Rudders - New Imron Paint - Full Panel - King Loran - Excellent Condition - Hangered. \$10,000.00 419-423-5834

**COUPE WANTED:** Run down, run out or damaged

coupe for restoration project. Must have engine and prop. John Gadeikis 8515 McHenry St. Burlington, WI 53105 414-763-6100 AFTER SIX

**TRADE-Sell** Two weeks time sharee at Kinston Manner Resort on Lake Hartwell, SC. Two weeks time are weeks 22 and 47. Valued at \$15,000.00, sleeps six, two beedrooms, fully furnished and with fee simple title to the property. Vacation anywhere in the world by exchanging your weeks for weeks at your desired vacation site. (404) 860-1423 James F. Whitmore 3220 Winding Wood Place Augusta, GA 30907

**FOR SALE:** Ercoupe 1946, 415C, 85 hp, 100 SMOH, TT 1400 N99134, Serial 1757, Double fork, Bubble Windshield, large baggage space, all metal, NO rudderpedals, Escort 110 radio, Fresh Annual \$6500.00 Otto H. Bandemer 2720 Jefferson Street Carlsbad, CA 92008 H: 619-729-5816 or O-: 619-729-1131

**For Sale:** Continental C90-14 engine parts including crank case with yellow tag, new cam, gears and accessory case, 4 cylinders, 1 with fresh chrome, cylinders with valves and rocker assemblies. Call Dennis at 919-738-6295 Monday - Friday 8-5 \$1400.00

**For Sale:** Ercoupe 1946, 415C, 85 HP, #2993 (N2368H), 2479 TTAF, 1512 TTE, 822 SMOH, Double Nose Gear, no rudders, bubble canopy, aluminum frame, ceconite wings, McCauley Prop, Genave Alpha/600, extra parts & bulletins, great flyer w/fresh annual , \$5,55.00. Louis Ford, 5 S. Broadway, Suite 200, Edmond OK, 73034. (405) 341-7502 or (405) 842-3189.

**WANTED:** Alon, reasonable priced, Don Bernier, 8 south Lee Court, East Wenatchee, WA 98802

**FOR SALE:** Marvel-Schebler carburetor. Reconditioned and yellow tagged, never been used. Model MA 3 SPA, SN B1-1-14511. Asking \$600.00 Contact C.L. Smigielski, 224 W. Morris St. Lombard, IL 60148

**Wanted:** 1966 ALON A-2, Must be in A-1 condition, low time or low time SMOH. Full panel including Nav/Com, transponder. All AD's complied with. Contact Don Barneson, 1326 South 16th. St. Manitowoc, WI 54220, 414-682-7368.

**FOR SALE:** Sky Bike motor bike used very little complete, folds to fit in a coupe \$150.00. Also Genave AIRCOM handheld 4 channel selection with charger and instructions. Great condition 122.8 crystal installed. Skip 919-471-9492.



## INSURANCE PLAN FOR COUPES

For 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-

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.	Com.	Total	Coupe	Last 90
					hours	hours	days
1. _____	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
2. _____	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
3. _____	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
4. _____	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

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

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

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

Signature \_\_\_\_\_

Date \_\_\_\_\_

MAIL COMPLETED FORM TO:

Webb Insurance Inc. - 9 Magee Dr. - Leonardtown MD 20650 - (301) 475-2337



## COMING EVENTS



**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 20th. 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 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.

June 17,18,19. Historical Columbia California 22nd ANNUAL FLY-IN. Modern, Antique, Military Aircraft Static Displays. Spaghetti Dinner Friday evening. Saturday Breakfast, Evening Barbeque & Dance. Sunday Breakfast. Flower Bombing, Spot Landing Contests. Camping Facilities-Lodging. Reservations. Sponsot; Tuolumne County Aeronautical Association. Contact: M. Luckey Wollitz, P.O. Box 3831, Sonora, CA 95370. Phone (209) 962-7635

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

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

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. July 21-22, Dayton, OH, Dayton Air and Trade Show at Dayton International Airport. Contact Rajean Campbell, 513-898-5901

**July 29-August 5th. Oshkosh WI. 36th annual EAA Conventionand Sport Aviation Exhibition. Contact John Burton, EAA Headquarters, Whitman Airfield, Oshkosh, WI 54903**

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

August 20th. Winter Haven Florida, Florida Sport Aviation Antique and Classic Association, EAA A/C Chapter 1 Fly in at Gilbert Field . Contact Rod Spanier, 813-665-5572

**Sept. 30 - Oct 1st. Camden SC Annual Fall EAA Fly-In for Antiques and Classics. Vintage aviation films, major speaker. Contact Ray Bottom, 103 Powhatan Pkw. , Hampton Va. 23661.**

October 7-9, Harlington Texas AirSho '88 the annual warbird show sponsored by the Confederate Air Force.

October 7-9 Thomasville Ga. Antique and Classic Fly-In at Thomasville Municipal Airport. Rod Spanier 813-665-5572.

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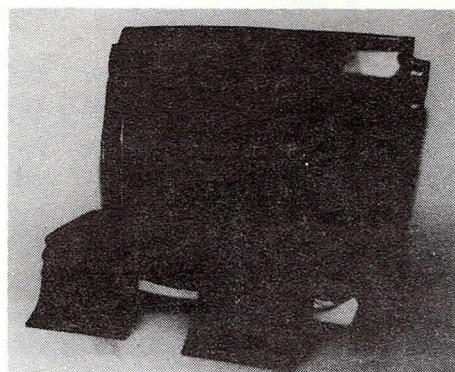
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POLISH AND CLEANERS				US SECTIONALS				4509 12 \$21.19	\$12.	TAIL LITE	
ITEM		list	CLUB \$	TAC (Terminal Area Chart)			\$2.75	4313 12 \$38.78	\$23.	MAPLITE	
SUNNYSIDE PLASTIC LQ WDW CLNR		\$3.00	\$2.	WAC (World Area Chart)			\$5.00	4522 12 \$49.57	\$29.	1816 12 \$13.20	\$8.
MIRROR GLAZE #10 WDW POLISH		\$5.95	\$4.	APD (Airport Facility Directory)			\$2.00	4595 12 \$29.70	\$18.	INSTR LITE	
MIRROR GLAZE #17 WDW CLEANER		\$5.95	\$4.	FLIGHT GUIDE VOL II (Central & East)			\$26.00	COMPASS & EYEBROW		330 12 \$1.38	\$1.
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MET-ALL METAL ALUM POLISH (16oz)		\$7.00	\$6.	ADF DIRECTORY AND MANUAL by SKIP CARDEN			\$9.00	or write for your lite if not listed here.			
HUSH-A-COM intercom/headsets				WHY did't you TELL ME how to fly the			\$10.00	NAV LITES - WINGTIP			
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2 headsets, 1-PTT, intercom box.				KNOWLEDGE AC61-23-B			\$11.00	MLT 7512-24	24v	\$21.40	\$14.
EXTRA HEADSET (use w intercom)		\$97.	\$94.	FAA AVIATION WEATHER AC00-6A			\$8.00	WING TIP LENS (red or green)		\$14.50	\$11.
PTT (extra push to talk)		\$22.	\$20.	FAA AVIATION WEATHER SERVICES AC00-45C			\$6.00	AEROFLASH REPLACEMENT BULB			
HEADPHONE (use dir a/c only)		\$34.	\$29.	FAA FLIGHT TRAINING HANDBOOK AC61-21A			\$9.00	FOR YOU ANTI-COLLISION LIGHT Halogen.			
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L.P. ADAPTER		list \$24.	CLUB-\$18.	ASA INSTRUMENT PILOT (I1040B)			\$15.50	Juneau Wb	Madrid Rd	Lemon Ylw	Polar Gray
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