

# Coupe Capers

**ERCOUPE OWNERS CLUB  
MONTHLY MAGAZINE**

Volume 27, No. 2

February 1998

## A Vision

Flying cross-country down Florida way,  
Hoping to land at Tampa Bay,  
I entered a storm cell by accident.  
Twisting and turning until I was spent.  
Hail and rain my Ercoupe absorbed.  
Myself and passenger, far from bored.  
Flying into this storm was a big mistake,  
How much of this can my Ercoupe take?  
I prayed for help - someone please!  
To get out of this storm all in one piece.  
A vision appeared in my plane's windscreen,  
Tall and thin with patience serene.  
Within my headphones he spoke to me,  
"Relax and fly, I'll take care of thee".  
"I designed this aircraft for people like you  
Strong and stout with visibility, too".  
What seemed like hours in turbulence,  
I was going to get yet another chance.  
I exited that cell at flight level five,  
thankful to him, I was still alive.  
I heard him again in my headphones so clear,  
"You're safe now, you have nothing to fear".  
An airport now was within my reach,  
Waiting just below was Vero Beach.  
I learned a lot while in that soup.  
Thankful I was flying my Ercoupe,  
But who was this person who spoke to me.  
Tall and thin was all I could see.....

Gene G. Stinar  
Welch, MN

## Fly It Yourself

by Richard Thruelsen

*Will this aeronautical hybrid become tomorrow's Model T of the air?*

The sky was a clear cool blue, the fall sun pleasantly warm and the wind moderate from the west when the little silver plane lifted itself from the horizon. It circled lazily around Philadelphia's Municipal Airport and drifted quietly down to the end of the long east-west runway. No one heard the thunderclap as it touched the ground. But there was one; for private flying, in that instant, came of age. Here, in the first nonspinnable, single-control, fool-resistant airplane, was a promise of wings for all of us - arriving quietly and almost unannounced. Get ready today, groundlings, for tomorrow we fly.

A tanned man in brown tweeds climbed casually out of the cockpit and came across the runway. This was Henry A. Berliner, the business half of a two-man team which has produced the Ercoupe. The other half is Fred E. Weick, who has designed and developed this small, private-owner airplane which marks the longest stride yet taken toward giving the man in the street a pair of wings. Let's look at it, not as another airplane but as a new means of personal transportation.

The Ercoupe is a two-place, low-wing monoplane, all-metal except for its fabric-covered wings. It has what is known as a tricycle landing gear and a sixty-five-horsepower engine, a landing speed of 45 m.p.h., and a cruising range of 350 miles at approximately 105 m.p.h. This performance record, it should be added, is not exceptional, being matched by any one of the half dozen excel-lent light airplanes now being manufactured for the private flier. But within its shiny fuselage the Ercoupe has a bag of tricks which make it news to every groundling who ever wished for wings. For the Ercoupe will not fall into a tail spin - spins cause more than half of the fatal accidents in private flying - can be handled like an automobile on the ground, and has but a single control for flying. This combination of safety and simplicity of operation has earned for the ship the title of The Fool-proof Airplane. Let's call it fool-resistant and say it's as safe as anything which travels more than sixty miles an hour ever can be. In any case, the Ercoupe represents a new trend in aviation - a trend which will transform the magical art of flying into something very simple indeed. The best way to illustrate this is by taking you along for a flight in the little ship.

After the photographer had finished, Henry Berliner took charge. I climbed in behind the wheel while he spun the prop. The engine caught and he piled in beside me.

"All right, Thruelsen; you happen to be a pilot. The

N 2586G

1-800-AIR TOUCH  
\* 611



first thing I want you to do is to forget, if you can, everything you know about flying. I want you to act as though you'd never been behind the controls of a plane. I'm going to tell you what to do in order to take off, to fly and later to land. On the ground, handle her just as you would a car; in the air, handle her any way you like. There's the throttle at your right hand. The brake handle's under it. The wheel's in front of you. Turn it to go right or left for directional control, pull it toward you to climb and push it to go down. Now drive her out to the end of the runway."

And so, releasing the brake and opening the throttle, I did just that. The nose wheel, controlled by the wheel in my hands, took me wherever I wanted to go. At the end of the runway I stopped the Ercoupe with a pull on the brake. Then I turned the wheel to the right, gave the engine a burst and spun around in a circle. The green blinker in the control tower was giving me clearance. The runway stretched before me.

"Now open her up and drive her down the runway. She'll just about fly off herself at sixty miles an hour. When she feels light, pull the wheel back and climb her by the air-speed meter - about sixty. Go ahead, it's yours."

I pushed the throttle open. The motor roared. The ship started to move and picked up speed - fast. I sat there, loosely holding the wheel as I steered down the runway. The ship lightened; we were off the ground. Beside me, Berliner made a motion with his hand. I pulled the wheel back a trifle. The nose lifted against the sky and the ground dropped away from us. At the edge of the field we had three hundred feet and were climbing at sixty miles an hour.

At a thousand the air was cooler and the sun brighter. Berliner made another motion with his hands, and I pushed the wheel away from me. The nose dropped and we were flying straight and level. The air-speed read a hundred and ten.

"Pull back the throttle till that engine-speed indicator reads about twenty-one hundred revolutions....That's it. Now all you have to do is decide where you want to go."

That's how I took the machine off the ground. Possibly I make it sound too simple; I may unconsciously have used some of the flying ability I have acquired in conventional planes. But I doubt that. I tried not to - tried to do just what Berliner told me and nothing more. I'm convinced that anyone who can drive a car could have taken the ship off just as I did.

Beside me, Berliner was grinning. "Decided where you want to go?"

I suggested Camden airport. "It's closed now, but we can probably spot some landings."

"O.K. Know where it is?"

I pointed over my shoulder. Over there the white shafts of Philadelphia's midcity buildings were shining in the sun.

Tentatively, I turned the wheel to the right. The ship banked and swung around in a turn. I was headed toward Camden. I straightened her with a twist of the wheel. I began to feel a little foolish. Was this flying? Was this the art which required what the Army called, in my training days, "inherent flying ability"?

We climbed to fifteen hundred feet, crossed the city's edge and swung up the Delaware River. Independence Square was a patch of green on the left and I let the plane fly itself while I picked out my office window. Then another turn of the wheel and we were scudding over Camden's closely packed streets.

Over the Camden airport I stepped out of my role as

novice for a few minutes and put the little ship through its paces.

Closing the throttle and idling the engine, I pulled the nose up against the sky till we lost flying speed. For a moment we hung there, then the nose dropped slowly down across the horizon, and as we picked up speed, rose again to approximately level flight. The stall had lost us, perhaps, fifty feet of altitude. I tried it again, this time giving the wheel a hard turn at the top of the stall - an invitation to a tail spin. We swung away in a shallow turn.

I made a third and a fourth attempt, trying to induce that twisting, revolving, out-of-control dive which is the dread of all pilots. But this plane has been teased by experts and has never been spun. So I tried to commit the errors of inexperienced fliers the world over - too-shallow turns which result in a skid, and overly steep turns which end in a slipping, sidewise rush toward the ground. But the machine, with its single wheel control, foiled me. The "inherent flying ability" was built into its design and, despite my intentional errors in control, it went serenely on its way. The result was not pretty flying, to be sure, but it was safe flying.

I gave up. We were a thousand feet over Camden airport. Berliner was watching the scenery and looking smug. Below us, on the runways of the closed field, were painted the warning signs, CLOSED.

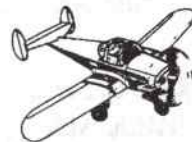
I received instructions: "Push the wheel and drop down to three hundred. Then circle the field until you're downwind, cut the engine and glide down till you hit the ground."

I circled the field just outside the boundaries. When one of the runways made a pathway into the wind, I pulled the throttle closed, turned the wheel till we were lined up with the strip and pointed the nose toward the ground. We drifted down, crossed over a small lake, a road and finally the boundary fence. I sat there, doing nothing, as the ground rose to meet us. The air-speed meter read sixty. An instant later we hit with a slight jar. After a short run I pulled on the brake and we stopped. Berliner was critical.

"Too good," he complained. "You forgot and instinctively leveled off a bit. I suppose that would be a natural reaction - even for a nonflier. This time I want you to come down and take your hands off the wheel when you're about twenty feet off the ground. Let her land herself."

I tried that. We hit with a jolt, but surely and solidly, and, once on the ground, we stayed there. Sitting on the runway with the engine idling, I reviewed the flight with Berliner, I had taken off, flown from here to there, and landed - all with but three simple instructions. I had been told when to pull the wheel back and climb after we had left the ground, when to put the wheel in neutral position for level flight, and when to cut throttle and point the nose in for a landing. The rest, including the slight wheel movements necessary to keep the wings level in normal flight, had been simply a matter of mechanical control, which would come naturally to any car driver.

*[reprinted through the courtesy of the Saturday Evening Post, December 21, 1940 - submitted by Gene Gagliardi, FL]*



(to be con't) □



# Main Landing Gear Overhaul

by Edd Smith, N67HS, Tampa, FL

I decided to overhaul the main landing gear (MLG) on the ALON A2a at 3,000 hours. Normally, with someone as deft as myself, the MLG would still be like brand new, even after 3,000 hours on the airframe. I say that, because as you could well guess, I've never pranged it, slammed it, dropped it, or even caused a screeching wail from the tires as they ever so gently touched grass, asphalt or concrete. But, I have let others have the joy of flying and landing the AIRCOUPE. That of course accounts for the play in the MLG, the flattened rubber doughnuts and the nearly collapsed shock struts that bottom out on those unimproved turf runways. So, with that in mind I ordered the parts for the whole works from SKYPORT SERVICES; new Bakelite bushings, new doughnuts and rubber cups to replace the "O" rings on the struts.

And, I can tell you, as with any project, there is a learning curve. Let me give you some of the points I found and maybe your learning curve won't be quite as high as mine. You'll get done quicker and stay cleaner.

1.) Before actually starting the project, remove the gear leg fairings and choose an efficient way to clean the entire strut leg of as much dirt and grime as possible. I used mineral oil with compressed air followed by a garden hose wash. It's always easier to work on a project that's clean.

2.) Inspect everything to be worked on; this is a good time to determine if any of the fasteners need to be replaced. After examining the main gear legs and attendant hardware, order everything at once; it will save time. Save more time by ordering the Bakelite bushings; with the gear apart, this is just the time to install new ones.

3.) Have plenty of rags ready to mop up any spilled hydraulic fluid when you remove the shock cylinder. I started by placing a large piece of clear plastic on the area where I was going to work, covered by a large sheet to sit on.

4.) If you jack up one side of the plane to do one MLG at a time, remember, make sure the plane doesn't have full wing tanks.

5.) Removing the donuts was as the directions stated;

the cap freely rotated and the snap ring was easily removed with two screwdrivers. A press is a lot easier to use than a vise when re-assembling the cap. Two long skinny screwdrivers and a third hand make the snap ring re-installation easier.

6.) Thoroughly clean out the oleo strut cylinder, this is especially important if reverting the strut system from the "O" ring seal to the rubber cup system. If there is a burr of any kind on the inner cylinder lip, it will, in all likelihood, tear the replacement rubber cup or ruin the "O" ring. Use your finger to feel the inside lip. Any rough spot will be apparent.

7.) Installing the round bakelit bushing into the MLG leg requires care and preparation so as not to tear or damage the Bakelite bushing material. It is a very close fit. I placed a thin layer of grease and then used the pin bolt as a guide to carefully drive the spacer into the gear leg.

8.) The two flat MLG bakelit washers, when well greased, slide easily between the bearing plates of the gear leg. Be careful when putting the gear stub and the lower wheel assembly together. The MLG pin bolt is a snug fit. Don't be too anxious to drive it with a hammer; rather make sure the bakelit knee joint washer is correctly lined up, then gently tap the knee joint pin into place.

9.) And last, but not least, or first, before starting, read the directions.

Working with your favorite A&P, or IA, get the log book out and make a notation outlining the work performed on the gear. □

## FAA 337 Remote Oil Filter

Charlie Nightingale, Farmville, VA

I am forwarding the following FAA 337, so that others may use as they desire.

I feel that this is a significant improvement over the original screen. A side benefit is a slight improvement in the oil temperature, which should help engine life.

(con't next pg)



|   |  |  |         |   |         |
|---|--|--|---------|---|---------|
|   |  | <b>MAJOR REPAIR AND ALTERATION</b><br>(Airframe, Powerplant, Propeller, or Appliance)  |         | Form Approved<br>OMB No. 2180-0020<br>For FAA Use Only  |         |
| INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 for subsequent revision thereof for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958). |  |  |         |   |         |
| 1. Aircraft   |  | Make: <b>Excoupe</b><br>Serial No.: <b>1448</b><br>Name (as shown on registration certificate): <b>Charles C. Nightingale</b>  |         | Model: <b>413C</b><br>Nationality and Registration Mark: <b>N94125</b><br>Address (as shown on registration certificate): <b>52 Woodland Drive, Farmville, VA 23901</b> |         |
| 2. Owner: <b>Charles C. Nightingale</b>   |  |  |         |   |         |
| THE DATA HEREON IS THE PROPERTY OF THE FEDERAL AVIATION ADMINISTRATION. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT PERMISSION IN WRITING FROM THE FEDERAL AVIATION ADMINISTRATION.                           |  |  |         |   |         |
| 3. Unit Identification: <b>61117288</b>   |  |  |         |   |         |
| Unit  |  | Make   | Model   | Serial No.  | 5. Type |
| AIRFRAME  |  | (As described in item 1 above)   |         |   | X       |
| POWERPLANT  |  | Continental  | C-75-12 | 1635-6-12   | X       |
| PROPELLER   |  |  |         |   |         |
| APPLIANCE   |  | Type   |         |   |         |
|   |  | Manufacturer   |         |   |         |
| A. Agency's Name and Address:   |  | B. Kind of Agency: <input checked="" type="checkbox"/> U.S. Certified Mechanic<br>Foreign Certified Mechanic: <input type="checkbox"/><br>Certified Repair Station: <input type="checkbox"/> |         |   |         |
| Sydnor C. Newman, Jr.<br>301 Third Avenue<br>Farmville, VA 23901  |  | C. Certificate #: <b>229322739</b>   |         |   |         |
| D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.                |  | Signature of Author: <i>[Signature]</i><br>Date: <b>6-6-97</b>   |         |   |         |
| 7. Approval for Return To Service:<br>Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected by the Administrator of the Federal Aviation Administration and is: <input type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED.   |  |  |         |   |         |
| BY: <input type="checkbox"/> FAA FLS Standards Inspector  |  | Manufacturer   |         | Inspection Authorization  |         |
| BY: <input type="checkbox"/> FAA Designee   |  | Repair Station   |         | Person Approved by Transport Canada Airworthiness Group   |         |
| Date of Approval or Rejection   |  | Designation No.  |         | Signature of Authorized Person  |         |

|   |  |
|---|--|
| <b>NOTICE</b><br>Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.  |  |
| 8. Description of Work Accomplished<br>(If more space is required, attach additional sheets. Identify with aircraft nationality and registration marks and date work completed.)<br>Installed Airwolf Filter Corp. Remote Oil Filter P/N AEC-K008 Kit 1/A/W STC #SA00079 NY. The Filter is mounted to a 1/8" Aluminum Plate and is secured to the engine mount by 4 Adell #DC-10 clamps and 4 MS35204 machine screws and AN63-1032 nuts.<br>All work and material done 1/A/W AC43.13-1A and 2A.<br>See log book for updated weight and balance. |  |
|   |  |
| END   |  |
| <input type="checkbox"/> Additional Sheets Are Attached   |  |



## Coupe St. Patrick's Day Fly-in Saturday, March 14, 1998



Cannon Creek Airpark  
near Lake City, FL - next to I-75  
3000+ paved N-S runway and grass E-W runway  
GPS = N 30 09.05, W 082 40.12  
Unicom = 123.0, F.B.O. service nearby

*Airpark encompasses private homes and beautiful parklands.*

9:00 AM - Fly-in officially opens - Bkft. till 10:00 AM  
registering of guests and Coupes - review of  
Coupes (Russian AN2 & other unique aircraft)

12:00 Noon - Lunch at the airpark

Speaker: Eileen Wright

"Tripping in an Aircoupe from a Woman's Viewpoint".  
Excellent and witty speaker.

Display: Roy Wright's self-developed Alon autopilot &  
his ultralight.

THIS IS OUR 1ST NORTH FLORIDA FLY-IN. WE HOPE  
TO SEE A LOT OF FOLKS FROM GEORGIA & ALABAMA  
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Clean inexpensive hotels located near Cannon Airpark.  
INFO: Harv Readey, Reg 12 Wing Leader - 407-855-7886  
Internet - HReadey@a01.com



## The Arkansas Picnic

is back

Same Picnic - Different Location

**Come One - Come All  
to Batesville, Arkansas [BXV]  
September 24-27, 1998**



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Info: Call 870-793-9226**

## It's Coupe Time Again

by Ed Minor, Kings Mtn, NC

I have been an ardent admirer of the Coupe all my life. As a small boy down in Sandersville, Georgia I saw an Ercoupe for the very first time and fell in love with it instantly .... a romance that's still going strong.

In 1966 I purchased my first airplane N99558, a 1946 Ercoupe 415 D. Since then I've owned another 415 and an Alon. A month ago I flew out to Wichita, KS and picked up my fourth Coupe, this time a pristine 1966 Alon. I purchased it, knowing it was at TBO with 1810 TTSN. The airframe was just absolutely perfect without blemish, dings, damage history or corrosion. It has a very clean interior, good glass, KX-155, Apollo Flybuddy GPS, Transponder w/encoder, panel mount intercom and an Audio Panel. It also has the Kenny gear and wheel fairings and the original style trading-link gear.

I've been very fortunate over the years having owned twenty different aircraft of varying types. Lets see, there were the 4 Coupes, 3 Hatz Bi-Planes, 1 7KCAB Citabria, 1 Grumman Cheeta, 1 Aerospatiale Rally 150 ST, 1 7AC Champ, 1 Piper PA-22-20 (taildragger version), 3 Varga Kachinas with the last one of those a taildragger version, 4 Grumman Yankees (two of them were 150 H.P. conversions and one of those was a taildragger version). That taildraggin' Yankee was a handful! I have gained the reputation around these parts, among my fellow flying buddies at least, as one who doesn't hang-on to airplanes very long before going on to something else. Of course, in my mind each time I would get a new plane, it was always going to be the "keeper".

Last February I lost my medical certificate due to some mild heart problems, but was re-instated last month. That got my attention real fast, believe me. I began to re-assess my life style somewhat .... I suppose most everyone does that when you are faced with what could be serious medical difficulty. I realized that, although I had been very active in aviation, I was actually taking a lot of it for granted. When I gained my medical certification back I decided to go back to the roots of my love affair with airplanes and start over again. That's when I decided it was time to get back into a Coupe again .... and oh, by the way .... this one's definitely a "keeper".



Now I've got a good dependable airframe, and I've already made arrangements to have the engine overhauled as soon as possible. Which brings me to a question for some of the Coupe Gurus out there: What can I do to increase the horse power and performance of the C-90 engine. I've heard you can go to an 0-200 STC conversion and that there are ways to beef-up the 0-200 to about 115-120 hp, but I would rather beef-up the C-90 if possible. Sure would appreciate hearing from you guys (or gals) on this.

Right now the Alon is based at Shelby, NC (EHO). When the major is done and the prop re-pitched to a "climb" pitch, I'll move it to Simmons Airfield at Polkville, NC ... (12 miles up the road from Shelby,) Simmons Airfield ... lovingly referred to as Polkville International, is 1700 feet of smooth grass and most of all has hanger space, which isn't available at Shelby (except to the well-heeled doctors, lawyers and Indian chiefs.)

It's also the home of my good friend and I.A. Bob Cabaniss, who will do the major on my engine. He just completed building his own personal pocket rocket, an absolutely gorgeous maroon RV-4. Bob is quite familiar with the coupe line and I feel very comfortable with him working on my pride and joy (Alon).

Next Spring I really look forward to attending several of the fly-ins around the North and South Carolina area in my "brand new Alon (but still a coupe)". Hope to see a lot of you members out there. Let me hear from you. My phone number is 704-487-0210. My e-mail address is [www.telemsg.com](mailto:www.telemsg.com). Blue skies.....Yall! □



## The Arizona Coupe Group Invites you to the 1998 Wing Ding March 27-29, 1998 Casa Grande, Arizona

- Pool Party
- Aerial Events
- Pilot and Owners Seminar
- Activities for the ladies
- Door Prizes
- Banquet and Awards
- Shuttle from airport to the hotel

Wing Ding headquarters and banquet will be at the Holiday Inn, Casa Grande, Arizona. Special group rate for Ercoupe folks of \$65 per night plus tax. For hotel reservations call the Holiday Inn direct at 520-426-3500. Be sure and mention the Arizona Coupe Group to obtain the special rate. Budget accommodations also available at the Boots and Saddle Motel 520-421-2020 from \$28.95 plus tax. For advanced registration or information call: JoAn Cooper (602) 582-8876, Chuck McKinnie (602) 933-7915, or John Walden (602) 497-9358. Or, e-mail to [cmckinnie@woldnet.att.net](mailto:cmckinnie@woldnet.att.net). Make your reservations early!

Keep up with Ercoupe happenings in the Southwest!

### Subscribe to the Arizona Coupe Group Newsletter \$7.00 per year

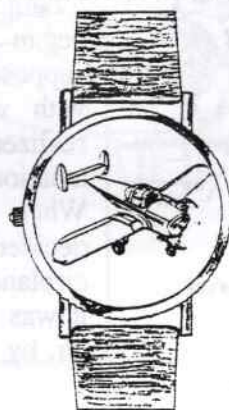
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## A Christmas Parade

by Jim Mayhall, Cherokee Village, AR

Every year the small town of Hardy, Ar. (population 538) has a Christmas parade and people come from miles around to see it. This year's attendance was about 1000 plus a few hundred more in the parade. The parade lasted about an hour, had numerous floats, four marching bands, motorcycles, horses, antique cars, and one airplane.

I've always thought it would be nice to have an Aircoupe in a parade and mentioned this to friends who belong to an organization called "Pilots For Christ". They liked the idea and decided to use my Alon as their float.



It turned out to be a full days work but a lot of fun. We removed the wings, took the plane to Hardy, installed the wings, took it through the parade route down the main street of Hardy, removed the wings, hauled it back to the Cherokee Village Airport, and reinstalled the wings.



Our float won second place, which was nice, but the best part was nobody got hurt, nothing got bent, and a good time was had by all. □

## The Ercoupe "Snowplow"

by Dick King, Red Hook, NY

I'm enclosing a couple of photos of an "Ercoupe" that is adorning (if that is the word) a business along one of the streets in the central business section of Kingston, NY. Only someone from New York would do this to an aeroplane. Blasphemy!



I'm a little perplexed (not by the snowplow) but because it has a single vertical fin and rudder. Did some of the later Alon's have a single tail? But if so, isn't the instrument panel of a very early Ercoupe?



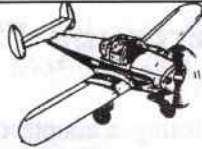
Martin Horan and I fly our Ercoupe (N99622) whenever we can. My two sons Matthew and Geoffrey have accumulated quite a few hours in it as well. If anyone in the Danbury, Conn. area needs to be checked out in an Ercoupe I am sure Geoffrey would be more than willing to do so (CFI).

My recently published book *The Skies Over Rhinebeck: A Pilot's Story*, 259 pp. (hardcover) is about my 35 years with Cole Palen at The Old Rhinebeck Aerodrome (where we keep N99622). If any EOC members would wish to purchase a copy they may do so by writing to The Rhinebeck Aviators Guild at RD1 Box 276G, Red Hook, NY 12571 and enclose a check or money order for \$45.00 plus \$5.00 S&H. If they would like it autographed, just have them say they saw it in Coupe Capers.

Stan Thomas is "right on" in the October Coupe Capers about Fred Weick and am appalled that his "contact" with the San Diego Air & Space Museum did not even reply. Bill Chana is also a personal friend of mine and I will follow up your plea to have Fred inducted, though they seem to have their process for election narrowed down. □



## Folded Wings



July 6, 1922 - December 19, 1997

Dale Elmer Willis

Hilltop Lakes, TX

Born in Wichita, KS, and served in the U. S. Air Force, where he was a prisoner of war in the European Theatre in WWII. He was a Mason and member of the Hilltop Lakes Chapel Choir.

W Richard G Duane - 1997

Long Valley, NJ

Richard and his wife Jeannine attended their first Ercoupe National at Kitty Hawk in 1996. He was pursuing his private license and was looking forward to flying a coupe. Jeannine said he was proud to be affiliated with the EOC.

James W Armstrong - 1997

Horse Shoe, NC

Ercoupe donated to Western North Carolina Air Museum, Hendersonville, NC

## Small Plane Ownership

by Melvin Shaffer, Richmond, VA

I am very much afraid that ownership of small planes is becoming too difficult and expensive for the average person and that the whole thing might diminish drastically over the next few years. There is nothing in sight to change this gloomy picture as I see it.

On the other hand the motor home or coach thing seems to be taking the place of the small plane, I just returned from a "drive in" in Vermont and New Hampshire where over 300 motor homes of a particular type (old) gathered.

From my vantage point as a Commissioner of the Richmond Airport and a member of several national and international governing boards related to air freight and air carrier, I can state with certainty that the industries emphasis is not on the private (personal) sector. This and the FAA are very much responsible for the decline in private aircraft.

I guess every dog has his day! □

## VFR NOT RECOMMENDED

by Jim Readmond

Let's see ... I've been flying since '72 ... yeah, coming up on 25 years now. As I sit here in the Billings Ridgeview Inn, I'm trying to remember how many times I've had to stop and wait for weather. There was that time for half-a-day at MacKenzie at the south end of "The Trench" on my way to Anchorage ... that may have been 10 or 12 years ago... I think it was in '92 that we woke up to freezing rain in Bismark. There were five of us in a 260 Comanche, all pilots. We were in good company on the ground that day though as even the King Airs and heavy iron were staying put. An MU2 came in with over an inch of ice still attached, and created quite a stir. Checking weather every hour, and reading old airplane magazines, we canceled the rest of our trip and returned home the following day.

There have been a few times when I should have listened to the briefer's "VFR not recommended," and stayed put. There have been plenty more when the weather man has said "VFR not recommended," and I spent the day in vain looking for a single cloud. Yesterday there was indeed violent weather within 300-400 miles of me in several directions. Last night was spent in Alexandria, Minnesota where a tornado touched down the day before. That same day Lead, South Dakota received 39.8" of snow in a 24-hour period to set a new state record. There were more tornadoes and thunder storms predicted south of my route by 200 miles in Kansas and Iowa. but I had smooth air and tail winds all day. I couldn't find a cloud.

This morning brought snow and freezing rain, one-quarter mile visibility, and only one call to the weatherman. I didn't need him to tell me to stay on the ground today.

I think I've discovered a trend over these past 25 years in getting weather briefings. It's this (and this is only my opinion): the slower and more basic the airplane you are flying, the quicker the briefer is to say, "VFR not recommended" to you. It's not an official discriminatory policy I'm sure, but I'll bet that on any given day I could call for a VFR Wx briefing and hear "VFR not recommended" more often if I claimed to be flying a Super Cub than if I told them "N55CC, PA24-260 Comanche". Often, even when I ask for a VFR Wx briefing, they'll ask if I am IFR capable - but rarely when I tell them I'm flying a Super Cub. They make the obvious assumption.

The real irony is that I'm a lot safer in marginal VFR when in my Super Cub than when I'm in the Comanche. I don't mind flying under low ceilings, as long as I can see my way clear to turn around at any time. And turn I will: before putting all my eggs in one basket and pushing on optimistically hoping things will improve just over the hill or around the next corner. What if they don't?

I was on my way to Alaska a few years ago when I crossed paths with five retired airline captains in an A36 Bonanza at White Horse. We fueled at the same time, then I left for Tok to clear customs. I flew direct, and they followed the highway. I heard them make several position reports while they gradually went around me. The ceiling kept getting lower and lower until I was 20 feet over the trees in smooth air with unlimited visibility. I could have turned around at any time, or turned in circles 'till the tanks ran dry, but I didn't even back off from cruise power. I had a road under me by then, good visibility, and plenty of fuel. I caught up with the Bonanza at Beaver Creek. They had wisely decided to call it a day until Tok's weather improved to IFR minimums. As I putted overhead they asked me for on-going weather reports while I continued on to Tok.

That Bonanza probably had 100,000 hours of  
(con't pg 9)



## Members Letters & Stories



### Member #1

Jack Samelson, Hartington, NE 68739

Seems to me, it was \$10.00 when I caught your ad in Trade-a-Plane some few years back. How long has it been? Some twenty-six plus years now. Wouldn't miss it for the world!

by Bill Shea, Binghamton, NY

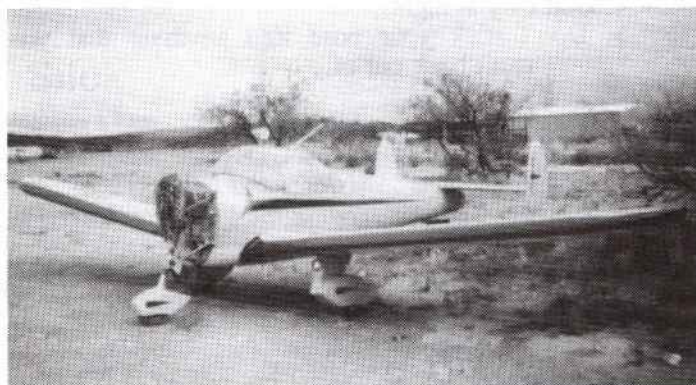
I took a new job as Commissioner of Aviation for Broome Co in Binghamton, NY. I live on the airport. Any Coupers flying my airport have a room to stay over night, a beer and hamburger!

by Dr Thomas Mosca, III, Gloucester, VA

Very proud of new Ph.D. and instrument ticket is next. Also adding instruments to 94403 now.

by Joseph Jenkins, Phoenix, AZ

It has been seven years since I sold my last coupe. I have had two Luscombes, a Piper Colt, Piper Tomahawk, but now I am back to a coupe.



I traded a partially completed Flybaby project for my new/old coupe. It is a '46 415-C converted to a 415-CD. Engine is off now to replace mount rubber and oil tank gasket and to service the exhaust.

by Jean Flaceliere, Brunoy, France

Reading Coupe Capers is always a pleasure for me, and also a lot of very important information about maintenance. A Happy New Year to all Coupe Capers members.

## Members #0001 - 0500

Carolyn Carden, Editor

Coupe Capers is in its twenty-seventh year this year and we have some members who have been with us almost since the beginning. I thought you would enjoy knowing some of their names and where they are from. We are honored by their faithful support of the Ercoupe all these years.

- 0001 - Jack Samelson - Hartington, NE
- 0002 - Dr/Mrs Barney Vincelette - Houston, DE
- 0007 - John Cadman - Vernon Rockville, CT
- 0103 - Stan Sessler - Niverville, NY
- 0114 - David Kenney - Palos Verdes Estates, CA
- 0134 - Perry Tanner - Harvey, IL
- 0150 - Jon Hiles - Yellow Springs, OH
- 0172 - Denver Jones - Roscommon, MI
- 0187 - Dale Busque - Andover, CT
- 0235 - Melvin Koontz - Salisbury, NC
- 0241 - Jimmie Hammond - Franklin, KY
- 0254 - Gerald Shenkman - Coral Gables, FL
- 0266 - Webster Fox - Oakland, ME
- 0272 - LaRoy/Eileen Wright - Lake City, FL
- 0319 - Mrs Dura Yost - Shermans Dale, PA
- 0349 - Donald Holmes - Percy, IL
- 0351 - Joe McCawley - Orlando, FL
- 0361 - Robert Hubbard - Clio, MI
- 0363 - Henry Taxis - Minneapolis, MN
- 0408 - Russell Stath - Crawfordsville, IN
- 0415 - Dennis Huntley - Bothell, WA
- 0416 - Minor Lyne - North Platte, NE
- 0450 - John Bryan - Columbiana, OH
- 0452 - Bennie Graves - Ann Arbor, MI
- 0486 - Eleanor Sharpe - New Port Richey, FL □

(con't from pg 8)

experience riding in it that day, and it showed when they elected to set down rather than continue on where one mistake could mean disaster. It takes a lot more room to turn a 200 m.p.h. Bonanza or Comanche around than it does a Super Cub at 40 m.p.h.

When I hear "VFR not recommended," I usually look outside. If the weather is to my liking here, I'll consider what the briefer has told me about current conditions along the way and go take a look. I don't like to deal with rain in low visibility conditions because my forward visibility is reduced drastically. I'll usually take a look for myself though. I can always turn around. I can turn around but, will I? ... will you? I'll never exceed My VFR minimums and feel good about it. I've never had to use the 3 C's I was taught in ground school (when all else fails in bad weather, Climb, Call, and Confess). That assumes somebody, somewhere can fix a problem that isn't theirs. If they can't fix it, I'd be the first one to know ... or if after climbing to "on top," I couldn't raise anyone to confess what a fix I'd gotten myself into - I'll bet those last hours and minutes it takes a Cub on top of an overcast to run out of gas seem like the beginning of eternity...

(POSTSCRIPT) At 7:00 a.m. this morning, the weather-  
(con't pg 11)



## Regional News



### Region 5

*Wisconsin Club News, Judi Matuscak, Newsletter*

We are now entering a new year which, hopefully, will bring lots of new flying adventures with your Coupe.

### December Meeting Review

Twenty members gathered at East Troy Airport on December 7, 1997 to celebrate the Holidays at our annual Christmas Party. The food consisted of sandwiches, chili and a special holiday cake for dessert. In true Ercoupe Club tradition, we dispensed with any business and commenced with lots of eating and friendly discussion.

Regular Monthly Meeting: 2nd Sunday of each month at East Troy Airport, 11:30 AM, bring a dish to pass.

### Region 8

*Arizona Club News, Chuck McKinnie, Newsletter*

### Christmas Party Report

We had a great turnout for the Christmas Party held at the McKinnie's complex club house. Twenty-nine folks showed bringing lots of delicious food.

### Tucson Fly-in

Bob Koger reports that three Coupes carrying five people made it to Ryan Field on Dec 14th for the gathering.

### Wing Ding Speaker Set

Captain Larry "Hoss" Pearson, USN Retired, has agreed to be our speaker. He is a Distinguished Graduate of the U.S. Naval Test Pilot School and was the leader of the Blue Angels for two years. His final assignment was at NAS Miramar, the home of the Navy's Top Gun School, where he was the Commanding Officer. Don't miss this speaker!

### Tips of the Month

Registration Stickers: A ladies hair dryer is an easy way to do it without damaging the surface of your airplane. Apply heat evenly to one edge of the sticker. While continuing to apply heat, carefully and slowly peel the sticker off the surface of your airplane. It's that easy!

Personal Safety Strobe (P/N 61-2506) - Radio Shack - \$19.95: It is a small strobe light that uses a "C" size alkaline battery and has a life of about six hours. The light emits a very bright flashing light and should be very visible. A valuable addition to anyone's auto or airplane emergency kit.

### Region 9

*Illinois News, John & Kathie Wright, Jr.*

The 1998 Ercoupe Nationals will be held at the Jacksonville Airport which is near Springfield, IL. The dates are June 4-7, 1998.

Hosting a National event is not an easy task, so if you live in the area be sure and contact John & Kathie to offer your help!

### Region 11

*Crosswinds Flying Club, Goldsby OK*

### Surprise Birthday

*Myles Newcomb - Blanchard, OK - Dec 1st*

The Channel 9 helicopter was here at David Jay Perry Apt to welcome Myles as he flew his Alon in from Pauls Valley.

He and a friend, Don Daily, had gone down there earlier and planned to fly in at 11AM. Well, Myles being the ever cautious pilot that he is, chose to defer due to the weather. As they got to the end of the runway and realized that they could hardly see the other end, Myles shut her down and said "no way Jose".

They drove back to David Jay Perry Apt at breakneck speed just in time to catch Copter 9 before it departed. Myles couldn't figure out why Don was in so much of a lather to get back to Goldsby. The whole thing was a big surprise for Myles.

On the 6PM news Myles gave out some of his philosophy for his long life as a pilot:

1. Know your capability.
2. Know your airplane's capability.
3. Don't fly in bad weather.
4. Don't fly at night.
5. Don't stick your nose into anything that you can't back out of.

Oh yes; Myles was 85 on his birthday!

*[Editor: Congratulations Myles and thanks to the Crosswinds Flying Club for sending me their newsletter.]*

### Region 12

*Florida News, Harv Readey, Wing Leader*

### 1st Northern Florida Fly-in

We are having our 1st Northern Florida Fly-in on St. Patrick's Day, March 14, 1998 at Cannon Creek Parkway near Lake City, FL.

We hope everyone will support this effort, especially our members in AL, GA and MS.



**Sun 'n Fun  
April 19-25, 1998**

### Ercoupe Seminar:

**Sunday, April 19th at 1:00 PM.**

□





## 1998 Fred E. Weick Endowed Scholarship - FUND RAISERS

**"Fly-About Adventures and the Ercoupe"**  
by Paul Prentice - \$15.00 each - 129 pg.

*adventures-pictures-analysis-panels-mods-ownership*

All proceeds to: Fred Weick Scholarship Fund  
Embry-Riddle Aeronautical University, Daytona Beach, FL

(Paul Prentice from Denton, TX has graciously donated these books to the EOC for use as a scholarship fund raiser.)

Contact: Mary Lou Gunson, EOC Supply Officer  
PO Box 306, Davenport, OK 74026. 918-377-2550

## 1976 - 1978 HINTS & TIPS

compiled by Skip Carden - \$5.00 each - 32 pg.

### How to Buy a Coupe - Fly a Coupe - Fix a Coupe

A collection of articles from Coupe Capers. This booklet contains a lot of valuable information on the Coupe.

All proceeds to: Fred Weick Scholarship Fund  
Embry-Riddle Aeronautical University, Daytona Beach, FL

(limited supply)

Contact: Mary Lou Gunson, EOC Supply Officer  
PO Box 306, Davenport, OK 74026. 918-377-2550



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(con't from pg 9)

man said "VFR not recommended," I could have spent another day in Ridgeview, except for the blinding sunlight streaming through my window. Head winds were forecast at between 13 and 30 knots at 9 and 12 thousand feet along my route. Mountain obscuration, turbulence, head winds, "VFR not recommended..."

I did see a cloud covering the top of one little peak to the south of me. My 10-12 knot tailwind held up all the way to the Columbia River where I encountered the first turbulence in this 589 mile trip. I'm glad I took a look this morning .... it was a gorgeous day of flying.

[The above was from an issue of the "Super Cub Newsletter".]

*I have heard this tale many times, especially in Florida, seems that VFR is almost never recommended in parts of Florida. I am sure you have heard stories like this and possibly experienced one or two of your own. -Skip* □

### COUPE CAPERS

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PO Box 15388, Durham, NC 27704

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Editor: Carolyn Carden

7263 Schooners Ct SW A-2, Ocean Isle Beach, NC 28469

Submission of articles for publication, ads, calendar items and events.

Ads Deadline: 10th of month preceding

Articles, Letters & Flyers Deadline: 2 months preceding

Membership: Carolyn Carden

7263 Schooners Ct SW A-2, Ocean Isle Beach, NC 28469

Dues, renewals, address changes, membership information.

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## MEMBERS' ADS Buy, Sell, Trade



Personal ads are free to all members of the Ercoupe Owners Club. NO COMMERCIAL ADS PLEASE! The cost to non-members is \$5.00 per month in advance. Repeat ads must be sent in each month. NO PHONE ADS! Ads must be received by 10th of month preceding publication.

### PLANES FOR SALE:

1946 Ercoupe, 415-C, 75 hp Cont., 2374 TT, 206.9 SMOH. All metal, double fork nosegear, landing lite. Empennage covers, engine cover, wing covers. All ADs, hangared, Xponder & intercom. Extended luggage compartment not installed. This is a good clean, nice flying machine. \$13,500. Call: 517-694-8172, MI.

1966 Alon A-2, N5686F, 2415 TTAE, 150 since 4 new complete assy Cont. cylinders, compression 78+. Recent "Jet Glow" paint & interior. Too much new to list. IFR capable Nav/com, Xponder w/Mode C, ADF, Loran, audio panel. This is a beautiful airplane. I've spent over \$27,000. restoring the aircraft to show condition. I've owned it 5 yrs and recently purchased a J-3 Cub. One must go! If you're looking for a "get in & fly without incident airplane", this is it (not a fixer upper). Please only serious buyers need call. \$22,500. Contact: Frank Cirino, Jr, Sullivan, IN. 812-268-0924.

1945 Piper J-C Cub, C-85, 150 hrs SMOH. McCawley prop, new lift struts, Ceconite covered. Always hangared. No show winner, but a very good dependable functional yellow Cub. \$21,000. Call: Frank Cirino, Jr, Sullivan, IN. 812-268-0924.

1970 Ercoupe M-10 Cadet, S#700045. Excellent condition inside & out. Well equipped. No reasonable offer refused. Asking \$27,500. 520-456-2286, AZ.

1948 415-E, 426 SMOH, 85 hp, King radio, Loran, GPS E model has cutaway horizontal stabilizer for extra cruising speed. Landing lights mounted on landing gear. New glass, new battery & rotating beacon. All ADs complied with, annual 5/13/97. Reduced to \$15,000. See Charley at Watsonville Aviation, CA. 408-722-8389.

1958 Ercoupe, Forney F-1, N7518C, C-90-12F, 1660 TT, 282 SMOH. All metal, dual fork, Cleveland wheels/brakes. White/blue/red pint and matching interior, canopy cover. AT150 Xpdr, AR850 Enc Xpdr due 5/99, annual due 5/98, compressions in 70's. Reduced to \$14,500. Contact: Wade Palmer, IL. 708-474-6073.

1946 415-CD, 90 hp, N2860H, S#3485, 1318 TTAF, 928 TTE, 19 STOH. All metal, all ADs complied with, no corrosion. Painted 5/95, 35 amp generator, dual fork nose wheel, bubble windshield, Cleveland brakes, Belleville spring gear. Canopy cover, landing light, strobe, large baggage compartment, Airtex interior. Mode-C enc/xpdr, full gyro panel, Marker beacon, Nav 14 VOR, Edo-Aire 720 Comm, MP, CAT volt-ammeter, King audio amplifier w/cabin speaker, King KR80 ADF. Annualled 6/97. \$14,600. firm. Call: Ron, PA. 717-464-9184.



### PARTS FOR SALE:

1946 415-C - engine mount - \$595.; horizontal/vertical stabilizer assy. - \$595.; metal nosebow - \$100.; prop spinner - \$50.; prop back plate - \$50.; bottom cowl - \$50.; sidecowl set - \$100.; uppercowl supports - \$40. Call: Walt, PA. 412-794-6747 or FL 904-424-9555.

1 pair of Ercoupe fabric wings in perfect condition, not covered, absolutely no corrosion. Comes with complete strobe set up, tips and fuselage lights, power supply, wings wired. Also included, single landing lights, both wings. \$3,000. Call: John, WI. 414-763-6100, eve.

Split elevator with trim tab, hinges, cockpit trim tab control assembly (not complete), all new - \$1,000. ; Narco/Com II B radio w/case, should be bench checked - \$250.; 3 fuel caps w/wire gauges & gaskets, fits 1 main & 2 wing tanks, good condition - \$40.; Grimes (red) rotating beacon, working - \$45.; Microsoft Flight Simulator software w/CD Rom installation for DOS, for fun, includes box, manual, CD disc & instructions, like new - \$35. Sensenich wooden prop, Des 72C44, S#65837, 85 hp, 2350 RPM, varnished w/red trim, brass leading edges & tips - Best Offer. All items plus shipping. Call: 605-642-2311, eve after 8PM, SD.

### WANTED:

Wheel pants for Ercoupe. Damaged & repairable OK. Call Bob Munch, FL. 407-768-0027.

Parts needed for Wisconsin Boy Scout Ercoupe restoration project: 85 hp engine cooling baffling, left inboard fuselage to wing fairing, clear or smoked bubble type windshield in very good condition. 720 channel Nav/com & 720 Nav/com w/glide slope.

I have 16 Boy Scouts taking their ground school & am looking to purchase a 2 place trainer, hopefully an Ercoupe, to be used as a club airplane.

Contact: Joe Scheibinger, WI. 920-929-9598 (mornings).

1946 Ercoupe 415-C to Alon, in license. I like the '48-E model with peddles. Contact: Glenn Puckett, PO Box 84, Water Valley, KY 42085. 502-355-2363.

### TRADE:

Airworthy 1960 Forney F1A with steel spring gear, 2064 TT, 864 SMOH. New paint, glass & beautiful new Alon style panel. This plane was used for Forney's 1961 advertising and is pictured many times in F. Saletri's "Touch of Class". Want to trade even for a GOOD Alon or M-10 project aircraft. Call: Jerry, GA. 706-342-7210.

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### PRODUCTS/MISCELLANEOUS:

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### "Aviation Manuals"

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Ercoupe material available: Oper & Main, 415-C; 415-C Parts manual, Forney parts manual, Ercoupe flight book, Service bulletins (set). Continental engine manuals, & Slick magneto manuals.

Contact: Lowell DePoy at Country Aire Aviation PO Box 28, Hardinsburg, IN 47125. 812-472-3749.





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# Calendar of Events

- Feb 1 - Reg 7, Cable upland-CCB, 10 + AM, Cable Cafe, So CA
- Feb 15 - Reg 8, 9:30AM, Payson, AZ
- Feb 21 - Reg 13, Bluffton-5G7, 12N, OH
- Mar 1 - Reg 10, SC Bkf Club, 9 + AM, Eagle Aviation-CAE, SC
- Mar 1 - Reg 7, Riverside Muni-RAL, 10 + AM, D&D Cafe, So CA
- Mar 14 - Reg 12, St Patrick's Day Fly-in, 9AM, Cannon Creek Airpark, FL
- Mar 15 - Reg 10, SC Bkf Club, 9 + AM, Cheraw-47J, SC
- Mar 20-21 - Reg 3, 3rd St Patrick's Fly-in & pancake bkf, Elma Apt, WA - Info: 360-482-2228
- Mar 21 - Reg 13, Plymouth-C65, 12N, IN
- Mar 27-29 - Reg 8, '98 Wing Ding, Casa Grande, AZ
- Mar 29 - Reg 10, SC Bkf Club, 9 + AM, Alan Smoak Field, St Mathews, SC
- Apr 5 - Reg 7, Corona Muni-AJO, 10 + AM, Bob's Apt Cafe, So CA
- Apr 12 - Reg 10, SC Bkf Club, 9 + AM, Spartanburg-SPA, SC
- Apr 18 - Reg 13, 12N, Coldwater-D96, MI
- Apr 19-25 - Reg 12, Sun 'n Fun, Lakeland, FL
- Upcoming:
- June 4-7 - Reg 9, EOC National Fly-in, Jacksonville Apt, near Springfield, IL
- Sept 24-27 - Reg 11, Arkansas Picnic, Batesville Reg Apt-BVX, AR

# Club jewelry & supplies

Available from Mary Lou Gunson, EOC Supply Officer  
PO Box 306, Davenport, OK 74026, 918-377-2550.  
All profits from sales go to the club treasury. Special thanks to Mary Lou for providing this service for the members and the club.

## Coupe Jewelry:

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- Gold Ercoupe tie tac (chain)...\$9.00
- Gold Ercoupe lapel pin...\$8.00
- Black fill Ercoupe lapel pin...\$8.00
- Gold USA stars & eagle Ercoupe pin, 1 1/2" x 1 1/2"...\$12.00
- Gold Ercoupe pin, jacket/hat, 1 1/2" long...\$8.00
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## Other club items available:

- Ercoupe plastic models, 7 1/2" wing span...\$10.00
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- Oval Club Decals...\$1.00
- Club Directory...\$3.00

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- Paint sheets...free

\*\*\*\*\*

## Back Issues & Gift Certificates:

(EOC Headquarters only - PO Box 15388, Durham, NC 27704)

- 1995-1996-1997 Coupe Capers - \$15.00 per yr. postpaid
- 1998 single issue Coupe Capers - \$2.50 ea. postpaid
- Gift Certificates

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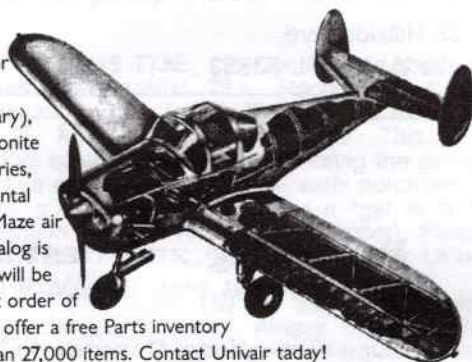


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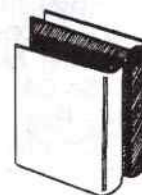
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## Ercoupe Archive Bowling Green State University, OH

CAC has 26 years of Ercoupe Owners Club material on file and also Fred Weick's material. For a small fee you can receive copies of any of the material in the Ercoupe Archive.

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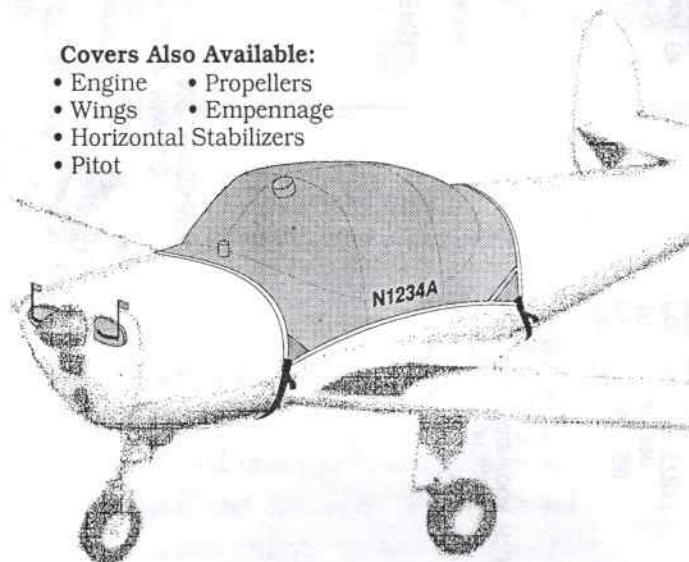
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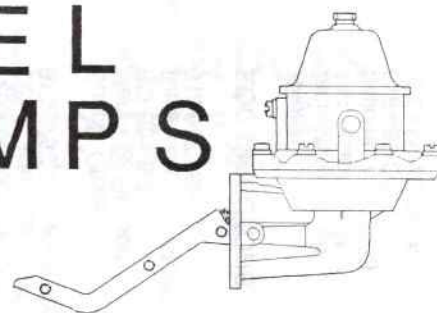
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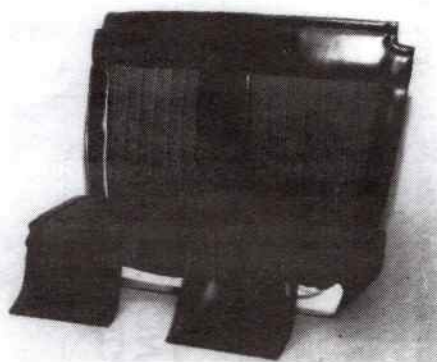
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