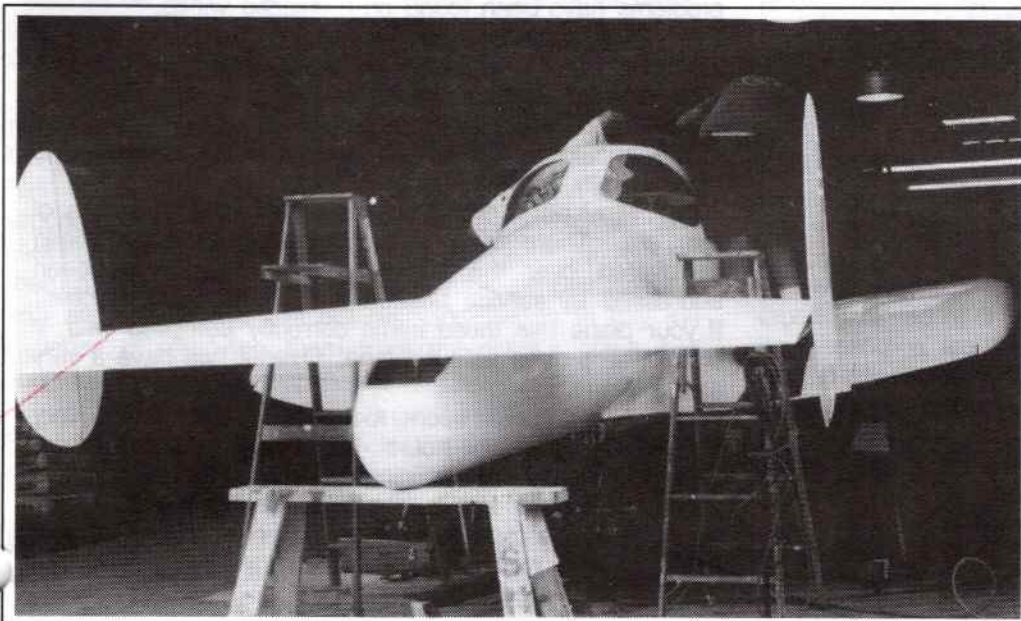


Coupe Capers

**ERCOUPE OWNERS CLUB
MONTHLY MAGAZINE**

Volume 27, No. 6

June 1998



The 415 "S" Simulator Project Rebirth

by Don Russell, FL

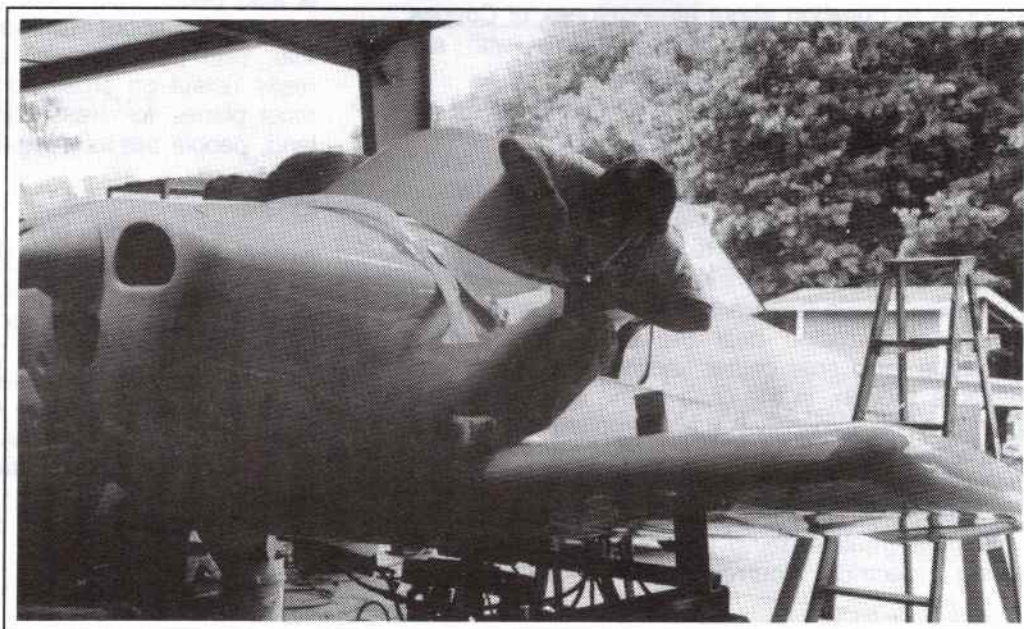
The family of Coupes is proud to add a new model to its foal, the 415-S (Stubby) simulator. The project is now in the maintenance shop of the Sun 'n Fun Museum. When finished it will be put in the Sun 'n Fun Museum, Lakeland, Florida for the use of all ages to try their hand at the wonderful world of flight.

MD. Dale Faux, Sun 'n Fun maintenance supervisor enlisted Jim Wright to head up "Project Rebirth" and to mount the resulting 415-S (Stubby) on a hydraulic system designed and built by Jerry Dunn. Joe Sutherland, Pat Groover, Ed Rockwell, Bob Palmateer and Don Archangel comprised the rest of the crew.

Of course, Ercoupe advisors, expert and otherwise were plentiful! Look for it in the museum and take a ride in "Stubby."

□

415-S was donated and transported to Sun 'n Fun by Ercouper Mal Burch of Stevensville,



Why buy a Coupe? And which one should you buy?

Compiled by Ed Burkhead, IL
[con't from May 1998 Capers]



Popular upgrades

Modifications that are popular are upgrades from the "C" to the "D" model, the large baggage compartment, Cleveland brakes (I personally consider this a high priority), instruments, radios, lorans, paint, wheel pants, and the "split" elevator (for improved handling, this is part of conversion to the "E" model).

According to an FAA specialist I talked to at Oshkosh, an airframe may be converted to be a different model only if it is explicitly allowed in the type certificate.

The conversion of Ercoupes serial number 113-4423 and 4500-4868 is explicitly allowed by Aircraft Specification A-787. (Numbers 4424-4499 are already D models.)

The FAA specialist also said that an aircraft may be converted to be "like model x" meaning that all things necessary have been done to make that plane a model x even though it can't really be a model x. In other words, while you can convert your C, CD or D to be "like model E," it isn't a model E. But for all practical purposes, you still get the increased safety of the split-elevator. Talk to your Flight Services District Office representatives (after first talking to local mechanics to find out which specialists normally approve changes and which ones normally reject changes).

Both C and D models are eligible for conversion to 85 hp engines. For model C, see A-718, section Engines and Engine Accessories, paragraph 110. For model D, see A-787, note 4. Conversion of model D Ercoupes can be done to a Continental O-200, 100 hp engine by paying for use of Skyport's STC (supplemental type certificate) and, of course, doing the FAA paperwork. Conversion to the O-200 for other models and other engine conversions would require that you persuade the local FAA representative to sign off on a one-time-STC.

Response to question about airworthiness of Coupes

I've not heard of any problems with airplane crashes from age, corrosion, or fatigue.

There was at least one airframe failure due to hidden damage to the wing (near the joint between the main spar and the tapering tip spar). This was addressed in Univair Service Bulletin #27 requiring installation of four inspection ports in the wing so this could be checked. [We now have to have thirty-two inspection ports in the wing.]

There have been a number of airframes grounded because of corrosion near the wing attachment points and on the main spar center section. These problems are repairable though, in the case of the spar center section, repair can be expensive (i.e. complete replacement of the spar center section if the corrosion is bad enough).

The wing spar attachment points (both on the wing side and the center section side) have the problem of dissimilar metals being joined - this acts as a battery causing electrical current flow which encourages

corrosion. There may be an interaction with sitting outside and having either rain moisture or mouse urine present. Most of our planes are not showing the problem - and it can be readily inspected.

Acidic mouse urine may eventually ground a bunch of planes for major repairs. Paying hangar fees can be the economical route to avoid costly repairs.

Any plane you buy should be carefully inspected for main and rear spar corrosion near those attachment points, in the center section (take out the floor boards and baggage compartments), and (perhaps) the horizontal stabilizer spar. This is especially true of Ercoupes with metalized wings! The worst corrosion problems have been found on metalized wings.

The aileron push rods should be tested with an ice-pick near the ends. If the ice-pick pushes through, replace them - it's not too expensive and might be safety critical. And, the control system behind the instrument panel should be carefully inspected. Again, this is economically repairable and is critical for safety.

Most other problems are common to all planes of the era. There are some things that have been discovered over the last 45+ years and have been addressed by service bulletin or airworthiness directive. If your plane has these items correctly complied with, it should be a quite safe airplane. Overall, we have a very safe airplane.

Few Coupes seem to have accumulated a very high number of flight hours - not many were owned for extended periods by training or rental operations. I've yet to knowingly see a Coupe with more than 3,600 hours. If your prospective Coupe has over this number of hours, please watch for (and keep the club posted on) any fatigue related problems.

Cross country travel

Are Coupes suitable for travel? I've been to the Atlantic Ocean, the Pacific, the Canadian border, Florida, and a lot of places in between. It's as good for cross country as any 100-108 mph plane.

It is better than most if you have a Coupe with no rudder pedals because you have much more leg room. It is also better than most because, with any Coupe, you can accept about 10 mph more crosswind component than with (for example) a Cessna 150 or 172 - that's really useful on cross country trips. It is far better than most planes for cross countries because, wherever you land, people are interested in the Coupes!

Prices

When you buy your Coupe, expect to pay \$15,000 up for a plane in excellent condition. \$10,000-14,000 may get you a perfect plane, if you get lucky, but most will have a value reducer like a mid-time engine or bad paint. Seven to nine thousand dollars may get you a fix-it-up before flying airplane.

It would be ideal to buy a plane that has been restored by one of the A&P or Als who restores Coupes as a hobby or professionally. If you buy one that hasn't been recently restored, (or even if it has) have it inspected carefully.

How far will your Coupe take you in an aviation career?

Pretty far, with one caveat. A Coupe is an airplane. It has a couple advantages - it can't spin or ground-loop, it's well behaved and it handles cross winds better than most planes.

If you are going to go professional, I'd suggest getting a Coupe with rudder pedals. The one problem you might encounter (this is the caveat), is that you might apply for a job with someone who doesn't really know anything about Coupes but who heard misinformation in the hangar, decades ago. That person might not respect your 1,000 hours of Coupe time as much as he would Cessna 150 time. On the other hand, you might run into one of many former (or current) Coupe owners or fliers and get the job automatically.

An aside: Fred Weick told me that he expected to sell a lot of the Coupes with rudder pedals. They are an OK part of the design. If you find the ideal plane, and it has no pedals, you should be able to buy a kit for around \$700. They are available from Univair and Skypoint and from people who might want to remove them from their planes so they can have simpler controls and more leg-room. Put out an add offering to pay the expense of removing them from the seller's plane and you may get several responses.

The Coupe can make a good instrument platform, I'm told by very experienced instrument pilots. It would be a good plane for building time in your logbook.

How long will you want to keep your Coupe?

That one is easy - forever. Sure, as you get rich you'll want to get a Cherokee-6 or a Cessna P-210 or an Aero Commander or Citation - but you'll still want to keep your Coupe for the sheer fun-of-flying. That's just the way it is.

Good luck in finding a Coupe - we'll look forward to seeing you often. -End-

[Next month Pre-purchase Inspection article.] □



ISAM International Sport Aviation Museum

by Skip Carden

While at Sun 'n Fun Carolyn and I had the opportunity to attend the kick off dinner for the ISAM (International Sport Aviation Museum) which is the new official name of the Sun 'n Fun Museum.

They are embarking on a very ambitious program to expand the museum and make it one of the outstanding museums in the country. They have so many planes and material that they cannot display it all in their present quarters. (con't pg 4)

Ercoupe 'n Fun '98

by Joe McCawley, FL and Carolyn Carden, NC

Another successful Sun 'n Fun has come and gone and EOC was well represented. Eighty-five Coupers registered at our table in the Type Club Tent this year.



Jim Palmer, Frank Glynn, Carolyn Carden & Bob Mellinger at registration table.

The week was full of SUN and FUN, with the exception of a short period of rain, even though the weather across the upper 48 was filled with storms. Sincere thanks to all who manned the table: Don Russell, John Wright, Jr, John Wright, Sr, Marv & Ruth Dunlap, Wayne Eleazer, Gene Gagliardi, Frank Glenn, Jim Palmer, Carolyn Carden and last, but not least, Bob Mellinger. Bob hauled all the supplies from my house to Lakeland, set up the table, helped man it and then brought the remainder back to me. If we've missed recognizing someone who helped please accept our thanks.



Bob Mellinger - lunch anyone?

Unfortunately on Sunday there was a midair crash at an air show in neighboring Kissimmee. Two members of the Red Baron stunt team collided and crashed killing both pilots. There were several fender benders at Sun 'n Fun mostly due to strong cross winds. Later in the week an ultralight pilot was also killed in a crash.

Skip Carden and John Wright, Sr. led the Sunday EOC seminar. It was well attended with over 50 present. Note of importance discussed: The FAA is becoming more and more aggressive about paper work. Be aware that you MUST have a 337 and proper log book entry for ALL items on your plane. Just because it went through the last annual is no guarantee that all of the paper work is in order. Take an evening to check it yourself and verify that it is correct or you may find yourself grounded. Several door prizes were also awarded.



Full house at seminar.

Our annual banquet was held on Tuesday evening at the Red Barn Steak House with 58 in attendance. We filled the room and a few of us sat together at a table just outside. The food was excellent and the group voted to meet there again in '99. Skip Carden emceed and Rev. Jim Patterson led our invocation. Roy and Eileen Wright and Harv Readey handled the raffle tickets for prizes which raised \$149.00.

From the money we raised \$70 was sent to Embry-Riddle Aeronautical University to purchase two memorial bricks to go in a new university building. One reads - Fred E. Weick, Ercoupe Legend and the other - Dorothy Weick, Fred's Co-pilot. Some money is used to purchase gifts for future raffles and the remainder will go to the Fred E. Weick Memorial Scholarship Fund at ERAU.



Fellowship - Food! - Food! - Food!

Special thanks to our door prize contributors: *Skyport Services, Airtex Products (our own Don Stretch), Bill Coons and Skip Carden.*

I hope all of you who were at Sun 'n Fun paid a visit to the Museum where the EAA 7882 Fred Weick, Aviation Pioneer exhibit is displayed. Gene Gagliardi and his fellow Vero Beach EAA group have done a wonderful job with help from the Weick family and others to make a meaningful exhibit. This year the Coupe is on display and it is a beautiful restoration. If you're in Florida be sure and visit the museum at the Lakeland Airport.



Fred Weick exhibit.

FROM JOE: I want to express my personal appreciation for the two beautiful get well cards as I was unable to attend this year. Old pneumonia bug bit me! Thanks to all of you who called and visited me.

Carolyn: *Joe - We missed you to! Your smile, twinkling eyes and "humor" were sorely missed by all of us - even IMP (Joe's name for Liz Hester)!*

SEE YOU NEXT YEAR - April 11-17, 1999. □

ISAM

(con't from pg 3)

They have also been selected to house the Howard Hughes collection of aviation artifacts, including many items never seen by the public.

The museum has received several matching grants and contributions but still has a long way to go to realize their goal. I have a video that I will be glad to loan to be shown at your next aviation association or club meeting. It is a short presentation that outlines the goals of ISAM. If you would like to borrow it let me know. This is a worthwhile project and I would urge you to give it your support. □

Two-piece Venturi AD

98-01-06 Precision Airmotive Corporation:
Amendment 39-10270. docket 97-ANE-16.
Supersedes airworthiness directive (AD)
93-18-03, Amendment 39-8688.

Applicability: Precision Airmotive Corporation
(formerly Facet Aerospace products
Corporation and Marvel-Schebler Corporation)
Model MA-3, MA-3A, MA-3PA, MA-3SPA,
MA-4SPA carburetors installed on but not
limited to Textron Lycoming O-235, O-290, and
O-320 series engines, and Teledyne Continental
Motors A-65, A-75, C-75, C-85, C-90, C-115,
C-125, C-145, O-200 and O-300 series engines.

This incorporation by reference was approved
by the Director of the Federal Register in
accordance with 5 U.S.C. 552(a) and 1 CFR
part 51. Copies may be obtained from
Precision Airmotive Corporation, 3220 100th
Street SW, Building E, Everett, WA 98204;
telephone 206-353-8181, fax 206-348-3545.
This amendment became effective on February
13, 1998. □



MEMBERSHIP '98

*Regional Directors and Wing Leaders please take note
of these new members, add them to your list and
contact them for your events.*

Maynard Kealiher, 16342 E Hialeah Dr, Aurora, CO 80015
David Bailey, 51 Brookside Dr, Stratham, NH 03885
Jimmy Aderholdt, 816 Cedar Springs Rd, Weaver, AL 36277
William Klear, PO Box 916, Moss Beach, CA 94038
Ron Snyder, PO Box 437, Kettle Falls, WA 99141
Robert Lamarchina, 44-749 Malulani St, Kaneohe, HI 96744
Robert Anderson, PO Box 642, Deland, FL 32721
Dixie Shropshire, 7008 E Zimmerly St, Wichita, KS 67207
Robert Donelan, 934 Genine Dr, Glen Burnie, MD 21060
Stan Johnson, 4127 W Aster Dr, Phoenix, AZ 85029
Bruce Toscano, 18916 68th Ave NE Apt E205, Bothell, WA
98011
Ron Miller, 7 Hull St, Santa Rosa, CA 95401
Bill DuCharme, 2705 Jacques Ln, McKinney, TX 75070
Joseph Guntner, 2605 Orchard Ave, Ellicott City, MD 21043
John Kortus, 1243 South Blvd, Baraboo, WI 53913
Richard/Caroline Parks, 270 Airport Dr S, Summerland Key, FL
33042
Edward Feder, PO Box 351, New Gretna, NJ 08224
Gerald Beaudoin, 196 Rang St Charles, Havelock, Quebec J0S
2C0
Ken Shropshire, RR6, Smiths Falls, Ontario K7A 4S7
Donald Fulcher, 110 Circle Dr, Beaufort, NC 28516
Ray/Sue Maynard, 3 Kamian Ln, Cherokee Village, AR 72529
Ronald Klemens, 308 Scott Ave, Glenshaw, PA 15116
Robert Perry, 531 N 6th St, Jeannette, PA 15644 □

Protecting your Airplane Paint

by Skip Carden

Products tested and how they rated:

ASTRO SHIELD

It sells for around \$7 for a one quart can and will do the
average plane about 11/2 times. I found it at a local Phar-Mor
store, although most of the better auto stores should carry it. If
not contact Nord-Viscount Corp., Brooklyn, NY 11230.

I found Astro Shield reasonably easy to apply and
remove. The resulting finish has a high luster and is easy to
maintain. Outside in a Southern climate it seems to last around
6-8 months even after several washings with a strong detergent.
It repels water and appears to protect the paint from the ravages
of the sun.

Astro Shield also carries an Unconditional Guarantee if
you are not satisfied in every way. Return the unused portion
within 3 years for a full refund.

I rate this a good buy with good results and good
protection that is easy to keep and maintain.

PROTECT ALL

It sells for \$9.95 for a 16 oz spray bottle. It can be
found at most RV dealers and in some auto and boat stores.

I found Protect All very temperamental to apply. It did
produce a shine and a smooth feeling but within several weeks
and one washing it had disappeared. If you want a do all
product then this might work for you. I found it expensive
because it took between 3-4 bottles to do an average plane.

The results were far from what was promised, hard to
apply and remove, left streaks and had short term protection.

SUPER GLAZE

This product is available from Wings West,
1-800-540-9645, and sells for \$19.95 for a 16 oz bottle which
should be enough for at least two applications.

Super Glaze is a petroleum based product which
penetrates the paint and forms a clear coat protection which is
anti-static. It has a hard smooth finish.

It is the easiest to apply and remove and had the best
results so far. They claim that it will last for a year. I don't
know whether that is outside or not, but so far it seems to be
holding up very well. It can also be applied in extreme
temperatures with good results.

My Picks!

SUPER GLAZE or ASTRO SHIELD.

SUPER CLEAN

Super Clean is a companion product from Wings West.
It is a great bio-degradable degreaser. It mixes with water and
then you put it in a spray bottle to touch up your plane and
remove bugs.

This has to be the greatest bug remover invented.
Simply spray on the bugs and let stand a minute or two and
wipe or hose them off. You can even see them dissolving and
running down the wing.

It should make a great wash solution for the plane. I
haven't used it yet for this purpose, but from what I have seen
it should make short work of the jet crud, etc.

Questions: Call the Wings West toll free number and
ask for Mike and he will be glad to answer your questions.

*[Hope this gives you a little insight into some waxes and what
will work best for you and your plane.]* □

Region 10 Party in Petersburg

Get ready for the second annual Virginia State EAA Fly-in, June 27-28, at Petersburg Municipal Airport in Petersburg, Virginia. There will be a variety of workshops, forums and commercial exhibits slated for both days.

Forums will run from 10 am to 3 pm, and attending the Richmond FSDO safety symposium fulfills one of the requirements of the Pilot Proficiency Award program, or Wings Program.

Arrival Procedures: The arrival procedures recommend that aircraft fly to the town of Dinwiddie 8.5 nm southwest of the airport, proceed inbound to PTB at 1,200 ft MSL by following I-85 to the NE while monitoring 122.7. Abeam the two small lakes and a drag strip on the west side of I-85, adjust to traffic pattern altitude of 993 ft MSL and enter downwind leg for Runway 23. Runway 14/32 will be closed. Be alert for intermittent glider flights in the pattern and on the active runway. Ultralight and powered parachutes will be active at the north end of Runway UL32 on a temporary grass strip.

OTHER EVENTS:

The Virginia Science Museum Air Mobile with its flight simulator and radio controlled model demonstrations. Sunday will feature a pancake breakfast from 8-11 am. Food services will be on the field each day. Accommodation are planned for RV and under-the-wing camping.

****[Take Note:** The EOC Ercoupes have been invited to participate in this event. Be sure and come on Sunday, June 28th for the day and enjoy the Pancake Breakfast and the Ercoupe Forum at 11:00 am. Don't forget to put Ercoupe Club in your airplane window so that all Coupes can be parked together. Hope to see a great turn out of twin tails!]

COME ONE! COME ALL!

Ercoupe Region 10 Fly-in

June 27-28, 1998

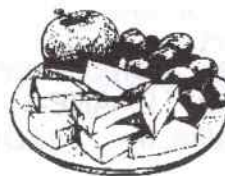
Petersburg Municipal Airport - PTB
Petersburg, VA

in conjunction with
2nd Virginia Regional EAA Fly-in

Ercoupe Forum:

Sunday, June 28th at 11:00 am

Parking: Put Ercoupe Club in plane window and all planes will be parked together.



EOC Banquet

at

EAA Int'l Fly-in, Oshkosh, WI

Saturday, August 1, 1998
Mulligan's (Westhaven Golf Club)
1400 Westhaven Dr., Oshkosh

Cocktails - 6:00pm - Dinner - 7:00pm

\$14.00 adults - \$7.00 children

Menu: Family style - Fried chicken & Tenderloin tips,
mashed potatoes, gravy, bread dressing, fresh
vegetable, tossed salad, rolls & butter, coffee, iced tea or
milk and dessert.

Sign Up: EOC booth in Type Club Tent
(directions at booth). People who need transportation -
bus leaves main gate at 5:30pm

SIXTH ANNUAL OSHKOSH ERCOUCPE GROUP FLY-IN!

SUNDAY, JULY 26, 1998

DEPART FROM BURLINGTON, WI

C52, LAT. 42-41.3 N, LONG. 88-18.0 W
BRIEFING AT 1230 HRS, CDT
WHEELS UP AT 1300 HRS

FOR THE LAST FIVE SUMMERS A GROUP OF ERCOUPES FLEW
TOGETHER INTO THE EAA CONVENTION AND PARKED TOGETHER.
EVERYONE WHO FLEW IN SAID IT WAS GREAT, AND PEOPLE ON THE
GROUND WERE REALLY IMPRESSED.

LET'S DO IT AGAIN!

BURLINGTON IS ABOUT 1 HOUR SOUTH OF OSHKOSH, NORTH OF
CHICAGO AND SOUTHWEST OF MILWAUKEE. SYD COHEN WILL GIVE
A DETAILED BRIEFING AT 12:30 PM AND HAND OUT INBOUND
PROCEDURE CARDS. WE WILL FLY IN TRAIL, ABOUT 500 FEET
APART, 1000 FEET AGL.

IF WE LAND TOGETHER, WE PARK TOGETHER.

JOIN US!

BE PART OF AN EXCITING EVENT!

FOR INFORMATION ABOUT MOTELS, ETC.

WRITE TO:
SYD COHEN
705 KENT STREET
WAUSAU, WI 54403-6933
OR CALL (715) 842-7814
OR E-MAIL scohen@pcpros.net

Blackie & Arden's Aerocoupe Restoration

by Marland Malzahn, WI

In the winter of 1961 a much younger Blackie and the student pilot of Antigo, Glen Risdoh, decided to take Glen's Aerocoupe for a hop around the patch and maybe town for no other reason except that the snowplows had a pretty good start at removing the foot of fresh snow off the airport.

They could get out easy enough and in a little while the whole airport would be as clear of snow as a July afternoon. There were a couple of plows going, and Walt Bury, the airport manager was shoveling out the gas pumps as they taxied out. It was a beautiful winter day. The twosome and their trusty craft were soon airborne and having a marvelous time flying around the Antigo flats. Well, as it goes, sooner or later, you have to come down and land somewhere...

The snowplows were gone off the airport so now it was time for Glen to impress the old boy on the field and prove that he had been paying attention during his lessons in his trusty Aerocoupe. Downwind, base, final, a real nice flair, and puff. Just like landing on a feather bed. Blackie even remarked on roll out. "Just like landing in feathers". That's when it happened.

Glen having not ever flown much around snow figured that the six inch small ridge of snow that he straddled was just snow. The fluffy stuff that you sweep off your wings before you go flying. Not this stuff ... It had been rolled around some by the snowplows and was now frozen to the runway like a bead of weld.

What happened next is only a guess. Either the nose gear or a main gear came into contact with the ridge of snow and before you could blink your eyes the Aerocoupe was stuck into the snowbank like a spear right up to the windshield with two very surprised passengers on board. This kind of a landing can just spoil your day real quick, not to mention a perfectly good Aerocoupe. Glen was real upset about it. Blackie felt kind of bad about it too though he was only a passenger. So, Blackie offered to buy the plane from Glen for the unheard of price of \$900 as is delivered to his yard.

Glen decided to sell the plane to Blackie and went to collect all the pieces and deliver them to Blackie's place. Guess what? Somehow they couldn't find all of the plane. Some of the pieces turned up missing. So, the deal fell through.

Walt Bury the Airport Manager/FBO bought the plane instead. Walt had the plane till he died and never fixed it. Rich VonLoh bought the plane from Walt Bury's estate and started to restore it. Rich had it for some years and one day in idle conversation at an EAA meeting he mentioned to Blackie that he was going to sell some of his toys and buy some of that domestic stuff around the house or whatever. Simply put he was at the moment, "airplane poor".

On a handshake the deal was closed and Blackie and Arden Krueger bought the plane and began to restore it about a year ago. The wings are all restored and recovered now. The tail has been done. Fuselage is done. Fuel tanks are all apart cleaned and ready to reseal and rivet. The nose gear is all rebuilt. Or should I say they saved the fork and valve cap off the nosewheel. Everything else is new. The mains are next. Blackie said the mains need work too, but, they mostly need money to get them up to specks. The engine is an 85 Continental and the plan is to pull the cylinders and have a look see. The carburetor has been rebuilt. The plane is past the taking apart stage and is now in the going back together stages. Blackie and Arden are hoping to be flying the plane next spring or summer. They will have an original 1946 Aerocoupe N2926H with only 680 hours on it, total time airframe and engine to take to Oshkosh. All polished and ready to take home a trophy.

Aerocoupe N2926H has finally tasted flight after 37 years on the ground, 7/16/97. With Syd Cohen and AI, Jack Chmiel working in the same hangar made the job fun. Jack Chmiel is tops and a great teacher.

N2926H now has 81 hrs, flies great and we hope to be at Oshkosh and Coupe fly-ins. Thanks to Arden Krueger, Syd Cohen, Jack Chmiel, this old boy Blackie Malzahn (81 yrs) enjoys flight more than ever. □

Memories from down South

by Percy Wood, OR, Reg. 3 Director

The March '98 issue of Capers brought some memories of our time down South. Please extend our fondest regards to Carolyn Pilaar of Carolyns' Flight Academy. When we were rotated out of Lynchburg, VA, for Greenville, SC, we could not bring our plane. It is too hard to pilot both a Cessna 150 and a U-Haul.

Anyway, we talked to people about getting it ferried. One night, we got a call from Carolyn. She was up east some where, and would be dead heading into LYH. I said that I would get the key to the Cessna and a head set up to her. We jumped in the car and screamed over to the Piedmont Air Freight office at Greenville/Spartanburg and dropped them off. The person assured us that it would be there.

Well, guess what. It didn't make it. So here is poor Carolyn, no key, getting dark and no way home. Since she has her A&P, she broke the "P" lead on the magneto (the doors on a Cessna 150 jemmie easy!), borrowed a mic and away she went. Left the bird at G/S and called me. Georgia and I picked up the plane the next weekend and I flew it to Greenville Downtown. Carolyn was nice enough to come out and help me attach the 'P' leads again. Tell her we said "hey."

We were shocked to hear that Rucker Tibbs had gotten injured. We had gotten to know him and New London while in Lynchburg. When we came back to Charlottesville, we had hopes of getting Carolyn or some one from Greenville to bring our plane up. At least as far as Lynchburg. Carolyn had a car there. We kept looking at the car when we would go through Lynchburg to visit our property on Smith Mountain Lake. One day, it was gone - and our little airplane was not there - Shux.

Called Carolyns Flight Academy. Seems a break in the weather had occurred, and a pair of her students had flown up and recouped her MG. So we went back to Greenville to get the

plane.

It was November, and the plan was to fly the Cessna to New London. It would be a free tie down for the winter, while I got a parking spot in the C-ville area. As you know, it is a killer drive down US 29, and we were really bushed when we got in. The next day, I had a quick flight lesson with Carolyn's assistant. Just to be sure I knew what I was doing. The ferry flight started the day after that...

During the stay in Greenville, the Cessna had picked up quite a bit of water in the fuel. I am very sensitive to water in the gas. I have always had a clear tube to catch fuel samples to be sure I don't have any. Still use one with the Ercoupe. So I rock the wings and drain a sample. Shux, still had water. Shake again, wait 15 minutes and repeat. This took most of the morning. Meanwhile, Georgia is motoring to New London. Finally I got off.

Went via Rutherford County Airport, Hickory, Greensboro, NC. It was getting dusk when I went into Greensboro, and was vectored by the controller around a departing 727. Should have known trouble, but gassed and launched for New London. By that time, it had really gotten dark, and the controller gave me vectors all over the place. Was that person ever inexperienced. Finally on course, I could not tell where I was! Called approach control again, and a more mature person said I was over Riedsville. Decided that I would bag it in Martinsville. That was my last for-real, dark night landing!

Tied down the bird and called New London. Georgia was sure glad to hear my voice, let me tell you. She came back to Martinsville and we spent the night in the Holiday Inn there.

The next day I flew the 35 minutes to New London. Sure is a lot easier in the day light. Over the winter, we got to know Rucker and the folks around the airport there. Even attended one of the CAP spaghetti and cards nights. Rucker flew Search and Rescue for them. He had a Cessna Birddog, and was very successful at finding downed planes. I remember he told me once that he always found them within 800 feet of the top. That is why I always try to fly at least a thousand feet above the highest point. Again, tell him "hey."

Region Notes

I talked to Pat Conway in Elma, Washington. He had 15 planes at the St. Patricks Fly-In, including 4 Ercoupes. Don Jeffery had flown up Friday, but when I got up Saturday, it was unflyable. Crummy rain.

Thank you for getting Bob Saville listed as Oregon Wing Leader in the Capers. He is very energetic, and I really enjoy working with him. We are meeting in Albany but we may move to Independence later. The restaurant owner there also owns a coupe. There is an Internet mailing list for owners/lovers/fans of the Ercoupe/Alon/Forney planes. One subscribes to coupers@MailingList.net. Further information is available on various home pages -

<http://www.hevanet.com/pwood/couphome.htm>

<http://www.teleport.com/~hbas/annies.htm>

<http://www.flash.net/~dmprosvc/index.htm>

Both Bob and I have posted, and find it very worth while.

Got a swell letter the other day from Thomas Purcell, Jr. We have corresponded over his ultralight seaplane, the SeaSprite. I sure would like to have something like that tied up to our house boat. Been wanting "water wings" for a while, and that plane certainly appeals to me. I hope to work with him on something in the near future. I guess he and Skip used to share a hanger.

Well, guess I'd better wrap this up. You may consider this my half-year report. □

Wheel Shimmy

by Dan Cathey, OR - Oregon Club News

I've been queried by three different coupe owners regarding shimmy in their single bearing front wheels, all after having replaced the bearing at least once. I've found the problem not to be in the bearing, but in the wheel balance. An easy check for this is to raise the nose wheel (weight the tail as per service manual) and spin the wheel to determine if it always stops with the same point low. Use chalk to mark the low point. Usually you will find the wheel will stop with the tube valve at the low point.

If this proves true, go to your friendly auto tire balancing shop and get four or five of the one quarter ounce balancing weights that are used on aluminum auto wheels; these have glue under peel-away backing and are ready to use.

To correct the shimmy (or unbalance), start by cleaning the area directly opposite the marked low point on the inside of the wheel. I used acetone and had to lightly sand the area to get the rough mold marks on my wheel smooth enough to accept the balance weights. These weights are about a half inch square and are thin enough to mold to the curvature inside the wheel. Install one weight and then spin the wheel to see if the low point has changed. If not, keep repeating the procedure until the low spot becomes random. I ended up using three weights to correct mine. I didn't trust the backing glue however, so I used a small amount of epoxy and laid a thin glue line around the edges of the weights to assure that they didn't come off.

Since I did this I have had no further problems. I hope this helps. □

Subject: AD 54-26-02

by Dan Cathey, OR

After diligently, complying with this AD, which requires the removal of the control column quadrant to inspect for frayed control wires for the last three years, I contacted UNIVAIR to see if there was a simple fix and of course there was! Seems all that needs to be done is to either replace the existing, or verify that the existing quadrant is p/n 415-52130. Mine had no number, molded or stamped in so I had Randy send me a used one from Surprise Valley Aviation, Cedarville, Ca. (916- 279-2111). The parts looked exactly the same, but with the new one installed, which has the P/N molded in, I can eliminate about 4 hours from my annual, LEGALLY! In the AD, it lists 4 other approved mods to eliminate this "feet in the air, standing on the head" requirement which may even be easier. Does anyone out there have any more (or better) information on this? Contact: Dan Cathey, N93775, at 541-942-2286. □

Regional News



Region 1

New York News, Dick Murphy, Regional Director

Chapter 500 Massena, New York is having a fly-in breakfast at the Massena International Airport. All Ercoupe pilots in the area are urged to attend.

Also coming up will be a "classic" fly-in by the FAA Oswego Chapter that holds their fly-in breakfast at the Oswego County Airport in Fulton, New York. This is centrally located for our New York Ercoupers.

I urge all our Region 1 members to try to attend the National Convention even if they can't fly-in. Make it a mini vacation, as it is fun.

Region 3

Oregon Club News, Bob Saville, Newsletter

We had a pretty good turn-out for the March Fly-in at Albany. We had five Ercoupes, two RV-6's and one car. Those attending were: Bob/Bill Palmer, Dan Cathey, Thorne Peterson, John Jones, Del/Mary Whinery, Percy Wood, myself and Dick/Teri Fronzak (visitors). The food and service were Great under the new management. A very nice experience. We now have 32 paid-up members.

The April meeting was held at Independence Apt which is operated by two of our members John/Erin Hsu. This was our 1st fly-in of the summer. Our May 31st meeting will be a Hamburger Feed at Lenharts Field, sponsored by Jim Prosser.

Region 5

Wisconsin Club News, Judi Matuscak, Newsletter

April Meeting Review:

With perfect weather and warm temperatures 16 members arrived at East Troy Airport for the April meeting. Six arrived in their Coupes' and one in a Cessna. Ron Rengel was the volunteer chef and cooked up a bunch of burgers, brats and hotdogs for all the hungry attendees. Topics of discussion included the Nationals, Oshkosh, the Fall Colorama and the Flocking Schedule for 1998. We also decided to waive elections this year and the membership unanimously voted to double all the officers salaries. So now, all the officers have two zeros on their pay checks instead of one.

Upcoming Event:

Annual Wisconsin Wing "Fall Colorama" - October 3-4, 1998.

Region 7

California/Nevada News, Joe Brooks, Regional Director

Catch up time El Nino has taken a toll on our fly-in schedule.

January . . . weathered out.

February . . . Cable airport. At last the weather broke long enough for us to have that preverbal \$50 cup of coffee. This winter has been tough on the logbooks. It seems that every weekend it rains and it is always sunny and beautiful on Wednesday. The day was complete when my wife spotted a bunch of balloons and I popped them all.

March . . . The weather broke again. The high desert gang got in early and left before I got there. Still had a great time. The new (to me) Cafe is great. Met many old friends (non-coupers). Got more balloons on the way home (must be on a role!).

April . . . Corona was a good turn out. The weather broke long enough to have a good time. Seems that we have a couple of more members that like going out each month to test their skills and defy the odds. I actually saw two other planes in

the air over the greater L.A. basin! It is easier to spot balloons! Got more both coming and going to the fly-in.

Note: The trip to the Arizona WingDing was trying. Gary Dallugge and I tried to get out Wednesday (3/25) to spend time in Arizona. Tuesday after work the basin went from VFR-CAVU to "the birds are walking" in less than one hour! Got out of Compton only to see for myself that there was no way to get out. Wednesday we were rained on all day (in the hangar). Thursday the weather really was in overdrive. Friday I got to the Banning Pass only to be turned back by a pilot report from Banning airport that the weather was "Snotty". Actually we were down to 300-ft agl and the rain had the visibility down to less than one mile. I think that I spent more money on phone calls to the car rental place and the hotel postponing the reservations than it would have cost to go to the Fly-in! We spent 4 hours on the Hobbs flying around trying to get out of the L.A. basin!

Future? . . . Looking forward to Rio Bravo (the resort is first class), Watsonville, and the Nationals. Bill Jacobi (The one and only "Coupe Moose") is planning to drive in from Pennsylvania. We will take 3 or 4 weeks to include a trip to Wisconsin to visit relatives.

Meanwhile . . . It is annual time again! The sliding windows are 6 years old and crazing. The battery is almost that old. Who said that flying is cheap. I've got over 500 hours on the "New" 0-200 (in less than 2 1/2 years). Flying is fun . . . when it's in an Ercoupe!

Region 8

Arizona Club News, Chuck McKinnie, Newsletter

Six Coupes show at Cottonwood

The weather couldn't have been better for the Cottonwood fly-in breakfast. With the sky clear, the winds gentle and visibility in the plus 50-mile range, folks began arriving before 9:00 AM. Most hiked down the road to Hobo Joe's where we all enjoyed breakfast together. Arriving by Coupe were Bob Foster and Jeanne Hiltabrand, Roger Carson, Jim McClean, Herb Williams and Ron House, Chuck McKinnie, and JoAn and Fred Cooper. Larry and Judy Duvanel flew their Cherokee and Jim Cox arrived in his Grumman. Jack Rose from the Washington D.C. area (a Taylorcraft owner) was visiting the area and was doing what most pilots like to do, check out the local airport. Jack was kind enough to give Chuck McKinnie and the Cooper's a ride to the restaurant where he also joined our group for coffee.

Fly-in Schedule:

We recently voted to change the scheduling of fly-in events. We will be scheduling fly-ins on a calendar year basis beginning in January 1999. We also elected to have a weather alternate in case the selected day turns out to be non-flyable.

Safety Tip:

The following is a quote from the article entitled "Decisions, Decisions" by Gary D. Koch, Sr., April 1998 issue of Arizona Flyways and should be tattooed on every pilot's brain.

"When folks crash airplanes, the event is usually precipitated by one decision that the pilot makes. This decision can be either a good one or a bad one. A bad decision will perpetuate a series of events or factors that result in bent metal, injury and even loss of life."

Region 13

Ohio/Michigan News, Marv/Ruth Dunlap, Regional Director

MEMORIES OF OUR FLY-OUTS:

THE WEATHERMAN FIXED US UP WITH ONLY TWO

OUTINGS TO REPORT ON AS THE WEEKENDS WEREN'T THE BEST BUT THOSE THAT MADE IT HAD A GREAT TIME SO HERE GOES:

BLUFFTON, OH - FEBRUARY 21, 1998

A 400 FT CEILING AT BRIGHTON KEPT 2472H & THE DUNLAPS ON THE GROUND. WHAT A PAIN AND SO DANGEROUS TO DRIVE THE 100 ROAD MILES TO BLUFFTON, OH, WHICH WAS IN THE CLEAR.

WE STILL CAN'T FIGURE HOW BILL NAGLE & LEE KOOPSEN MANAGED TO FLY IN BECAUSE THE LAST WE KNEW KALAMAZOO WAS IN MICHIGAN WHICH WE THOUGHT HAD LOW CEILINGS TOO. OH WELL!! WE KNOW BILL & LEE WOULD NEVER-NEVER "SCUD RUN" (would they?) TIM ABKE DROVE IN. TIM HAS BOUGHT DARRY PLANKS COUPE. THE CONVERSATIONS REVOLVED AROUND THE NATIONAL CONVENTION IN JACKSONVILLE, IL, THE 4-PLACE ERCOUE, THE NAGLE PLANES AND COMING FLY-INS. AS USUAL MARV & BILL SOLVED A FEW OF THE WORLDS PROBLEMS AS WELL AS COUPE PROBLEMS.

COLDWATER, MI - APRIL 18, 1998

7 COUPES - 1 CHEROKEE 140 -1 MOONEY M20 MADE IT TO OUR COLDWATER FLY-OUT. IT WAS A BEAUTIFUL DAY AND WE DID LOVE TO SEE PASSERBY'S STOP AND TAKE PICTURES OF OUR LINE OF COUPES. BILL & NANCY NAGLE CAME IN EAGLE II (1996 NATIONAL CHAMPION) AND JEFF HOLLIS, HANK GEORGE, DALE BUTTERMORE, CURNIE/MIKE BRIGGS, WALT DAVENPORT AND WILEY BROWNLEE ALSO FLEW IN. AFTER HAVING LUNCH WITH US WILEY FLEW ON TO MARSHALL, MI TO DO SOME PARACHUTE JUMPING WHICH IS A HOBBY OF HIS.

DAVID BUTLER FLEW IN FROM BLUFFTON, IN. WE ADMIRER HIS WINGS WHICH MARV & JIM HOLLAND RE-DID DUE TO THE AD AND SOME SUPER MOUSE NESTS. DAVID TELLS ME HE WILL CHARGE ME \$10. THE NEXT

TIME I PULL OUT THE PICTURES OF WHAT WAS FOUND IN HIS WINGS. THE PICTURES ARE A GOOD EXAMPLE OF WHAT THIS AD IS FOR. WE HAD A SPECIAL TREAT OF LOOKING OVER A NEW-OLD COUPE WHICH LARRY & LINDA COOK FLEW IN FROM SANDLAKE, MI. WELCOME ABOARD LINDA & LARRY. WE ALL HAD A GREAT TIME LOOKING OVER THEIR COUPE. SUN N-FUN, ERCOUE 4, THE WING AD FOR THE COUPES, THE DUNLAP'S ALTERNATOR, AND NAGLES 6 PLANES WERE ALL SUBJECTS ON THIS DAY.

ERCOUE 4

SOUNDS ARE COMING FROM THE SHOP AS ROGER STONE HELPS MARV WITH RIVETING STIFFENERS IN THE WING SPAR FOR ERCOUE 4. ROGER IS WORKING HARD AT GETTING HIS SECOND ERCOUE INTO THE AIR AS WELL AS GETTING HIS FINGERS INTO ERCOUE 4.

THE ENGINE CASE IS BACK FROM "DIVCO" AND READY FOR THE BEGINNING OF THE ASSEMBLY OF THE 4-PLACE ENGINE. THE ELEVATOR WILL BE THE NEXT JOB BEFORE COVERING BOTH WINGS AND TAIL.

LEGAL NOW

THE DUNLAP ERCOUE IS "LEGAL" NOW. YOUR TAX DOLLARS ARE AT WORK. IT ONLY TOOK 11 YEARS TO GET A FIELD APPROVAL ON A MODIFIED AIRCRAFT ALTERNATOR. THIS INVOLVED THREE FAA FACILITIES, DETROIT/WILLOW RUN, GRAND RAPIDS AND LAST (THANKS TO BILL COONS) DUPAGE, IL.

BILL TOLD US HE KNEW HE COULD GET IT THROUGH HIS FSDO AND HE DID. IT ONLY TOOK ABOUT THREE YEARS!!!

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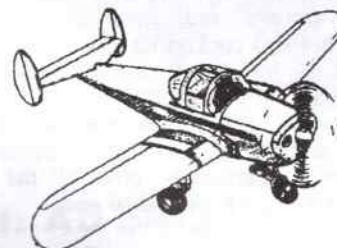
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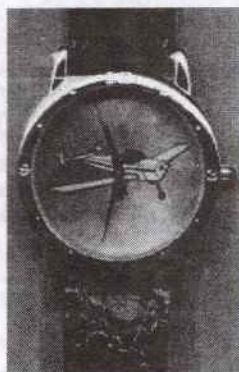


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1965 Alon A-2, 2050 TT, 225 SCMOH, Terra TXN 960 Navcom, King KT76A Transponder with ACK Mode C Altitude Encoder, RST Audio Panel/VOX Intercom, Apollo 618 Loran, custom panel with instrument post lights, Skypot 30 gallon fuel system with electric boost pump, El Reno engine mounted spin on oil filter, Whelen wing tip strobes, shoulder harnesses, autogas STC, chrome brakes, all AD's, hangared, well maintained, clean inside and out, \$24,500, call Bill, TX. 713-877-7160 days, 713-723-1054 nights/weekends, or e-mail bill.laird@coastalcorp.com.

1968 Mooney Alon A-2-A; TTA 908 hrs. AC has been on its back. Fuselage has been repaired but needs: a prop, canopy, left wing repaired or replaced, wiring of new panel (new gauges have been installed), exhaust system, engine (have good C90-14F crankcase), etc. New tires gear and brakes installed, new wheel pants. AC located in New Jersey in indoor storage. Have trailer for airplane. Price for package \$7,000. Please send response to Ed Zisman, Day Fax: 201-986-4131 or Evening Fax: 914-469-5670, Day Phone: 201-986-4819 Evening Phone: 914-469-2306, Address: PO Box 536, Chester, New York 10918.

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1946 415C converted to D, C85, 2165TT, 1035SMO, 53STO Polished Alum w fabric wings. All-new Millennium cylinder top overhaul. All original w Cleveland brakes, 20 amp generator, spin on oil filter, King KX125, elec T&B, Narco AT50A trans, STS AV 760, KMA 134 audio, PS 2000 stereo int, Sony PYXIS GPS w moving map, ACK encoder, Hamilton compass, Shark 7 ELT, Ram horn control, Sony 20WX 4CD player, post lights, 2 David Clarks stereo converted, and much more. Hangared since restoration. Absolutely beautiful w fresh annual \$22,000 OBO. Robin Champlin, CA. 415-864-5750.

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WANTED:

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(Con't pg 13)

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Calendar of Events

- May 30 - Reg 10, Pink Hill Fly-in, 10AM, Pink Hill, NC
- June 4-6 EOC NATIONAL, Jacksonville, IL
- June 5-6 - Reg 11, 12th Annual Biplane Fly-in, Bartlesville, OK
- June 5-6 - Reg 7, 41st W Coast Antique Fly-in, Municipal City Apt, Merced, CA
- June 6 - Reg 13, 1PM, Rest on field, Muncie-MIE, IN
- June 6 - Reg 6, AOPA Fly-in Open House, Muni Apt, Frederick, MD
- June 7 - Reg 7, 10-11AM, Norm's Hangar Rest, Brackett La Verne-POC, So CA
- June 7 - Reg 10, SC Bkft Club, 9+AM, Bennettsville-BBP, SC
- June 13-14, Reg 6, EAA-36 Fly-in/Drive-in/Young Eagles Day, Wash Co Apt-HGR, Hagerstown, MD
- June 14 - Reg 1, EAA-486 Pancake Bkft, Bi-planes, Oswego Co Apt-FZY, Fulton, NY
- June 18-19, Reg 13, Huntington Muni Apt Open House, Huntington, IN
- June 20 - Reg 13, 12N, Flying Turtle Rest, Mansfield-MFD, OH
- June 20-21 - Reg 2, Hamilton Airshow, Hamilton Apt, Mount Hope, Ontario, Canada
- June 21 - Reg 10, SC Bkft Club, 9+AM, Summerville-DYB, SC
- June 21 - Reg 8, 9AM Bkft at Apt Rest, Deer Valley Apt, Phoenix, AZ
- June 21 - Reg 6, Delaware Airpark-33N, Father's Day Fly-in, Free bkt for all 'Coupes that fly in from 7AM-12N, Riverdale, DE
- June 27-28 - Reg 10, 2nd Annual VA EAA Fly-in, Petersburg, VA
- July 4 - Reg 13, Pancake Bkft, 7-11AM, Mansfield Apt Aviation Club, Mansfield-MFD, OH
- July 5 - Reg 13, 1PM, field Rest, Pontiac-PTK, MI
- July 5 - Reg 10, SC Bkft Club, 9+AM, Barnwell Co-BNL, SC
- July 12 - Reg 1, EAA-486 Fly-in Pancake Bkft, Oswego Co Apt-FZY, Fulton, NY
- July 12 - Reg 7, 11AM-12N, Pepper Garcia's Rest, Santa Maria-SMX, So CA
- July 18 - Reg 3, Desert Aire Fly-in, 7-12N Pancake Bkft, Matawa, WA
- July 18 - Reg 13, 12N, Boyne City-N98, MI
- July 19 - Reg 10, SC Bkft Club, 9+AM, Pickens Co Aero-LQK, SC
- July 19 - Reg 8, 9AM Bkft at Apt Rest, Glendale Apt, Glendale, AZ
- July 29-Aug 4 - OSHKOSH, WI, EAA Int'l Fly-in and Convention
- Aug 2 - Reg 7, Camarillo-CMA, Fly-in, 10+AM, Way Pt Cafe, SoCA
- Aug 2 - Reg 10, SC Bkft Club, 9+AM, Chandelie Air Park, Greenville, SC
- Aug 9 - Reg 1, EAA-486 Fly-in Bkft, Vintage Aircraft, Oswego Co Apt-FZY, Fulton, NY

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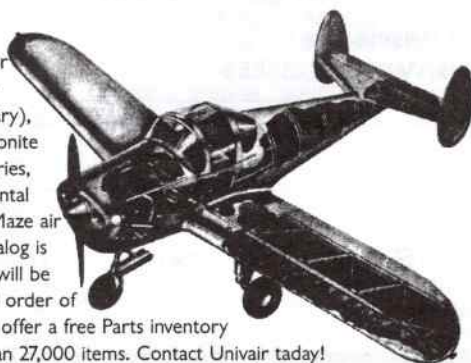
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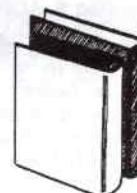
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CAC has 26 years of Erco Coupe Owners Club material on file and also Fred Weick's material. For a small fee you can receive copies of any of the material in the Erco Coupe Archive.

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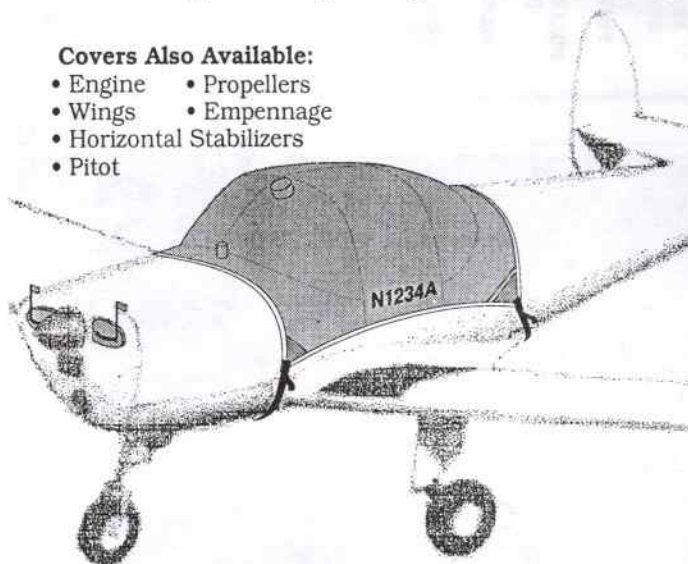
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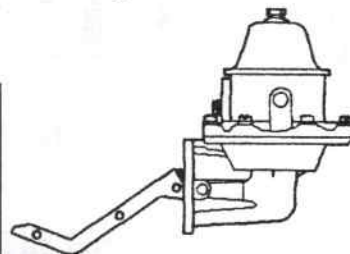
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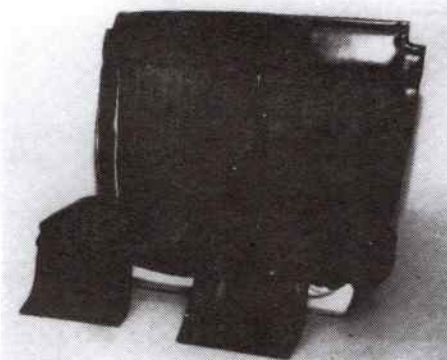


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