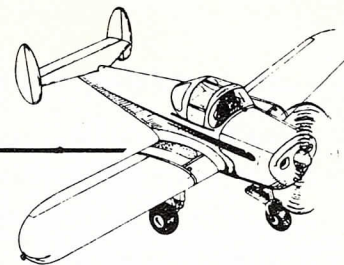


COUPE CAPERS

Ercoupe Owners Club Newsletter



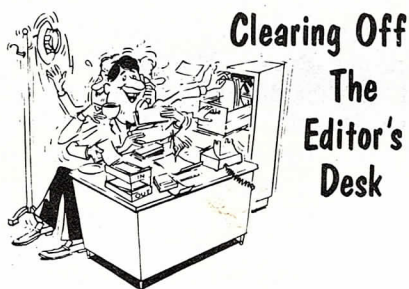
VOLUME 17 NUMBER 7 JULY 1988

TELEPHONE (919) 471-9492

Skip Carden - EDITOR

88 Coupes Attend '88 Fly-In

Even with bad weather to the south and west we had 88 brave coupes that showed up for our 13th. National Fly-In at Ames Iowa. The first days were plagued with strong winds low ceilings and cool temperatures (65) with wind. This was one of the best organized and executed fly-ins yet. As usual it was like a huge family reunion with old friends, new friends and guests. There were 225 people for the banquet Saturday nite, and it was noted that Fred E. Weick was also 88 years old so I guess 88 was the magic number. There were lots of mods and many improved Ercoupes. The most common thing that was seen was Loran "C" receivers in a great many Coupes. There were Coupes with big engines Coupes with small engines, Coupes with larger wing tanks, Coupes with no head tanks, polished Coupes, beautifully painted Coupes and anything in between. Ernie Cuff from California has volunteered to do an article on the National for the next Capers so I will stop now for Ernie next month. -Skip-



Of course after a National Fly-In there is always a lot to report. I will try to be brief but there were several very interesting points made that I think that you should be aware of. The following is a

brief outline of some of the ideas and suggestions that were presented in the meetings and forums: In all seminars it was very evident that the FAA is in a very non-cooperative mode. They are approving only a few 337's and these are taking anywhere from six to eighteen months to approve. The best way to get a 337 approved is by having a copy of a previous 337 showing that what you want has been approved before and that you want approval based on that. This is why it is so important that I have copies of all of the 337's on any type of modification. If you haven't sent this in to me PLEASE DO SO AT ONCE! I will print a list of those that I have in a future issue.

There was a lot of talk about Auto fuel, pro and con and the cost as opposed to the risks. I would venture to say that there were no definite conclusions reached. Those that use it with no problems said YES, those that had problems said NO.

Leonard Page held a good discussion on the correct propeller and how to determine if yours was correct by using a manifold pressure gage.

The Board voted to turn over the Fred E. Weick Scholarship over to Embry-Riddle Aviation University to administer the Scholarship. We now have something over \$10,000.00 in the fund George Gallaspy has offered to match all donations up to \$5,000.00, which would make the fund over \$20,000.00, which would yield a yearly scholarship of about \$2,000.00. And another person has offered to match up to \$500.00 over Georges match. This is an opportunity to honor Mr. Weick in a material way and also in a way that will further aviation. As before The Ercoupe Owners Club is a non-profit corporation and all

Continued Page 2

contributions are fully Tax Deductible. So send in your contribution NOW!

It was proposed and passed that at all future National Fly-Ins no funds from the Club, Registration or sale of items be used to finance the Happy Hour. It was suggested that this event be sponsored by members, or advertisers, or that a cash bar be in effect.

Anyone wanting a copy of the official minutes of the Board meeting may have one, simply send in a self addressed envelope, large (no. 10 Size), and I will send you a copy. -Skip-

Product Liability Reform

Washington, DC, March 4, 1988 -- The General Aviation Standards Act (H.R. 2238) was reported out of the Aviation Subcommittee of the U.S.

House of Representatives Public Workd and Transportation Committee on Thursday, March 3, 1988. In the wake of the strong affirmative voice vote, Edward W. Stimpson, president of the General Aviation Manufacturers Association (GAMA) praised the actions of the subcommittee and thanked Chairman Norman Mineta (D-CA) and Ranking Minority Member Newt Gingrich (R-GA) for their "Leadership and sensitivity to the concerns of consumers and manufacturere alike".

Characterizing the action as "a vistory for the entire general aviation community", Stimpson said, "We owe a debt of gratitude to the members of the subcommittee for their understanding and support on an issue that is critically important to all of us".

H.R. 2238, which has 180 cosponsors in the House of Representatives, would establish federal uniform product liability standards for general aviation accidents. The full Public Works and Transportation Committee is expected to take action on the bill in the near future.

OLD ARTICLES TO BE PRINTED

I was pleased at the interest in the Twin Ercoupe Video that we showed at National. It is hard for

me to be aware that there are members who have never heard of the Twin Coupe, or the Retractable Coupe, but some of you have not. Beginning with this issue I hope to re-print some old material. If you have something that you are especially interested in then drop me a line and I will try to get it in a future issue. There were several interesting suggestions like re-printing the "Hints-N-Tips" volumes. Well for those of you who missed the video here is the original story that was printed. I hope to have the video narrated and possibly have copies for sale.



IT'S A BIRD! IT'S A PLANE! NO, IT'S A TRIPLE TAILED TWIN ENGINED ERCOUCPE!!

Through the cooperation of Neil Lang, who put me in touch with Mr. Grady Thrasher, we proudly present the following letter, description and photos.

Dear Mr. Carden,

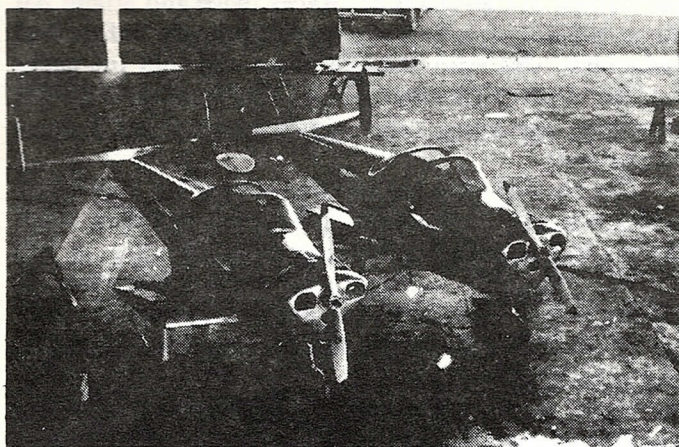
Thanks for sending me the Coupe Capers and stickers.

Also I am especially pleased that you are interested in my Siamese (Twin) Ercoupe NX93384 Aircraft. This was a great aircraft as demonstrated by over 1250 hours of flying in a four year time span. I would like for the complete story of the TWIN ERCOUCPE to be recorded. I will only attempt to relate here some of the highlights, however, the entire accomplishments of this plane in my behalf were almost human and would have to be related week after week for the entire period I owned it. The worse mistake I ever made was the day I decided to sell.

The story of the Twin Ercoupe began in the winter of 1946-47. It was conceived and built in Athens, Ga. License was issued by the FAA in April 1947. At that time I was in the Air Show Business full time - known as the "Thrasher Bros." This Siamese Ercoupe was built to add another different act to our program-and it did it so well.

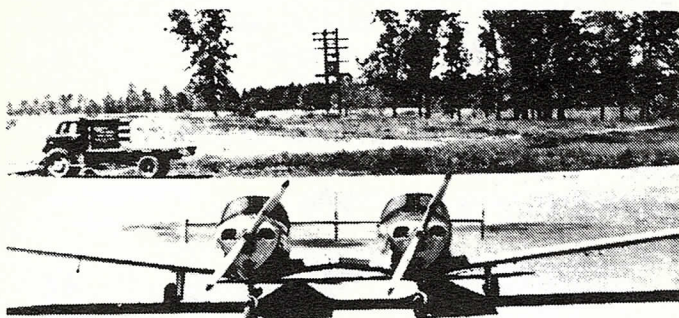
The left wing was removed from one aircraft and the right wing from the other and the two airplanes were bolted together by 1/4" high strength steel plates, one in the front and one in the rear of the front main spar fittings. The horizontal stabilizer had to be shortened on both aircraft, and there was no way to physically join the two elevators. They were coordinated and controlled by cables through the center of each fuselage.

We left the two outboard vertical stabilizers and rudders the same as the original Ercoupe. A vertical



stabilizer and rudder was added between the two horizontal stabilizers. This rudder had a full deflection both ways - right and left. Also rudders pedals were added.

I went to the Ga. Tech School of Aeronautics for a stress analysis. Since I did not have any of the original ERCO data the cost was prohibitive. So I did my own analysis plus I added a precaution throughout construction of "over built". If I thought I needed a 1/4" bolt I used a 1/2" etc. Then using a nine inch steel I beam across the top of the two cabins of the bolted together center sections plus a calibrated hydraulic jack the two center sections were jacked to a calibrated 6G's and released. The center section returned to normal, however the amount of deflection was 6" at the wing tips. We decided because of the landing loads to add a flying wire from the outer wing fitting under both fuselages to the other wing fitting. This reduced the wing tip deflection to 3". All stops were removed from the controls. The center gas tank was a forward elevator stop that could not be removed and prevented using enough forward elevator to hold the nose up while inverted.



While this plane was under construction I contacted ERCO in Maryland and requested Engineering Data on the Original Ercoupe. I cannot remember if they answered my inquiry however I do remember they did not cooperate and showed a complete lack of interest until the plane was flying. At ERCO's request after I proved the twin Ercoupe was a success and practical, I flew to the factory and they tested it in the air and checked it on the ground. The only change

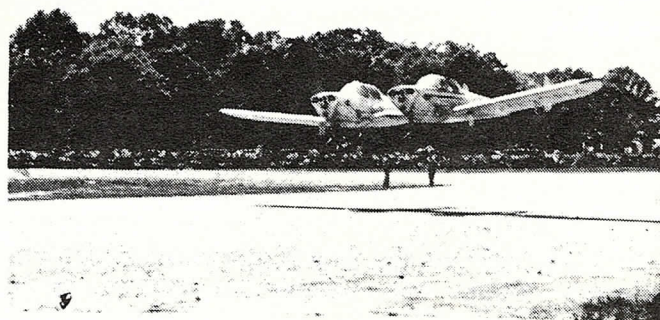
ERCO recommended was the addition of two controllable pitch props. I believed the gentlemen who flew the plan at ERCO was Dick Weibley. I notice he is a member of your Board of Directors so that could be checked out.

Please note - this was the first post war twin engine plane built plus the first extra light twin ever built in the U. S. I received from Beech a request for my engineering data prior to the inception of the TWIN Bonanza.



The Twin could cruise on honest 120 MPH and do excellent loops, and immelmans. The stall was very clean and smooth. Four people plus baggage were carried at times, however, the experimental license only permitted members of the crew in flight. Having two engines and differential thrust gave much more flexibility to the aircrafts capabilities. For example to do an immelmann, just as I was going over the top in a loop full left rudder, full left aileron plus cutting the left engine produced a beautiful smooth snap-then full throttle and the plane flew out of the maneuver. In those days, I didn't have any idea what VMC meant. Today, however, I recognized why this occurred. Once in Charlotte, N. C. at a show I rushed the snap and cut the left engine while the plane was in a vertical position. The resultant roll was vertical with complete loss of orientation on my part. The nose luckily finally fell right side up at 250' above the ground. This was such an amazing aircraft the loss of altitude was only about 25 to 40 feet. I know of no other aircraft which recovers control after a stall so quick.

The Twin was carried in 3 times on one engine. Once I flew for over 30 minutes before landing. The only problem on single engine was the fixed pitch



props. With the loss of air speed with one engine out the good engine could not develop its rated power. This is the reason ERCO recommended controllable pitch props.

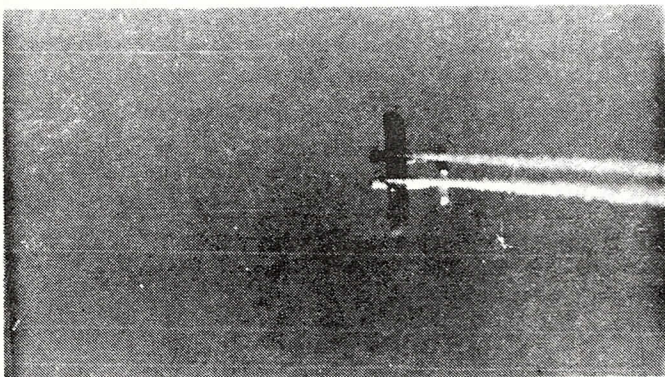
The plane was used in shows from Erie, Penn. to Cleveland, Air Races, MIAMI to Corpus Christi, Texas over 200 different shows. Well over a million spectators.

There were many interesting and unusual incidents. On the very first flight over Athens, GA. with the FAA people on the field and their cameras grinding, a Pepsi-Cola T-6 smoke writer in the middle of writing PEPSI, dived from 10,000 ft. and pulled along side. I do not know whether he knows to this day what he saw.

Another time the confusion caused in the Lynchburg, Va. Tower when I called for landing instructions was written up in Flying Magazine under the by line of Betty Skelton.

Last October 1974 I received a request from the Smithsonian Museum for info on the TWIN ER-COUPÉ as well as my other Air Show Activities for inclusion in their new Aviation Building opening in July 1976. I have supplied this.

Grady Thrasher



THRASHER BROS AIR SHOW

The Thrasher Bros. Air Show began in late 1945 and continued every week end until 19 November 1950. During this time, they performed in 278 Air Shows throughout the USA. From Erie, Penn., north, to Miami, south, Houston, west, and covered the entire East Coast.

The Thrasher Bros had three firsts. They originated the "Worlds Smallest Airport", landing a car on top of a car, the human pick-up whereby Bud Thrasher was picked up from the top of a car and replaced back on the car, and the Twin Engine Ercoupe=The Siamese plane.

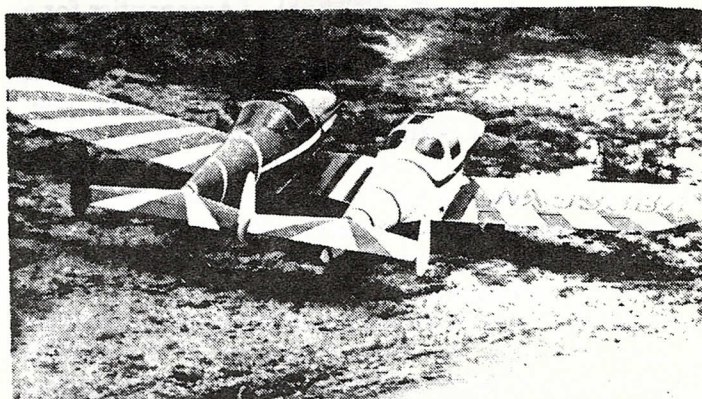
The Thrasher Bros Twin Ercoupe was the first light twin in US history, and has not been duplicated to this date. This twin Ercoupe was two planes bolted together and the necessary alterations made to insure safety. This Twin Ercoupe would cruise at 120 MPH, maintain altitude on one engine and do loops and immelmans. Smoke was available for each engine. It

performed in Cleveland Air Races twice and Miami Air Race twice. It was flown over 1250 hours before bad judgement was used and the plane was sold for parts.

One show in Charlotte, N. C. was performed on the river and the human pick up was completed from a motor boat.

The landing on a car top was completed 284 times, human pickup completed 260 times including once from a motor boat, the Ercoupe was flown in over 172 shows. The only accident was before a hometown crowd, when the car pulled out from under the plane on take off and the plane fell to the ground damaging the landing gear.

Many shows were held in conjunction with world champions like "Bevo" Howard, Woody Edmondson, and Betty Skelton. In fact, a story about the confusion in Lynchburg, Va. tower when the Twin Ercoupe approached appeared in Flying Magazine under Betty Skelton's byline.

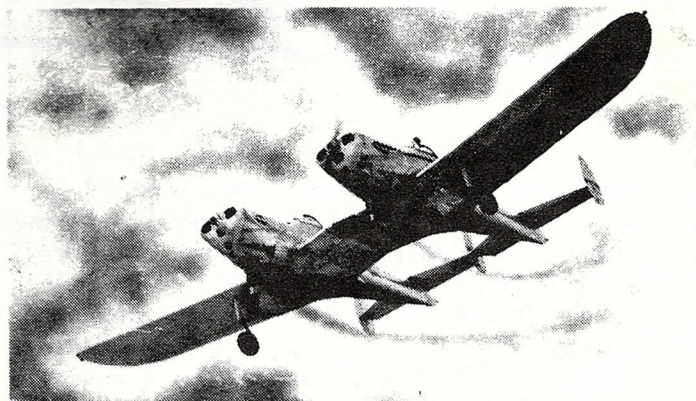


During one of our four shows in Washington, D. C. we had a full page spread in the Washington Post with a picture of the Human pickup.

On 19 Nov. 1950 at a show in Charleston, S. C., "Bevo" Howard's home airport, the Thrasher Bros retired from Air Show business; parked their planes, and entered a more normal business where one could obtain life insurance, make a decent loan at the bank, and spend some time at home.

Maybe we can get Mr. Thrasher to write the whole story for us later as I would like to hear of his many experiences, more later maybe.

Skip



Entire Fly-In on Video

Shirley and crew made arrangements for a professional Video crew to tape the ENTIRE Fly-In

from start to finish. This will be edited down to a two hour tape which will be available for a modest charge. Contact Ed's Video's, 4816 S.W. 6th., Des Moines, Iowa 50315, (515) 285-4489

COMING EVENTS

July 16th-17th. EAA Chapter 9 Seventh Annual Fly-In, Columbus Ohio
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 Convention and Sport Aviation Exhibition. Contact John Burton, EAA Headquarters, Whitman Airfield, Oshkosh, WI 54903

TUESDAY AUGUST 2nd. Annual Ercoupe Banquet, Be there at 6:00 dinner served at 7:00, Westhaven Golf Club, Oshkosh WI. Contact Terry or Diane Shanklin, 851 Islington, Toledo, OH 43610 Reservations a must!

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

September 23-25th. Arkansas Picnic, Page Farm, Belleville AR. Cook Out, Live Music, All Meals on the Field. Bring Tents and Bed Rolls for camping on the field. For Details Call; (501) 495-2647

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.

ERCOUPE CFI's

As I told you last month Jim Webb at Webb insurance will give a 15% discount to any Couper who takes a BFR with a Qualified Coup Instructor. Below are the ones that I have received as of July 7th. 1988. . If you sent in a name and it doesn't appear here then please let me know so that they can be added. -Skip-

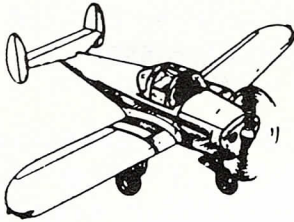
Jon Hall, Houston TX, Home Phone (713) 643-11212, Office Phone (713) 483-4787.

Ronald L. Kerlin, P.O. Box 203 Syracuse, IN, 46567 Phone (219) 856-2921

Jess Shryack, Box 374, Justin TX 76247

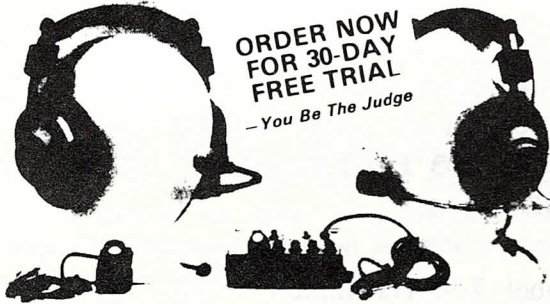
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Armond Ullmer, 810 Third Street, De Pere, WI
54115, Phone 336-4561



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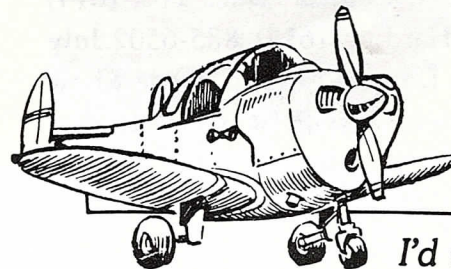
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NEW ARRIVAL

The arrival of Ryan Michael DelRosi on May 20th. made our family a threesome, and made the Aircoupe one seat short! Place the enclosed For Sale for us. Wayne DelRossi



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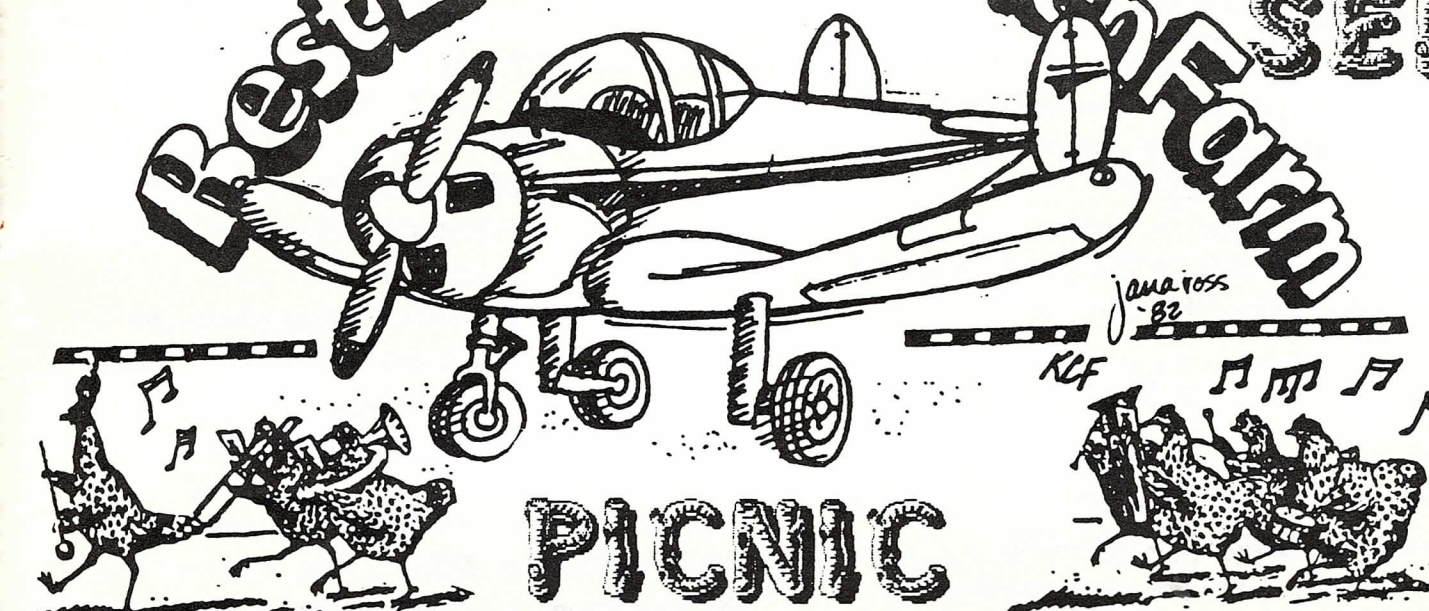
ASA CX PATHFINDER ELECTRONIC			2#	PILOT SUPPLIES			2 for 1#	G.E.LAMPS 12v			2/1#
FLIGHT COMPUTER				US SECTIONALS			ea. \$5.00	P/N VT LIST CLUB\$			P/N VT LIST CLUB\$
1st	\$89.95	ERCOUPE CLUB	\$60.	TAC (Terminal Area Chart)			\$2.75	4509 12	\$21.19	\$12.	TAIL LITE
POLISH AND CLEANERS			1#	WAC (World Area Chart)			\$5.00	4313 12	\$38.78	\$23.	1777 12 \$8.60 \$5.
ITEM	1st	CLUB \$		AFD (Airport Facility Directory)			\$2.00	4522 12	\$49.57	\$29.	MAPLITE
SUNNYSIDE PLASTIC LQ WDW CLNR	\$3.00	\$2.		FLIGHT GUIDE VOL II (Central & East)			\$26.00	4595 12	\$29.70	\$18.	1816 12 \$13.20 \$8.
MIRROR GLAZE #10 WDW POLISH	\$5.95	\$4.		FLIGHT GUIDE VOL I (West)			\$17.00	COMPASS & EYEBROW			INSTL LITE
MIRROR GLAZE #17 WDW CLEANER	\$5.95	\$4.		ADF DIRECTORY AND MANUAL by SKIP CARDEN			\$9.00	330 12	\$1.38	\$1.	94 12 \$12.90 \$8.
STARBRITE A/C POLISH	\$7.95	\$6.		WHY didn't you TELL ME how to fly the airplane by GERALD MCGINNIS			\$10.00	WE CARRY JUST ABOUT ALL THE G.E. LIGHTS. Call or write for your lite if not listed here.			
MET-ALL METAL ALUM POLISH (16oz)	\$7.00	\$6.		FAA PILOTS HANDBK OF AERONAUTICAL KNOWLEDGE AC61-23-B			\$11.00	NAV LITES - WINGTIP			
HUSH-A-COM intercom/headsets			3#	FAA AVIATION WEATHER AC00-6A			\$8.00	P/N	1st		CLUB
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2 headsets, 1-PTT, intercom box.				FAA INSTRUMENT TRAIN HANDBOOK AC61-27C			\$8.50	WING TIP LENS (red or green)\$14.50 \$11.			
EXTRA HEADSET (use w intercom)	\$97.	\$94.		ASA FARs (Fed Air Regs-with m/y update)			\$5.50	AEROFLASH REPLACEMENT BULB			
PTT (extra push to talk)	\$22.	\$20.		ASA AIM (Airmen information manual)			\$5.50	FOR YOU ANTI-COLLISION LIGHT Halogen.			
HEADPHONE (use dir a/c only))	\$34.	\$29.		WRITTEN TEST Q & A & EXPLANATIONS BY ASA				AEROFLASH P/N	1st		CLUB
HEADPHONE (use w or w/o intercom)	\$37.	\$34.		ASA PRIVATE PILOT (P101B)			\$12.50	40-0028 (12v) or 40-0003 (24v)	\$39.95	\$22.	
2 year warranty				ASA INSTRUMENT PILOT (I1040B)			\$15.50	PAINT PRODUCTS FOR TOUCH-UPS			
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Lightwt,compact,easy,univ,49K BTU, use LP gas				ASA FUND OF INSTR AND BASIC GRD INSTR			\$10.50	Vestal Wh	Ocala Or	Dallas Ylw	LasVaga Gd
HEATER w 5'4"RED DUCT	1st \$395.	CLUB-\$318.		JEPPESEN ROTATING FLIGHT PLOTTER (PJ1)			\$9.00	Juneau Wb	Madrid Rd	Lemon Ylw	Polar Gray
L.P. ADAPTER	1st \$24.	CLUB-\$18.		JEPPESEN ESB FLIGHT COMPUTER			\$8.50	Sunset Rd	Lime Gr	Baja Ylw	Sandelwood
CARRYING CASE	1st \$45.	CLUB-\$39.		PILOT LOG-BOOK #SP30			\$4.50	Sarena Bl	Pontiac Rd	Latigo Must	Denver Br
TOWBARS			2#	PILOT MASTER LOG BOOK #SP-6			\$24.50	Bahama Bl	Sunset Rd	Mont Mar	Lakelan Bl
1st \$28.00	ERCOUPE CLUB	\$26		JIFFY INSTRUMENT HOOD			\$14.00	Beau Bl	Dakota Bk	Flat Gray	Ag Cat Ylw
SHIPPING RATES				MAP/FLIGHT BAG- BK NYLON W ZIPPER			\$9.50	GREEN ZINC CHROMATE PRIMER\$6.00			
Add up # in upper right corner of each product. Find ship cost under your delivery time zone.				FLY INFORMED LG CLIP BOARD WA160			\$14.50	CONT GOLD, LYC BLUE OR GREY ENG ENAMEL \$6.00			
#	Pao.	Mtn.	Can.	East.		FLY INFORMED KNEE BOARD WA130	\$13.50	WING WALK PAINT 1 QT (not aerosol) \$7.50			
1-2	\$2.50	\$2.00	\$1.50	\$2.00		NECK ROPE RED/WHITE FLASHLITE	\$9.50	TRI-STAR FLIGHT STROBE			
3-5	\$2.90	\$2.80	\$2.20	\$2.40		FUEL TESTER - CUP TYPE	\$3.50	Directly replaces short-life rotating beacons.			
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9-11	\$4.90	\$4.30	\$3.10	\$3.50		CARBON MONOXIDE DETECTOR	\$1.90	12v or 24v	1st \$170.	CLUB \$120.	
12-25	\$5.90	\$4.90	\$3.60	\$4.20		SIC-SAC OR EAR-0-PLUGS	3/for \$1.00	Sunglasses by RAY-BAN			
16-20	\$7.90	\$6.50	\$4.00	\$4.90		DOOR SEAL (WEATHERSTRIP)	1#	"WINGS" L1376 Arista brown, \$76.90 \$53.			
IF OVER 20# ADD TOGETHER AND DEDUCT 1\$						This quarter round w hollow center makes an excellent door seal. Easy to apply.		LARGE METAL L9535 AmberMatic \$75.60 \$53.			
						DOOR SEAL (Please measure door)	per ft \$2.	LARGE II METAL L2846 Arista,G15 \$62.80 \$43.			
						3M ADHESIVE (for application)	tube \$5.	OUTDOORSMAN L9536 gld/AmberMatic \$85.50 \$59.			

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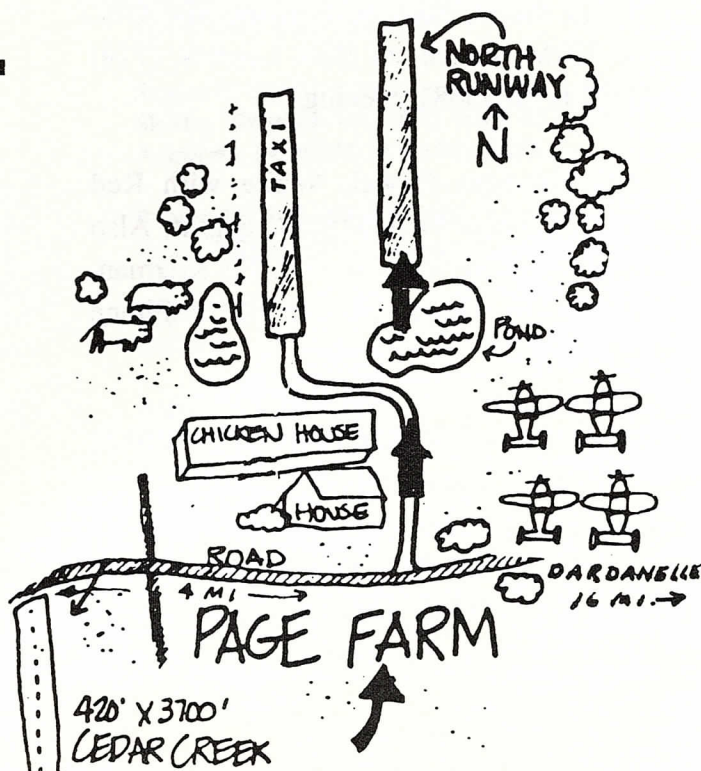
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Sod/Private. Land to the North - at your
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COUPE MECHANICS

Below is a list of mechanics that has been sent to me by members. These are mechanics who either own a coupe or are familiar with them, several even encourage owner assisted annuals. If you have anyone that you would like to add to the list then send in their names to be included in the list.

David Cooper, Cooper Aviation, 1015 Wolfe Airpark, Manvel, TX 77587 Phones; Home (713) 489-7458 Office (713) 489-0197

Plainview Airport, Green Bay WI 434-3874

James H. Boyer, J.B. Air Service, 24751 US 6 East, Nappanee, IN 46550, Phones Home (219) 642-4391, Office (219) 773-4707

Belmer J. Nix, Rt. 1, Box 404, Hamilton, OH 35570 Phone (205) 921-2767

CLASSIFIED



Classified ads are FREE to all members of The Ercoupe Owners Club and may be run as often as you want-no commercial ads

FOR SALE: 1946 415C Ercoupe, 85hp, 600 STOH on mid time engine, Full Electrical, 1045 TTAF, Metal Wings, Rudder Pedals, Bubble Windshield, Strobe, Wheel Fairings, Alon Nose Bowl Tail Cone, Chrome Spinner, Dual Fork Nose Gear, Intercom, Full Panel, Excellent inside and out. \$10,000.00 FIRM, Janice or Rick Loomis, (714) 780-8515, (714) 763-5681 evenings

FOR SALE: Ercoupe Cowel, White with Red White and Blue Stripe First \$250.00 gets it, Also have some good instruments to sell. Ed Kitzman, 17W. Sharlear Dr., Essexville MI 48732 Phone (517) 893-3375

FOR SALE : 1946 415C SN 1006, 2775 TTAF, C-85 275 SMOH. Ceconite 7600 wings, Dual Fork, Cleveland's, Rudder Pedals, Airtex Interior, Icom A-20 Radio, David Clark H10-40. Over \$8,000.00 invested, 1987 Total Rebuild. Asking \$6,995.00. Phone (214) 681-4606

FOR SALE: 1946 415C Ercoupe SN 273, N 87100, 85hp, Dual Fork Gear, Newly Restored with Lexan Windows, Interior, Fine Weave Ceconite. Airplane is very original, very light, and very fast. Very extensive restoration with lots of new univar parts, No Corrosion, This is a NEW Airplane. \$8,700.00 Phone (317) 745-5788 Evenings, (317) 230-2718 M-F - 7:30-4:30 Need Money for next Project. IA Restored.

TRADE: 1966 Ford Mustang, museum quality extra nice inside and out, will give or take difference. Bobby Brooks, Rt 10 box 993, Salisbury, NC 28144, Phone (704) 633-2631

FOR SALE: 415C (Prewar) Top Condition, "0" SMOH A65, under 2000TT, Zinc Chromated and NO Corrosion. All AD's complied with, fresh annual, and new Cleveland Brakes. Stainless steel skin over center tank for future conversion to "D" model, and much much more. \$6900.00 Call (407) 855-7886 anytime Orlando FL

WANTED: Ercoupe, must have time remaining on engine, no major airframe damage. Ferrable preferred but not necessary. Pedals installed a plus. Rotten fabric, doggy paint and interior no radios no latest mods and metal wings (maybe) equal ideal aircraft for my needs. Out of license, missing logs also OK, This aircraft to be restored inside and out. Dave Dave Bowsher, 49 Charles Dr., Dover OH 44622 phone (216) 343-9138

FOR SALE: 1946 415C 2000TT, 420SMOH-85hp, Fresh Annual, Mk III, New Battery, Gyro Panel, Double fork, Bubble Windshield. (512) 327-4134 or 926-2800 x5372

FOR SALE: 1966 ALON A-2, s/n A218, 1370TT, 70hrs since extensive major overhaul. Everything firewall forward new or like new. Excellent interior, modern style flight instruments, 4positionEGTand CHT, CAT, King KX-150 and King 8002 Loran, Sigtronics intercom, vernier throttle and

mihture, excellent glass, canopy cover, ELT, adjustable bucket seats, hangered past 8 years, NDH, No corrosion, complete logs, Excellent condition . Needs Paint to be a show winner. \$12,000.00 Will trade with cash for IFR C-182 in \$20K range. Wayne Delrossi (803) 827-0360 after 6:00pm .

FOR SALE: 1946 Ercoupe 415C, 85hp, s/n 2993 (N2368H) 2479TTAF, 1521TTE, 822SMOH, double nose fork, no rudders, bubble canopy, aluminum frame, ceconite wings, McCauley Prop, Genave Alpha /600, extra parts and bulletins, great flyer w/december annual. \$5,500.00. Louis M. Ford, 5S. Broadway Suite 200, Edmond OK 73034 Phone (405) 341-7502 Or 842-3189

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.)

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(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.)

EOC WING JEWELRY

Large Wings – gold or silver color.....\$ 4.50 ea. (P.P.)
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Stick pin wings – gold or silver color.....\$ 4.20 ea. (P.P.)
Tie Tack wings – gold or silver color.....\$ 3.75 ea. (P.P.)

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.

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-



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(airport name) (city) (state)

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Pilots	Age	Std.	Pvt.	Coml.	Total hours	Coupe hours	Last 90 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

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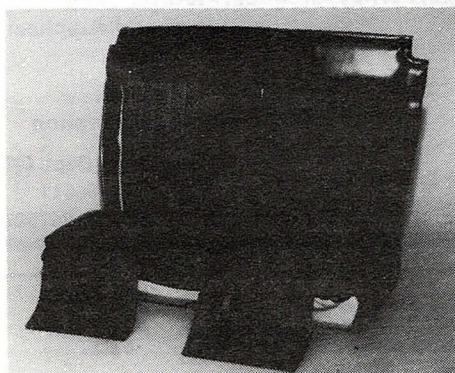
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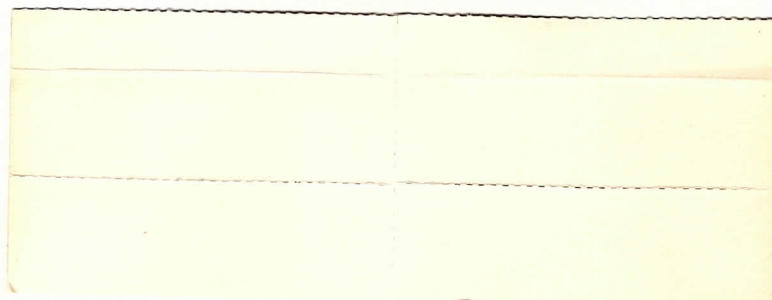


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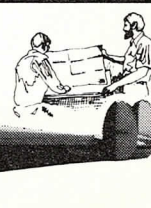
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