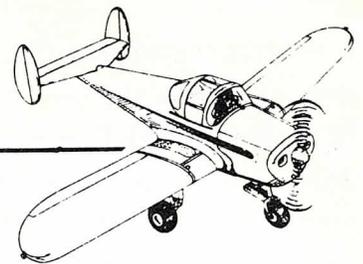


COUPE CAPERS

Ercoupe Owners Club Newsletter



VOLUME 17 NUMBER 12 DECEMBER 1988

TEPHONE 919-471-9492

EDITOR: Skip Carden



MERRY CHRISTMAS & HAPPY NEW YEAR

I want to take this opportunity to thank all of you who sent Christmas Cards and letters. We really appreciate them, and to know that we are remembered during this Holiday Season. May you always have clear skies and tailwinds and may 1989 fulfill all your dreams and hopes.

- Carolyn & Skip Carden -

MASSPORT FEE UNCONSTITUTIONAL

The entire aviation community was gratified by Judge Burton S. Kolko's finding that the Massport Pace plan is unconstitutional, conflicts with federal authority and that the Massport landing fees are unjustly discriminatory with respect to commuter and general aviation aircraft.

The DOT Appropriations bill passed by the last session of Congress contains a provision to halt all airport grants to Logan Airport if it does not come into compliance with the DOT decision on the case. Deputy Secretary Mimi Dawson will make her decision by December 17th. If she upholds Judge Kolko's decision it will ensure federal control over navigable airspace and the national air transportation system.

GOLD MINE OF PARTS

While writing an article for another aviation publication I had the opportunity to learn about a

parts dealer who has a virtual Gold Mine of New Surplus Parts. Although the parts have come from the inventories of many makers most of them are still in use on older aircraft. This dealer is WILCO, who is located in non other than Wichita Kansas, that alone should give you a clue as to where some of these parts came from. Some of the parts even have the Cessna part number listed, and as I said lots of aircraft parts are interchangeable anyway. If you are interested then contact Wilco for their giant catalog. Wilco, 3502 West Harry, Wichita, KS 67213, 1-800-523-7593 in Kansas 316-943-9379. -Skip-

BRAKES

I received a call from Barney Vincelette that installing the Cleveland Brakes on a Coupe was a breeze and only took about 3 1/2 hours to complete and the difference was well worth the price and labor. Barney said that all it took was simple hand tools to complete the job. But remember that you must do this under the supervision of an AP or AI as removal of wheels is not included in part 43. -Skip-

ENGINE MOUNTS

The December issue of Aircraft Bulletin carried an Ad for remanufactured engine mounts. Although all of your more popular aircraft were listed I spied a listing for ERCOUPE. I do not know anything

about the advertiser but the interesting specs were, no core charge... they rebuild yours, pay labor and material only, FAA repair station No. 3474. They also advertise that they Rebuild muffler and Fuel cells also. For a FREE Brochure call 1-414- 763-3145, or write Aero Fabricators, Inc. 1216 North Rd., Lyons WI 53148.

THIS ARTICLE WAS SENT TO ME BY DAVE SCOTT, WASHINGTON REPRESENTATIVE FOR THE EAA, DAVE A LONGTIME FRIEND WAS THE ONE WHO SENT US THE ERCOUCPE ACCIDENT REPORTS DAVE DIED IN AUGUST, WE WILL MISS HIM!

CORRIDORS EXPLORED

Dear Skip,

In the March issue of the Club Newsletter I noted your reference to climb and descent corridors as a substitute for the upside down wedding cake configuration for present TCA's. I think I can explain why the FAA will not adopt climb and descent corridors for busy terminals but first of all let me say that this letter reflects only my personal evaluation of the problem and not that of any aviation organization.

The FAA has two objectives in creating terminal control areas. The first is to separate unknown VFR traffic from known VFR and of course IFR traffic. The second objective is to use the capacity of the airport to its maximum for arrivals and departures.

Some twenty years ago the FAA an extensive simulation and evaluation of all possible configurations for TCA's at Boston and also at NAFEC (as it was known then) in Atlantic City. I participated in all those tests which experimented with all possible configurations such as the military climb and descent corridors, a Maltese Cross configuration and the present

design that AOPA is advocating. These tests concluded that the upside down wedding cake was the most efficient from the standpoint of handling the most traffic.

When climb and descent corridors were first mentioned some years ago it was assumed that they would be similar to the old military climb and descent corridors which extended right down to the ground. When it was pointed out that this would leave no low level maneuvering space for go-arounds, runway changes or adjustments of traffic for weather or emergency problems then the proponents suggested a circular area of airspace from the ground to possibly 3000 ft or a little higher. With their revised plan corridors would then be established at the top of this circular area to 12,500 ft or where Mode C transponders are required.

When people write and suggest corridors they have in mind setting up an ATC environment whereby airline and other high performance aircraft operate in areas where there is constant positive control. In other words aircraft descending below 12,500 ft and entering the top of a TCA would remain in an environment where Mode C would be required. If the top of the TCA was 7,000 ft this would mean some 5,500 ft of additional vertical positive controlled airspace. If corridors are established in this 5,500 ft area it is assumed that this would be sacrosanct airspace that would be barred to non Mode C aircraft and aircraft that were in these corridors would have to remain in them until they emerged from the top or bottom. These corridors would be charted so that all VFR aircraft would know where they are so as to avoid them if they were not Mode C. equipped. If these corridors are not sacrosanct and are not charted and aircraft can enter or leave them at any point then we have the situation that is being used today where IFR aircraft are mixed with unknown VFR aircraft. So if you

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want to provide positive separation of all IFR aircraft from unknown VFR aircraft at all times then you must establish sacrosanct corridors from 12,500 ft down to the top of the TCA.

To solve this problem the FAA contemplates either lower the floor of Mode C requirements to a lower altitude (in the case of 88-2 they have chosen 6,000 ft) or to raise the height of TCA's to 12,500 (as they have done in Los Angeles). The FAA will not establish sacrosanct climb and descent corridors in this airspace between the top of a TCA and 12,500 ft because this cuts down on the capacity of the airport to handle traffic. You can see why this is so. If an airport is conducting operations landing to the south then all aircraft arriving from southern points must detour to the north to enter the sacrosanct corridor from the top. They cannot enter the sacrosanct corridor from the sides or top or bottom as this would destroy the purity of the corridor. In the same way departures must stay in the corridor until reaching its top before they can turn on course.

May I quote from a letter recently received from an active ATC controller on the west coast. "The TCA is a good concept when viewed from a best compromise standpoint. The TCA allows for changing of runways with little change in airspace required. With corridors a change from runway 19 to runway 24 would be difficult and confusing. As far as efficiency you are totally correct. For instance the Loop One departure at LAX. Jets climb westbound until they can turn to cross the LAX VOR eastbound at or above 10,000 ft MSL. Corridors would make this impossible. The fuel costs alone would make the airlines to be aligned against the idea. VFR conditions allow for visual approaches, visual separation, and therefore higher runway acceptance rates - hard to do with the corridor idea." - Dave-

Also this may be of use to the members

U.S. Department of Transportation, Federal Aviation Administration
SPECIAL NOTICE TO AVIATION PILOTS AND OWNER ORGANIZATIONS

On February 4 the Federal Aviation Administration (FAA) issued a special notice to all aircraft owners and operators alerting them to the new Federal Aviation Regulations (FAR) Parts 43, 45, and 91.

The new regulations require exterior marking of aircraft identification information, 12-inch high registration marks when flying across the U.S. border in certain locations, and carriage of a copy of the approving FAA Form 337 if extended range fuel tanks have been added to the passenger cabin or to a baggage compartment. A copy of the special notice is enclosed.

In the special notice which states: "...unless the builder's identification plate is attached to the fuselage exterior, information on your aircraft's make, model designation, and builder's serial number must be displayed on the fuselage exterior, located either adjacent to and aft of the rear-most entrance door or on the fuselage near the tail surface." This statement is in error. It is not necessary to include the aircraft's make in the information displayed on the fuselage exterior.

This situation has created a problem for an association which had developed and is marketing identification plates to facilitate compliance with the new requirements for FAR 45.11(d) since their plates only contain data blocks for the airplane's model and builder's serial number. The purpose of this notice is to clarify that identification plates or other markings, decals that only provide for identifying the model and serial number, are perfectly acceptable in complying with the requirements of FAR 45.11(d) when installed either adjacent to and aft of the rear-most entrance door or on the fuselage near the tail

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.

surfaces. Additionally, any identification markings that contain more information than that which is required by the regulation are also acceptable.

We would appreciate your assisting us in disseminating this information to aircraft owners and operators along with our apologies for any inconveniences that the error in our February 4 notice may have caused. - *Sincerely, M.C. Beard*



To be or not to be (Insured)

Our past articles have examined liability insurance and our need for adequate limits. Each of us must protect assets for our loved ones. It goes without saying, you simply can't start the engine without liability insurance. A few States require it and more may follow suit.

This article is about insuring the aircraft itself. Only you can make that decision but there are some things to consider before deciding whether... to be or not to be (Insured).

First off, if you're gonna do it then do it right. There is a real danger is under insuring the aircraft. Policies vary from company to company but basically they all tell you that when the repair bills equal the insured value, the insurance company just bought your aircraft. The insured value is an "agreed value" - that is you and the insurance company agreed on that value. When the insurance company pays out the agreed value they have replaced your airplane with money. It is theirs to sell for what ever it will bring. Let's look at an example.

Once upon a time (don't laugh, that's as good as any way to start) an intrepid young sky king bought a wind machine out of his hard earned and meager earnings. He had to borrow money from the bank so he was required by the bank to carry adequate insurance. The insurance company even had to send the banker a copy of the policy. Naturally, nothing bad happened during the time

our boy was properly insured. Time passed.

Now we find our pilot making better wages and he has paid off the bank. The cotton covered assortment of sticks is now all his. He took his boss for a ride over the city and got a pay raise. Do you sense that something bad is about to happen? It is. Our eager eagle decides he's rich and wants to get into the insurance business. He elects to insure his plane for \$4,000. He uses the small premium savings to pay for his BFR and a cold beer. When he owed money, the prudent folks at the bank made him insure it for \$10,000 because the "Bluebook" said that's what it's worth. For the sake of our sad tale, it's still worth \$10,000.

Normally, at this point his friendly Club insurance advisor - broker - pilot wearing a white hat would gallop up on a white horse waving a red flag yelling, "No! No! Avast and desist!" That's not gonna happen here because our pilot got his insurance from someone who ain't a pilot. Our boy called an 800 number he got out of an ad in an aviation magazine. He spoke with a very nice young recent high school graduate who is terrified of all aircraft let alone small ones. His "insurance person" has never been in nor will never get in an aircraft. It was a very nice eye catching ad, however. Ever thought about who pays for the 800 number and the very expensive fancy ads?

On with our story! Sky king slips the surly bonds of earth and after dancing on laughter silvered wings and all the tumbling mirth stuff he lands at an aerodrome in never never land. He ties down his \$10,000 craft (insured for only \$4,000 mind you) and goes off to watch a couple hair cuts at the local barber shop. Upon his return, he finds his machine has been rendered un-airworthy. It has been severely gored by a wild buffalo. As the local fix the sticks shop tows the broken craft into the bowels of a dark hangar, our boy calls the same 800 number and repairs begin.

Unfortunately, some parts for this aircraft are made in a monastery in Tibet only during a full moon on odd numbered days when Mars is in phase with Venus and there is a high tide in the Gulf of Siam. Notwithstanding this, we all know that any aircraft repair is labor intensive and therefore expensive. The fix-um-up place informs the insurance company the bill is \$3,000. "Wheew", sighs our boy. All is well, right? Wrong!

His policy sez (as do some in the real world) that when the repair bill exceeds 70% of the insured value the company can declare the aircraft a total loss. In this sad tale, the company does that and they "replace" his aircraft by giving him a check for \$4,000 less the \$500 deductible. The new owner, the insurance company, puts a "For Sale" sign on the now all fixed up aircraft. It is bought up as a bargain for \$9,500 (it's worth \$10,000 remember?). The new owner is happy. The insurance company made money and is VERY happy. The repair shop is happy. Not EVERYONE is going to live happily ever after, however. Our boy has \$3,500 in his blue jeans to find another aircraft. Perhaps he will borrow money and the kindly banker will see to it that he carries adequate insurance.

Meanwhile back here in the real world...the moral of the story is obvious. If you insure the aircraft, be realistic. Insure it for what it would cost you to replace it for after all, that's what it's worth. If you don't insure it at all at least the remains belong to you to fix or to sell as you see fit. That gives rise to another consideration in this decision making process.

Suppose you didn't have the aircraft insured and your aircraft were stolen. Off it went over the horizon never to be seen again. Would that unhappy event put you out of the flying game? Would this form of fun be lost and gone forever? If the answer is no, then you can give some thought to what the premium is for physical damage

coverage. (You gotta have the liability coverage, remember.) Maybe you want to totally self-insure your air recreational vehicle.

Many owners opt for something in between adequate insurance and no insurance on the hull. That is "ground only" or not in motion coverage. It is much less expensive. If you fly 100 hours a year, your aircraft just sits 98% of the time. Theft (especially of radios), vandalism (happens more and more) and "acts of God" are all covered perils with this coverage. Again, policies vary but generally your coverage ends when you begin to taxi or when you move forward for the purpose of flight. Want to hear more about it? You can call or write me. I'm always happy to hear from you and to answer your questions. Incidentally, our Club policies don't have that 70% restriction. Our underwriters don't "buy" your aircraft until they shell out the full insured value. Read your policy, it's probably full of surprises. ESPECIALLY if you called an 800 number you saw in a fancy ad to buy the policy.

Every article I write for this newsletter that urges readers to also read their policy results in my logging lots of phone time. If you get a recording, there is a very good reason. (I will call you back - my nickel.) The reason is I had a dream that told me there are too many fish in the gulf stream off the Florida coast. It is my DUTY to alleviate that problem in nature. I MUST go do what I can to remove some of those fish. I'll call you as soon as I get back. Only this finer sense of honor and duty keep me from answering the phone.

Jim Webb, Club Insurance Advisor

HINTS' N' TIPS

STUCK VALVES

Sticking valves were not a problem on small continentals until the introduction of 100 LL fuel. Contrary led provides a degree of lubrication for valves and rings. The 100 LL does not contain any

along with a minimum of lubrication of valves and guides has caused a lot of valve problems.

This can be helped by keeping head temperatures down. Make sure that the baffles are tight and that the seals around them are making a good seal. Also avoid overheating due to long slow climbs. Also use some sort of top lubrication in the fuel regularly such as Marvel Mystery Oil, Rislone or something similar. **Charlie Lasher - Technical Advisor**

CORROSION PROTECTION

Although I am not an authority I do know that corrosion is becoming a serious problem in ALL older aircraft. Of course there are several ways to prevent this but some of the simplest are to spray the area that you want to protect with one of the commercial sprays like CRC-3-36 or LPS-1. I have seen claims for both but CRC seems to offer better protection. Also these products displace water and provide lubrication. They are both readily available and easy to use.

As a follow up, I once asked an old world war 2 carrier person how they kept the aircraft on carriers from corroding away? His reply was that from time to time, sprayed the whole airplane with red hydraulic oil and that they never had any real problem. I was also told by an old time A&P that you could spray kerosene on the inside of your metal airplane and that it would creep into crevices and that when it finally evaporated that it would form a waxy coating that would protect the metal! Well I tried the kerosene and it seemed to work, the only problem was the strong odor for a couple of months.

Also while on the subject of corrosion I know that a lot of you have trouble with mice and birds that nest in the airplane while it is idle. The sure cure for those in moth balls! Yes that is correct, make several small bags (Similar to tobacco sacks) fill with moth balls and hang in the fuselage in areas

that the varmints would likely inhabit. In the wings put one or two in each one for complete protection. Your plane will smell just like moth balls but the varmints can't stand this odor and will vacate the premise. On closing if you think that you have had mice in your wings or fuselage INSPECT carefully. Mice urine almost melts aluminum so look good. - Skip -



ENGINE MOD



Some time ago Continental produced several versions of the 0200, most of these being for foreign markets. Most of these were produced by Rolls-Royce in England. I recently read that the RR-0240, which was a 135/140 version of the 0200, was nothing more than a stock 0200A with IO-360 (Skymaster) cylinders. The bore is 4.438 in. but the stroke is the same as the O-200s. The rods are the same and the O-200. If anyone knows of someone that is operating one of these engines or if someone wants to get an STC, (Would it be necessary?) then let me know so that I can share this with our members. -Skip-



PAINT SHOP

While I was at the AOPA Convention I had the pleasure of meeting several Club members. Of course my biggest problems is remembering the names of these nice people. One of the members, whose name I can't remember, gave me a card from Bob Lamb Aircraft Services in New Albany, MS 38652, (601) 534-3763, P.O. Box 782, New Albany, MS 38652. The member who gave me the card highly recommended these folks to paint your aircraft, or do an interior. He told me that they had painted his airplane and he was very satisfied with the results.

HP & SHOULDER HARNESS

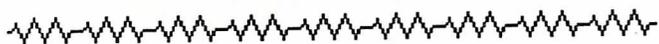
In relation to shoulder harnesses: I doubt the existence of such an Erco drawing 415-53250 for shoulder harnesses, but I could be wrong. Mr. Mellings should write to Univair; the Oshkosh

booth attendants do not have that information at hand.

FAA publication AC 43, 13-2 Chapter 9 has about eleven pages of information and drawings of shoulder harness installations. It should be part of any A & P mechanic's library.

Eric Larsen's 105HP engine is a new value to me. The Alon engine is 90HP but rated at 95HP at 2635 RPM for 1 minute at take-off. Perhaps someone made the same assumption for an 0-200 installation. It is not valid.

Yours truly, Burt Ellegaard



Pirep: ICOM IC-A20 Handheld Transceiver

When it came time to purchase a radio for my newly reactivated "Coupe", I dug deeply into my pockets and found them to be nearly empty. It seems that the better part of my last six months earnings had been sent off to the good people at Sky Port. I thought that I was doomed to a hand-me-down tube type radio--the kind that work only on the bench and during the trip from the radio shop.

A comparison of the specs of several models revealed that most are about equal in power output--1 1/2 to 2 watts.

They differed mostly in added features and accessories. The prices varied in proportion to the "whistles and bells" and brand name.

I chose the Icom IC-A20. This model sports 720 Comm channels, a COR receiver with a CDI, 16 programmable memory channels, a scanner mode, and many other features that I could tell you about if only I had time to finish reading the operator's manual. Accessories included are: earphone, 115 V.A.C. battery charger/adaptor, cigarette lighter battery charger/adaptor, belt clip, and leatherette case. I also purchased the optional headset adapter/push-to-talk cord, which allows the use of standard headsets/boom mikes.

Having had over a month to evaluate the performance of this radio in several aircraft, I am pleased by its performance. Communication with tower and approach controllers is reliable at

ranges of 12-15 miles. I have found that there is sometimes a problem communicating on the congested Unicom frequencies at extended range--the low powered transmitter is at times drowned out by higher powered radios. While the VOR mode is adequate for VFR flying, the NAV indications seem to fluctuate + 3 to 5 degrees. Attaching the radio to an aircraft's external antenna seems to improve the performance of both the Comm and NAV modes.

The ICOM IC-A20 lists for \$575.00, but if you page through Trade-A-Plane, I'll bet that you could find one for about \$420.00. I bought mine from Chief Aircraft Parts, a company that advertises in Trade-A-Plane.

All in all, if you can forgive the range limitations of a low powered transmitter and back up your VOR navigation with a few good check points, this radio should satisfy most of your pleasure flying needs. An added bonus is that when you are done flying you can take this radio home where it will be safe from theft and temperature extremes. -Bill Lokes N738-

WINGS

I just talked to Leonard Page and in our discussion he answered a question that I have wondered about for some time. That is can metallized wings be stripped and recovered in cloth. Leonard says yes and that he has some that he is doing that very thing to. He also said that everyone check the metal wings for corrosion as he has found three recently that had a bad case of rot. This also brings to mind that you should check all parts of the airframe for corrosion an



SPAR SPLICE

I have received several reports of sheared spar splice rivets. The spar splice is at the outer section of the wing and was the subject of a Service Letter last year (Copies available from Univair). The reports that I received concerned wings that had been recently recovered the owner

found vertical movement in the wing tip and on inspection found several sheared rivets and several about to fail. I would advise ALL owners to check on these and top comply with the Erco Service Bulletins Number 88, 58A and Univair Service Bulletin 27. All of these deal with the subject of loose rivets and wing tip damage.



ARKANSAS OR BUST

We wanted to start for the Arkansas Picnic on Thursday but being the good 180 degree people that we are in bad weather we decided to check the Coupe over once again and try to go on Friday and who should land in the rain and haze but a pretty little Ercoupe from London, Ontario with Bill Barton and Harold Bartlett who were enroute to (Guess Where??) the Arkansas Picnic. Needless to say they spent time waiting out the weather at the Dunlaps, eating pizza and viewing the video tape of last years visit to the chicken ranch. Friday got us as far as Sullivan County Airport in Indiana (our regular food and fuel stop). Thank you Greg & Pam of G.P.M. Aviation for the use of the courtesy car and the help. We spent the night here as weather was between us and Arkansas and Missouri. Being great believers in our weather reports (they told us to stay where we were) we decided to airport hop the next day. Walls of rain made us change course and eventually put us down in Bismarck, Missouri which is northeast of our destination but a good stopping place as we had relatives here. Calls to Leonard and Laura kept them informed of this tardy Coupe and we learned our Canada friends made it to Cape Girardeau. We decided to go on to the Chicken Ranch on Sunday A.M. even though we knew most Coupes would probably be gone. The weather turned great and Leonard & Laura welcomed us with food and all the happenings of another successful Arkansas Picnic. The guys from Canada came in about an hour later and were given a great welcome. It took them 5 days to get to the Ranch and probably over

1000 miles and they weren't about to leave until they sopped up some of that Page hospitality and friendliness. Laura immediately started by setting all the food out again and we Dunlaps took another look at that beautiful sky, borrowed a map from Leonard and decided to go on to Mineola, TX and make a surprise visit to some good friends. Good food, good conversation and a good night's sleep and we were on our way back to Bismarck the next morning and on Tuesday we flew on in home. We made the last 500 miles back to Michigan averaging 115 MPH. What started out messy turned out great.

Thank you Leonard & Laura for another memorable Arkansas Picnic. We are sorry we missed out on seeing the Karriger's from Alanson, MI as we were told they left about an hour before this MI Ercoupe made it in but we really enjoyed visiting with the Parkins who drove in from MI because they had just bought their Ercoupe and wanted to put some hours on it close to home before doing a long trip with it. Maybe next year they will fly their Coupe and we will make it on time. No problems with out Coupe this trip just problems with the weather.

Marvin-Ruth Dunlap, 8181 East M036, Whitmore Lake, MI 48189

1989 EVENTS FOR SOUTHERN CALIFORNIANS

- Jan. 8, Sun, Death Valley
- North & South Feb. 5, Sun, Harris Ranch
- Mar. 5, Sun, Bermuda Dunes, nearer to Palm Springs
- North & South(?) Apr. 2, Sun, Rio Bravo, 15 miles east of Bakersfield VOR
- May 7, Sun, Santa Paula
- June 4, Sun, Whiteman
- June 15,16,17 EOC National Convention, Minden, Nev.**
- July 9, Sun, Woodlake, 22 miles east of Visalia VOR

Aug. 6, Sun, Oceanside
North & South Sep. 16,17 Columbia
Oct. 1, Sun, Big Bear
Nov. 5, Sun, Lone Pine
Dec. 3, Sun, Catalina

1989 EVENTS FOR NORTHERN CALIFORNIANS

North & South Feb. 5, Sun, Harris Ranch
Mar. 18, Sat, Flying Lady Restaurant,

South
County arprt

North & South (?) Apr. 2, Sun, Rio Bravo, 15
miles east of Bakersfield VOR

Apr. 16, Sun, Ruth

May 20, Sat, Willows

**June 15,16,17 EOC National
Convention, Minden, Nev.**

July 9, Sun, Woodlake, 22 miles east
of Visalia VOR

Aug. 19, Sat, Carmel Valley

North & South Sept. 16,17 Columbia

Oct. 22, Sun, Booneville

Nov. 18, Sat, Nut Tree

The following article is being published at the request of the author. It in no way reflects the opinions of the members, directors, or editor. Any one with differing opinions should contact the author.

P-56

If you are planning your first flight to Washington National Airport, you will notice the prohibited area, better known as P-56, which subtends the Whitehouse. This area must not be flown into for three important reasons.

Reasons the first: As a prophylactic against a do it yourself air raid upon the president they will shoot you down. This is not done because the government takes the survival of presidents that seriously. White none of their agents may secure a date with Jody Foster, the C.I.A. assassinates presidents as for example on behalf of the

economic interests of I.T. & T. in Chile. A president can be replaced by anyone with just the right amount of Freudian symbolism in his name to cause the voters to subliminally want to give him an election; the political reasons for voting for him will follow their decision made by the first impression upon hearing his name. Why else would a DICK Nixon win a re-election in the middle of his impeachment?. Is it any surprise that RAY GUN and BUSH would win. What about DuCOCKus and his wife KITTY. Of course RICARD RODNEY HEAD or JOHN THOMAS SEMANS with a running mate named BALL might be too overt.

But to digress, the reader might ask why they would bother to shoot you down. The reason is that in order for those invisible elements of government to remain unnoticed, there must be a figurehead who is sacrosanct. Even the tabloid press who control the masses by teaching them to be as ignorant as an astrology believing first lady respect figureheads. None of them would have the prolate spheroids of testification to publish:

"Sherly McClain has psychic vision that aliens will board Princess Di's yacht in the Bermuda triangle to gang bang her and catch her in bed with Jacqueline Onasis."

Reason the second: You might get mixed up with the government's war between drugs. As they protect the tobacco industry's profits from the rights of non smokers and have liquor parties to honour such Whitehouse guests as steroid popping football teams, according them a dignity more appropriate to Nobel prize winners, we are not surprised to read that the kind of low life who live there have their nose candy therefrom could contaminate your aircraft with microscopic traces that would cause the Coast Guard to confiscate your airplane under the zero tolerance program and since no due process is allowed, no insurance company would cover such a theft.

Reason the third: Our prisons, which are not without reason called penal institutions, have made homosexual gang rape as cherished as

tradition as apple pie, motherhood, and Chevrolet. As ever more of these gang rape victims are infected H.I.V. thereby, it is only a matter of time before these doomed individuals get the idea that since they have nothing left to lose, they might as well attempt to avenge what society did to them in prison by truck bombing the Whitehouse. While the Secret Service may be able to foil most of these ambushades, sooner or later one of them will get through. The reader may disagree with such violence as much as does the author, but, since none of us can change the world as requisite to stop it, there is no point in risking flying too close to the Whitehouse when it is impossible to predict when one of these bombs will send blood and H.I.V. contaminated fragments through the air.

There is no reason why you cannot enjoy Washington, D.C. and it's cultural activities. But avoid P-56. And if while you are on the ground you fear that your perambulations took you too close to the Whitehouse air conditioning vents and your clothes might contaminate the inside of your airplane with nose candy, do as I do. Wear old clothes that can be abandoned just before you board your airplane and fly home nude. Barney Vincelette, Box 141, Houston, DE 19954



CLASSIFIED

Classified ads are run FREE for current paid up members. Others who wish to place an ad may do so for a fee of \$5.00 to be submitted with the AD

FOR SALE: 1946 415C 85hp, Trophy Winner, All Metal, Auto STC, Extensive Annual Sept. '88, Bubble Windshield, Excellent Paint, White with Red Trim, Kenney Nose Bowl and Wheel Farings, Cleveland Brakes, Dual Landing Lights in wing, Narco Escort Nav/Com, Strobe, ELT, Head Set, Mike, Speaker, Shoulder Harness, Hangered, Canopy Cover plus extras including parts and service manuals, Original Logs from date of mfg. Asking \$8,900.00 Located on MGM AL 205-281-9217



FOR SALE: Right Aileron for a 415C Ercoupe \$85.00. Call 408-274-0581, or write Donald Fauber, 5204 Cribari Hills, San Jose, Ca 95135

FOR SALE: 1947 415D, C-75 with 100oct. valves, Ceconite wings, engine completely rebuilt 70hrs ago with Chrome Cylinders, everything new except case and crank. Narco Nav/Com, Good Paint. Over \$10,000.00 invested, Sacrifice for \$8,895.00 to a good home. Possible trade for Ultra Light, Will Deliver contact M.E. Kirkpatrick, 611 N. 5th. St. Apt 14, Temple TX 76501

FOR SALE: RST Audio panel Model 503 completely assembled, built then factory tested. Built in Marker Beacon, inputs from Com 1, Com 2, ADF, Aux, Nav 1, Nav 2, and Mkr. Beacon, Speaker outputs from Com 1, Com 2, to 10 watts, Headphone outputs from Com 1, Com 2, up to 250mw. It has a rotary switch fro Com 1, Com 2, and Ics. RST list for around \$175. never used first reasonable offer over \$85.00. Charles Devett, 19351 Cir Gare Dr. 103, Germantown, MD 20874.

FOR SALE: Miscellaneous Ercoupe parts. One set of metal wings with Forney 337. Landing Gears, Stabilizer, Elevator, Rudders, Center Section, Fuselage and other components. Also one set of Kenney wheel pants. WANTED: Double fork nose gear assembly. Evenings 312-258-3091

FOR SALE: 1946 415CD, N3649H, Serial Number 4274, 85hp, TT 2600, 400 SMOH.

Annualized to April 1989. Polished metal with ceconite wings. New Cleveland brakes and wheels, new bubble windshield and all windows tinted, radio with intercom and push to talk switch. Double nose fork. No damage, no corrosion, carefully maintained, hangered, flies great. Airframe, engine, ceconite, and metal in excellent condition. Loran-C 8001. \$7,750 Contact: Jim Kadel 2916 Noddin Way, Portsmouth, OH 45622. Telephone 614-355-2216 working hours or 614-353-4260 after 6P.M.

FOR SALE: Genave Alpha-500 Nav-Com - NO TRAY \$150.00 Lola Tomlinson 215-269-9817

Wanted: Continental 0-200 with accessories - First run out OK - NO DAMAGE. Lola Tomlinson 215-269-9817.

FOR SALE:Narco, Escort 110 radio nav-com. Perfect condition complete with tray. \$300 O.B.O. Jack Compere 619-743-0294

FOR SALE: Ercoupe Model 415C sr#2253 N99630 KING nav/com radio, NARCO transponder Ceconite wings, new Window glass, new tires, new aviation battery, always hangered. Recent annual, very clean and sharp exterior. Divorce forces sale. \$8000.00 offers. Gene Yeo, 4670 Hall Rd., Holley, New York, 14470 Home: 716-638-5437 work: 716-722-7439 recorder.

PARTING OUT: '47 415C-D. Metal wings. No corrosion. C-85-12 w/new mags. 950 SFREM. Landing gear, tail feathers, much more. Call L.C. Hebert after 6PM 318-668-4253.

FOR SALE: 1947 Ercoupe 415 CD Ser. 4745, N94638, metal wings, no corrosion. 950 hrs total time, 85 HP, all A/Ds, licensed to 7-89, new airtex seats, STS model AV7600 VOR radio, landing lights, beacon, \$7,500. Bill Michael, Annapolis, MD 301-757-5826.

WANTED: Ercoupes for salvage. Any condition, with or without engines. Will Pick Up. Jim 813-485-5454

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Aviation Singles is a new singles service devoting itself to those interested in aircraft. If you want to receive a FREE copy of their newsletter send a SASE to Aviation Singles, P.O. Box 551, East Hanover, NJ 07936.

LOST AND FOUND

Found at the EOC national Convention one ladies watch. It was left in the ladies room in the dorm. Found a camera, it was left at the EOC table in the type club tent at Oshkosh. Both of these items are in the possession of Shirley Brittan, 2070 Hwy 92, Hillside Estates, Ackworth, IA 50001

WELCOME FIELD

David and Carole Sindelar, 40 Sulfur Spring Church Rd., Franklin KY 42134 (502) 586-9071 sent me a note that they are now operating Welcome Field. They said that they have 80 oct. gas and welcome all members to stop by and visit. Welcome Field was formerly Whak Field. For you Loran buffs that is 36-42-40 N and 86-40-15 W.

Operational Engineering

Service Notes : Ercoupe

A POPULAR two-placer in the private-plane field is the easy-to-fly *Ercoupe*, the all-metal no-spin airplane powered by 75-hp Continental engine. For owners and operators of this airplane, SKYWAYS herein offers service tips to aid in the maintenance and up-keep of their airplanes. Properly looked after, the *Ercoupe* offers many happy hours of trouble free and safe flying.

Fuel tanks: The *Ercoupe* has two wing tanks and a gravity-feed fuselage tank. Planes through serial No. 2622 originally had ternplate tanks (soft sheet steel with a surface coating of 80 per cent lead and 20 per cent tin) which were changed to stainless steel on the last 150 planes of the series. All replacement wing and fuselage tanks for this series have been stainless steel. *Ercoupe* No. 2623 and subsequent had aluminum wing and fuselage tanks installed, and while the aluminum and steel wing tanks are interchangeable, the fuselage tanks cannot be substituted for each other because of structural differences.

The importance of this lies in the fact that an *Ercoupe* equipped with a steel fuselage tank (five-gallon capacity) carries less gasoline than the plane equipped with an aluminum fuselage tank (six-gallon capacity), making a difference of one gallon in the total capacity since the wing tanks, whether aluminum or steel, each hold nine gallons, resulting in a total capacity of 23 gallons for the plane with a steel fuselage tank against 24 gallons for the aluminum fuselage tank combination.

The wing tanks form the leading edges of the wing roots and are filled through necks at their outer ends. Fuel is pumped by an engine-driven pump from the interconnected wing tanks to the fuselage tank and then is fed by gravity through a filter bowl to the carburetor. Remember: *Ercoupes* up to serial No. 2623 have 23 gallons total capacity; all after that serial have 24 gallons capacity.

Fuel quantity gauges: Gauge for the fuselage tank consists of a bent steel wire supported by a cork float, the wire sliding through an opening in the tank cap. Gauges for steel and aluminum tanks are not interchangeable because of the capacity difference. Gauge for steel wing tanks is similar to fuselage type and is located in right tank. Gauge for aluminum wing tanks is a swinging arm type using a cork float on a wire arm and this is located in the left tank. The indicating quadrant is visible through a window in the gauge plate.

Oil system: The left side of the hinged

engine cowling provides access to service oil at the left of the engine through the tank filler neck. The tank has a normal capacity of one gallon.

Hydraulic brake reservoir: Located on the bottom forward side of the firewall, should be kept full; service only with AN-VV-O-366b petroleum-base hydraulic fluid.

Hydraulic brakes: A Hayes brake using an expander tube and six brake shoe blocks to apply braking force to the wheel drum was used on *Ercoupes* 113 to 812, inclusive. All subsequent *Ercoupes* are equipped with Goodyear single disc brakes. Both types of brakes use the same master cylinder and tubing, except for a slight difference in line routing at the main gear. When new, each of the six blocks of the Hayes brake is 3/32 of an inch above the retaining spring slots, and may wear without loss of braking until the retaining spring becomes exposed to the drum, but it should be replaced before that, when a block has worn within about 1/32 of an inch of the spring slot. The Goodyear brake linings are .460-inch thick and both should be replaced when either lining measures less than 1/8 inch.

Nose landing gear: Generally unchanged since serial No. 113 it has had several minor modifications, but except for the first 10 postwar *Ercoupes* (to serial No. 123) there is complete interchangeability of installation. For complete details of modernization and rebuilding of a nose

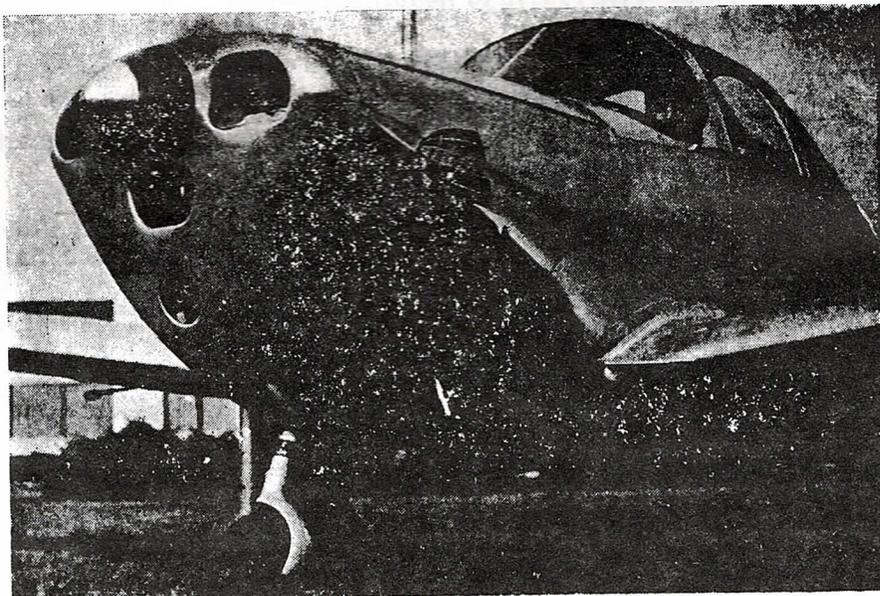
gear see the appropriate *Ercoupe* Service Memorandums. In normal position, plane at rest, approximately 3 to 3 1/4 inches of the strut cylinder should be exposed. Normal tire pressure for the 5.00 x 4 nose wheel tire is 20 pounds.

Main landing gear: *Ercoupes* up to serial No. 813 were outfitted with Hayes 7.00 x 4 main wheels and Lockheed (non-petroleum oil base) hydraulic fluid and natural rubber seals were used in the shock struts. Later planes (serial No. 813 and up) mounted Goodyear wheels and brakes with 6.00 x 6 tires and use AN-VV-O-366 petroleum-base hydraulic fluid in the shock struts, which have synthetic rubber seals. The two types of hydraulic fluids are emphatically not interchangeable, so users of the older *Ercoupes* have to be careful when replacing fluid to be sure to use the proper type. Mixed fluids will result in gumming and leaks due to breakdown of the seals. Each strut should be filled in its fully extended position with the bumper rubber on the gear arm removed and fluid level should be up to filler opening. Shock absorbers are rubber compression discs retained by cupped aluminum alloy plates which are cemented to the discs with Vulcalock cement. Normal tire pressure for Hayes 7.00 x 4 main wheels is 14 pounds; the Goodyear 6.00 x 6 takes 17 pounds.

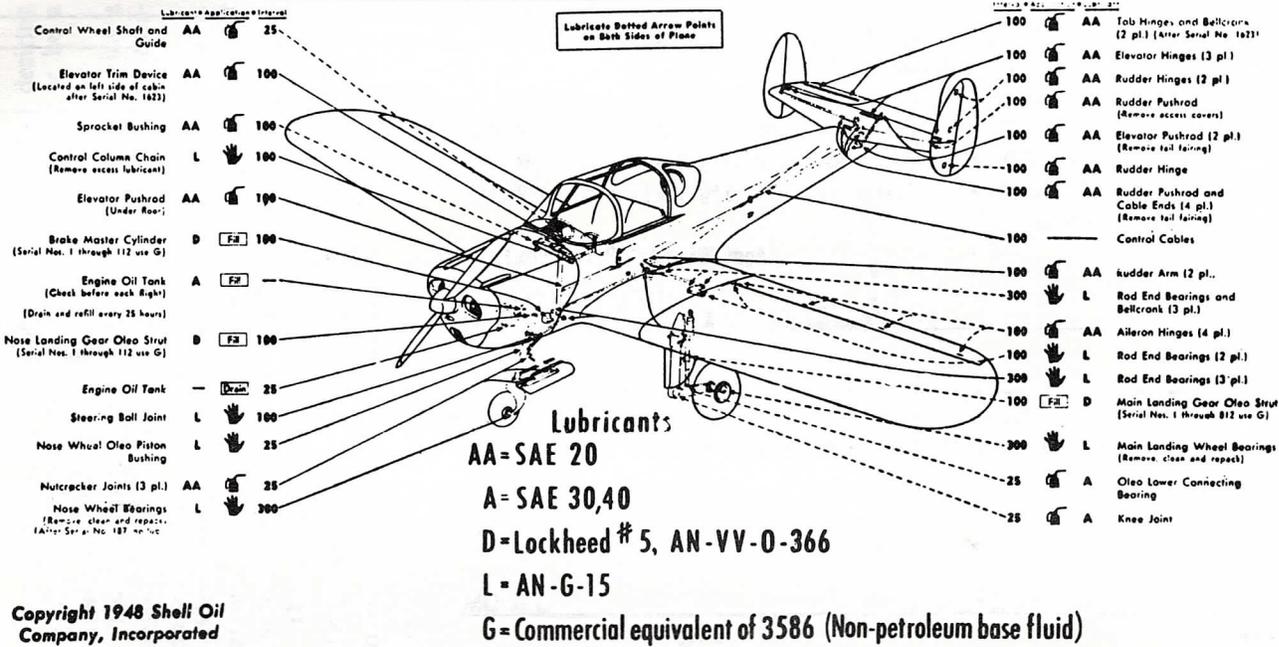
Battery servicing: The 12-volt, 24 ampere-hour Reading 24 RL non-spill battery is housed in a battery box under the right side of the baggage compartment in the fuselage. The electrolyte level in batteries having a horizontal level plate should be no higher than flush with the plate; in batteries without the plate, level should not be more than 1/4 inch above the separators.

General lubrication: See chart and accompanying list of lubricants and periodic inspections. When operating in dusty conditions wash all exposed bearings, except ball and rod end bearings, with kerosene or cleaning fluid and re-lubricate every 25 hours. Keep inner cylinder of nose gear strut wiped clean and dry.

MAINTENANCE costs of two-place *Ercoupe* will be low if owner heeds Manual information



PLANE MODEL	ENGINE		FUEL GRADE	Ground Temperature			TANK CAPACITIES	INTERVAL	APPLICATION
	MAKE	MODEL		Ground Temperature					
				Above 70 F.	70 F. to 20 F.	Below 20 F.			
415-C	Continental	C-75-12	80	80D (SAE 40)	65D (SAE 30)	55D (SAE 20)	Engine Oil—4 qt Fuel, Left—9 gal Fuel, Right—9 gal Fuel, Fuselage—5 gal *Serial No. 2623 and up—6 gal	25 25 Hours 100 100 Hours 300 300 Hours	Oil Can Hand



LUBRICATION CHART indicates key points on the Ercoupe that require periodic re-lubrication

Power Plant—Tips and Tolerances

Engine: The Continental Model C-75 installed in the 415-C delivers 76 bhp at 2275 rpm; static rpm with a standard wood propeller should be 2100 maximum. The Series 12 engine has an SAE No. 1 taper propeller shaft while the 12F has an SAE Type 1 flange for propeller mounting. The only difference in the two engine types is the propeller and spinner required for each. For alternate propeller installations, including automatic, and for spinner modifications, check Ercoupe Service Memorandums.

Oil system readings: Oil temperature range—90 degrees to 220 degrees. Oil pressure—10 psi to 40 psi, with 35 normal preferred.

Ignition system: Equipped with Eise-mann LA-4 magnetos and Champion unshielded C26 spark plugs or shielded C26S.

Engine idling: 650 rpm preferred. Adjustments should be made according to the Continental Service Manual, as should all other engine work and repairs that might be necessary.

Flight Controls—Tension and Travel

Ailerons: In any field repair of the ail-erons there is a possibility of some warp-ags of the trailing edge; 1/8 inch of mis-alignment of the trailing edge at the wing tip is permissible. In neutral, both ailerons should fair with the center section trail-ing edge. Adjustment of ailerons and con-trols: Re-adjustments must follow direc-tions outlined in the Ercoupe Service Man-

ual. With tail depressed and nose wheel clear of ground to allow linked nose wheel freedom of movement, with cockpit control wheel thrown 90 degrees, the ailerons should have a normal differential action of 20 degrees up and 10 degrees down.

Elevator control system: Cable tension —160 to 190 pounds. Travel—13 degrees up, 12 degrees down. Allowable tolerances are measured in inches from an up refer-ence mark (drilled hole on inboard skin of rudder on serial No. 2123 and subse-quent), plus or minus 1/8 inch, while down travel is 2 1/2 inches, plus or minus 1/8 inch.

Rudder control system: With system in neutral, cables should have tension of 60 to 70 pounds. Travel—with control wheel at maximum (150 degrees) outward ruder deflection should be 20 degrees and inward deflection three degrees.

Caution: Modification improvements in various parts of the Ercoupe control system at different production periods resulted in changes in methods of trim and surface control adjustments on planes which have these modifications, largely in the elevator trim system. For maximum operational utility and safety, necessary adjustments should be made only by fac-tory approved service operators.

General:

Many maintenance tips and directions not included in the Ercoupe Service Manual are part of Ercoupe Service Mem-orandums and these are designated in the Manual. A master list of production modifications made on all Ercoupe 415-C airplanes is included in the Manual. Fol-lowing is partial list of some important

changes, with the factory serial number of the plane on which each became effective.

Elevator trim device changed from bungees on control column to spring on elevator—213. Engine oil cooler removed as necessary only in extremely hot climates —233 (kit available to re-install on any plane when found necessary). Wheels and brakes changed from Hayes to Good-year—813. Engine side cowling reinforced and hinge made interchangeable—1122. Elevator trim changed from spring on elevator controls to servo tab on right side of elevator trailing edge—1623. Fuse-lage tank material changed from ternplate to stainless steel—2469. Engine cowling fasteners changed from Dzus to Camloc—2623. Fuselage and wing fuel tanks changed to aluminum—2623. Adjustable nose gear push rod used—4140. First Model 415-D—4424.

All repairs, adjustments and replace-ments that are other than routine, must be made by or under the direction of a licensed A & E according to the CAR's. The manufacturers of the Ercoupe sug-gest that for all service, alterations and repairs made on the Ercoupe, refer-ence should be made to the company's Service Manual, Service Memorandums, the Con-tinental Service Manual for the engine and CAM 18 for structural maintenance, repair or alteration.

Any particular problem concerning maintenance or operation of the Ercoupe should be submitted to Sanders Aviation, Inc., world-wide distributor for the Ercoupe, at Riverdale, Maryland, or to the local Ercoupe service dealer.

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 hours hours days
 1. _____ [] [] [] [] [] [] [] If necessary, use the space
 below for additional pilots.
 2. _____ [] [] [] [] [] [] []

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 _____
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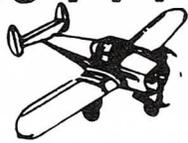
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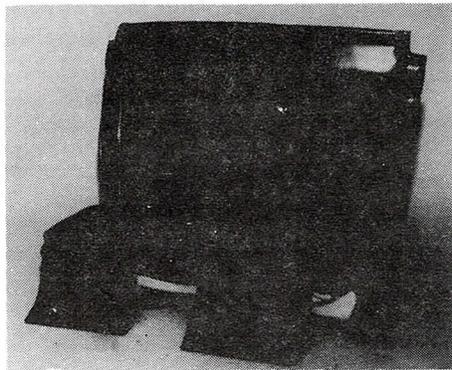
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