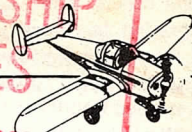


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB

Volume 8, Number 12, May 1979

MEMBERSHIP
EXPIRES
WITH THIS ISSUE



EDITOR: SKIP CARDEN

U.N.C. Shoots Down E.O.C. Fly-In

Even the best laid plans of mice and men...or something like that, sums up the current state of affairs concerning our National Fly-In. It is a long and sometimes mysterious story, but I will touch on the major points so you can see what happened.

Last September, President Roy and Vice President Jim met in Greeley, Colorado to set up the plans for our fourth national Fly-in. Upon returning home, President Roy called to tell me that ALL plans were made and only a few details on our part needed to be attended to. Well, I congratulated him for a job well done and forgot about it until a few days later when I received a packet of material from Roy. I must say it was the most complete outline I have ever seen with all details spelled out, recaps of conversations with the people at the University and even details and arrangements for on field toilets! It made me feel good to know that all was so well done and so early. Well, for the next few months we began to tell everyone what a great place we had found and what a good time we would have in Greeley. Jim Fohr had even made up a slide show of photos he had made while in the area to be shown at local and regional Fly-Ins. Then the first signs of trouble appeared in late October - seems like they wanted us to guarantee two to three hundred people and a guarantee of 90% occupancy. Then the price of the bus went up and they wanted us to pay them \$1.25 per person for each person attending the Fly-In. Well, Roy tried to reason with them, stating that there was no way we could make any sort of guarantee. They said they understood and that would be no problem. Then they sent Roy a contract to be signed and returned again stating that we would guarantee 90% attendance of between 200 and 300 people.

Roy called and asked me if I would see if I could make any progress with the University folks. Well, I called and wrote a letter and they said that they understood our position and it would be ok without a contract. Then they sent Roy another letter and another contract! On March 7th, I sent my last letter and in it stated what we would and would not do, and what we expected them to do. This was answered and they said OK and gave me the prices that were printed in last months Coupe Capers. Then they called Roy stating that he hadn't returned the contract and that the prices given me over the phone could not be honored. Roy called and said that he would set up a conference call between himself, the University of North Colorado people and myself. It was done and we discussed all points in dispute and were assured that everything was ok and we would be getting a letter to this effect. We did get a letter containing another contract, changing the prices again and wanting to charge members for a minimum of two nights whether you were there or not. Well, that did it. We felt that we had been as patient as could be and were not going to take any more, so we cancelled out with them.

There is always some light even in the darkest hours - the wonderful people at Tahlequah have welcomed us back with open arms - all details are almost complete - and thank goodness that Roy started in September or else we would end up with no place to go because of the short time left. I am sorry things didn't work out after all the work and planning that Roy and Jim had done, so it's back home to Tahlequah--SEE YA THERE!

Skip

PRESIDENT'S PARAGRAPH

As you may be aware by now we have been forced to cancel our arrangements for the National at Greeley, Colo. this year and will be returning to Tahlequah, Okla. This will please some of you and disappoint others but there seemed no alternative.

It's a long and FRUSTRATING story but essentially involves problems with the University of Northern Colorado. My original arrangements with the University were very simple and agreeable -- they had a nice facility and we were to pay for what we got. However, as the months passed their prices altered and demands increased. We accepted the changes we thought were fair and explained our position in

rejecting others. They agreed. Now, the week after Skip printed in Coupe Capers the latest agreed on prices, the University once again presented us with a mandatory contract to sign. Forgive me if I was wrong but I returned UNSIGNED their contract which would have obligated the Ercoupe Owners Club to guarantee 90% of an estimated \$9,000.00 in room and food fees, and informed them that we would move to an alternate location which could meet our needs.

I'm thoroughly sorry that the Greeley site did not work out because it's a beautiful area, the airport manager had given us his fullest cooperation, and many people besides myself have already put in hours of work in trying to make this year's Fly-in an outstanding one. Although the general consensus last year was that we should have the National at varying locations, Skip and I both felt that, at this late date, we had no alternative but to return to Tahlequah where our requirements are already understood and have in the past been so cheerfully met.

The dates, program of events, and services will be unchanged. I realize that the difference in location will increase the flying time required for the people from the West (it adds about 5 hrs. for us) and sincerely hope you will be willing and able to rearrange your schedules accordingly.

In return for your loyalty and cooperation in this unforeseen turn of events we plan to make every effort to assure that each of you has a particularly enjoyable time at Tahlequah. The Chamber of Commerce has put itself entirely at our service in helping to arrange side trips, and we will put forth every effort to increase the number and scope of field founs. As all of you who have attended a National in the past are aware, our greatest single asset is the individual Ercoupers themselves and that defies change no matter where we meet.

Roy Wright

AREA NEWS REGION 1

Dear Northwest Coupers,

The nation is NOT ready for this ... at our March gathering in Albany everybody arrived BY AIR! The sun was shining, the cars stayed home, and there were twin-tailers all over the place. We were delighted to see Claud Dahl again—Claud used to be one of our regulars but went to a larger plane and says he's waiting for a high-wing conversion kit to come out so his plane will look like a Coupe. Also Tom Hyers and his son joined us this month — Tom gets away from his busy work schedule rarely and we're always glad to see him escape in our direction. Clarence and Bobbie Paul brought their Coupe up from Roseburg and their son

came in their unCoupe. (Clarence pulled my old trick of the untightened oil cap and regaled Bobbie enroute with a smoke filled cockpit). Arriving without such excitement were Mohrs, Damewoods, Malcolm Gibson, Art Dahl and Tom Newton. Jim Bradley got over again from Pendleton. And the Loopers flew in from the coast in their very attractive Alon. Dan Smart brought his Coupe-partner's friend Louise Morrill. Roscoes brought their two tiny grandchildren, proving that the Coupe is not strictly a two-place craft. And John Cullett and his son, brand new to our list of members, flew up from Myrtle Creek in N2502H. We were pleased to welcome John and delighted to hear he's planning to join the gang going to Greeley. The last count on the "Greeley Gang" was 12 firm and 2 or 3 hopefuls. Most of these people will be leaving Thursday, June 28, but Malcolm Gibson and perhaps Jim Bradley will go with us on Wednesday, June 27.

There were several things tossed out for discussion at Albany. In reference to the flight to Greeley, Roy mentioned the advisability of a survival kit and we'll have a suggested list available at next month's fly-in.

Also, you might want to consider using locking gas caps while parked overnight on cross country flights (we've used them ever since finding dissolved candy in our tanks on a preflight). The cap numbers which fit our tanks are: Edelman EG-752E, or Stant G-752-E, Gates GAS-416, A-C GT-81L, or DOLE DGL-103E should also fit. Get three with the same key number, available from your auto parts dealer.

There has been notification published lately on defective ELT batteries (they explode!). I called the FAA and was told that your A&I mechanic will have the Airworthiness Directive No. 790502 on this and can check your battery number for you. Some of the brands involved were: C.C.C., Cessna, Dorne & Margolin, Pointer, Garrett, and Leigh Syst. In the meantime, the FAA man says if you're not certain you'd best take out the ELT battery until you can have it checked.

We now have available an E.O.C. name badge. It is hard plastic, 2¼ x 3 in., and shows a white Coupe flying across a green U.S. map. Roy and I wore ours to Albany and came away with orders for 16 more. They are \$2.00 each plus \$.25 postage if you want them mailed to you. Any that are delivered in bulk to our address will be postage free and we'll bring them to you at a fly-in or you can pick them up at our place at Dietz Airpark. The company making them is near Portland and makes the O.P.A. badges, among others. These will be available to Coupers nationwide and are now being sent to all the State Wing Leaders and Regional Directors.

We still have available a few of the Northwest

Coupers patches. We usually bring some to the monthly fly-ins or we'll mail them with the newsletter to anyone who misses the fly-ins and wants some. They're \$2.00 each.

Other than the usual monthly gathering of local Coupe enthusiasts, we've also managed to chat with a few who didn't get to Albany. Stan Turel stopped by one day recently. He's been troubled lately by some sort of plug in the overflow line from the main to wing tanks which causes an overflow of gas out the main tank cap of his '46 Coupe. Anyone else had this problem?

Who should breeze by Dietz one weekend but Daryle Lessard and George Adams from Seattle in George's newly acquired Mooney M-10 Cadet! George's brother and his family were traveling with them in another plane. They were all just out for a ride and came down our way. Needless to say we were delighted to see them and catch up first hand on the Washington gatherings.

Meanwhile, we have our new radio installed and will be selling the one we took out. Roy says it's a Narco Mark 12, 90 Ch., VOA6 & VOA4 OMNI heads. He's asking \$500 but will bargain.

APRIL FLY-IN---Roy and I will be attending the Regional Fly-in at Phoenix, Arizona on the same weekend as our local monthly gathering at Albany, Sat., April 21 at noon -- but we've asked good old Tom Newton to meet and greet you all in our absence. Albany.

MAY FLY-IN---On Sat. May 19 we will have a fly-in in conjunction with the Washington Coupers and will have a speaker on mountain flying and will have some trophies to present. Clark Co. (Sholls)

Now, it is my unhappy task to tell you that we have moved the National from Greeley, Colo. to Tahlequah, Okla. Please read the enclosed copy of the President's Paragraph which I am now sending to be printed in the next Coupe Capers. Don't misunderstand me in thinking there is anything wrong with have the National at Tahlequah! It's just that I know many of you were looking forward to spending time in Colo. and will now only be flying over it. In any event, please let me know as soon as possible if this changes your plans to attend the National and we'll arrange our group flights at our joint Wash.-Ore. Fly-in in May.

Roy & Eileen Wright

NO BULL

Yes, we now own a Bull Horn that can be loaned to the club members when they have a Fly-In. Please

make your request several weeks in advance so that we can ship it to you. The only requirement is that you return it promptly so that others who may want to use it can have it.

SKIP

COMING EVENTS

FLORIDA FLY-IN

Please let everyone know about the details of the Fly-In at Lakeland, Florida at the Sun 'N Fun site on April 20, 21 and 22. This is a joint Fly-In of the Florida Sport Aviation Antique and Classic Association, the local E.A.A. Chapter No. 454, and the Ercoupe Owners Club.

There have been some changes in the arrangements for good for the week-end. Ch. 454, as host, will take care of food for a donation to cover costs. Menu as follows:

FRIDAY NIGHT -- Corn Roast.

SATURDAY NOON -- Sloppy Joes

SATURDAY NIGHT -- Ham Dinner

SUNDAY MORNING -- Coffee and Donuts

So ya'll come. There should be a good assortment of Coupes, Classic, Antiques and Homebuilts. There will be camping on the field, of course.

Sincerely,

Johnny & Sandy Mott

N2538H

SOUTHWESTERN FLY-IN

The Arizona Group will have their annual Fly-In April 21st and 22nd, 1979. It will be held again at the Litchfield Airport. Jim Ward, President of the Phoenix group, said that there will be special gifts for all who register. Also he will be able to help with your Motel reservations. They have had some special awards made and I am sure they will be as outstanding as the ones last year. Tower Frequency 120.1. Also bring anything you have to SWAP. Jim also has made arrangements for those attending to go on a plant tour of the Sperry Facility. Luke AFB will also have an F-15 on display which will make a maximum performance takeoff when it leaves. The EAA and AAA will also have aircraft on display. There might also be a surprise guest speaker. For more details contact Jim Ward, 801 N. Litchfield Rd., Goodyear, Ariz. 85338, phone 602-932-2638. Make Plans to Attend -- This One Will Be A Really Great Affair!

NORTH CAROLINA COUPERS ATTENTION

Chapter 3 Antique and Classic Division will have their annual Spring Fly-In May 4-5 at Burlington, North Carolina. Lots of good times old airplane movies and a good place for you to be that weekend. Headquarters will be the Ramada Inn in Burlington (make your own reservations). As usual, there will be awards and trophies given out at the banquet Saturday Night and we will see that there are some special awards for those special Coupes, so come on down and enjoy the fellowship. Contact Wing Leader, Fred Fisher, for more details - 919-862-3342, P.O. Box 816, Elizabethtown, N.C. 28337.

MID-WEST SPRING FLY-IN

May 5th-6th, in conjunction with Star Chief Aviation to be held in Jacksonville, Ill. John and Rita Wright invite all to attend this one. There will be an Airshow by Charlie Wells, the National Guard will have Jet Fly-Bys, there will be a Hot Air Balloon and many other activities. Due to the Jet Traffic contact Flight Service for local advisories. Food on the field, lots of fun and Couping. Please make your own reservations at Holiday Inn, 217-245-9571 or Motel "6" 217-243-5322. For more information contact John and Rita Wright at 4 Flossmoor RR6, Springfield, Ill. 62707 or call 217-546-0585 or 546-3547.

REGION 11 FLY-IN

First Region 11 Fly-In, May 5-6, 1979 at Easton Airport, Easton, Pa. Don Stretch is the man to contact if you have any questions about the Fly-In. The Airport has a 2000' paved runway and is surrounded by turf so that you can make a landing from almost any direction. The main runway is 18 and 36. The Airport is located 33NM on a 343 radial from Yardley VOR 108.2 and 9.5NM on a 093 radial from Island Town VOR 117.5. Lodging available nearby with free transportation to and from. There will also be door prizes, trophies, Static Displays. The Airport is operated by Bradens Flying Service who is also the PIPER dealer. Airport phone is 215-258-0473. Don Stretch can be reached at 215-295-4115. Region 11 members, please post this notice at your local airport.

TEXAS FLY-IN

We are having a fly-in on April 21 at Smithville Airport, Smithville, Texas. Those liking a lot of festivities, there will be a whole town celebration on the 20th and 21st of April which includes cook-offs, antique shows, dancing in the streets and a rip-roaring Texas good time. Over night facilities are very nearby at LaGrange Airport with a nice cafe and a reasonable priced motel right across the street from the airport. Not only "Coupers," but all are invited for a good time. Free transportation is provided from the airport to Smithville.

VIRGINIA FLY-IN

Dear Coupe Owner,

Fuel Prices are going up. The FAA wants to keep us down. The government may close the gas pumps on weekends. If we don't have a fly-in brunch soon we will only have 'em in our dreams! The 11 March early Spring Hummel "Coupe-in" was virtually blown away! One coupe showed the way from Manassas to a 182, Cherokee and Varga Kachina. It wasn't mine, and I have taken a lot of heat from my non coupe friends. I want to try again! 22 April same place, same time. Hummel is 35 miles North of Patrick Henry Field on 60 degree radial from Harcum VOR (108.8). Northern Virginians etc. meet at Manassas 0930 (Piedmont), gaggle to Hummel around 1000, arriving NLT 1130. See you there!

Sincerely,
Col. Jack Crater
2502 Ryegate Lane
Alexandria, Va. 22308
(703) 360-3954

P.S. WRITE FAA OPPOSING POSITIVE CONTROL!

ERCOUPE OWNERS CLUB

MIDWESTERN FLY-IN

Shenandoah, Iowa

Memorial Day Weekend

May 25, 26 & 27, 1979

PITTS AIRSHOW

FREE! BIENNIAL FLIGHT CHECK

FOR A \$5.00 DONATION

TO THE AMERICAN CANCER SOCIETY

FRIDAY NIGHT, Early arrival, FREE Barbecue at Airport and registration until dusk.

SATURDAY MORNING, FREE Coffee and home made rolls until 11 A.M. Registration all day.

Afternoon tour for women - Earl May Garden Center and Henry Fields Garden Center. Pilot Safety Seminar by well known pilot, story teller and past investigator for damaged aircraft for this area, you'll really enjoy meeting this fellow who goes back to World War II Days. Tour Larry Greenwalt's art studio, Reknown National Artist. Slides on Greeley Colo., and information on the National Fly-In. Judging of aircraft

Bill Berning, Berning Cafe
Shenandoah, Iowa 51601
712-246-1623

SS BRAKE DISCS AVAILABLE AGAIN

G.W. Sanders called to tell me that he had a new supply of Stainless Steel Brake Discs. He has them in stock for immediate shipment. The price is \$75.00 a pair + \$3.00 shipping and handling. The address is: G.W. Sanders, 650 Bexley Avenue, Marion, Ohio 43302.

HINTS N TIPS

I have been told of recent service difficulties with the spinner back plates on the early type spinners. The problem is with cracks which develop around the bolts and spread outward. The newer type do not have this problem because they have a front plate as well as a back plate. The cracks seem to show up after about 25 to 50 hours. Wouldn't hurt to take off that spinner and check before it causes trouble.

NA-S3A1 CARBURETOR MIXTURE CONTROL

by Scott Reaser

The Stromberg NA-S3A1 carburetor is used on Ercoupes up through some C-90 installations. The 0-200's by in large use the Marvel Schebler carburetor. The NA-S3A1 is generally trouble free. However, the mixture control unit should receive regular preventative maintenance. This article will look into what the mixture control does, how it does it, and how to keep it operating properly.

The mixture control varies the fraction of fuel mixed with air to obtain a slightly fuel rich setting to keep the air cooled engine running happily. This particular type of control does not directly restrict the fuel flow, but rather varies the pressure on the fuel in the float chamber. The more pressure, the faster the fuel will flow out of the float chamber into the engine.

Elements of the system are shown in Figure 1. With an appreciable air mass flow through the carburetor and through the venturi section, E, the ports B and C will be at different pressures. B will be suction and C pressure. The throat diameter at C is slightly larger than B. Also there is some friction pressure loss through the venturi section. The relative size of ports B and C determines the pressure at A. If C is very large compared to B, it will dominate. The relative size of B and C is controlled by G which is a rotating plate with a series of graduated hole sizes, which line up with C. The mixture control, D, operates this rotatable plate, and selects larger or smaller holes.

Several points on the operation of the system can now be made. First open the throttle more. The higher mass flow will increase the pressure spread between B and C. Depending on the control position the pressure at A may move in the right or wrong direction. Similarly for altitude changes, decrease in mass flow at increasing altitude results in a smaller difference between B and C. A large pressure at A and resulting incorrect richer mixture might result. Thus the mixture must be rebalanced for altitude and/or throttle changes. Also note that when the throttle, F, is nearly closed, as in idle, that the mass flow is minimal. B and C are nearly the same pressure. Thus fuel bowl pressure A is nearly atmospheric regardless of the mixture setting. Hence these types of controls characteristically do not have an idle cutoff.

Dirt which gets by the air filter combines with oil vapor to deposit a coating on the input venturi section of the carburetor. Some of this gook is picked up by the air flow circuit B,C discussed above. If deposits occur, the restriction may cause leaning to the point of insufficient power to maintain flight. A program of preventative maintenance will avoid this possibility.

The affected passages can be cleaned with minor disassembly of the carburetor on the airplane. Items you will need are: a clean trigger oil can or syringe, small length of 1/16 ID neoprene tubing with a nozzle made from a short piece of metal tubing, offset ratchet screwdriver, mirror, flashlight, .020 safety wire, regular and needlenose pliers. The small tubing supplies can be obtained at a hobby shop.

The two Filister head screws holding the mixture control top plate on can be removed with the offset ratchet screwdriver. See Figure 2. Lifting off this assembly will show the rotatable plate and graduated holes. This plate can be picked out and cleaned. The photo in Figure 3 shows this. At this point the air cleaner should be removed and the carburetor throat inspected with the mirror and flashlight. Placing the mirror on the carburetor heat butterfly and shining the light onto it works well. Use the trigger oiler full

of gasoline with the small tubing pushed over the tip to wash down deposits as far as into the venturi. See Figure 4. Also stick the wash rig into the bottom hole of the plate seat, G, and sluice out the passage C very well. Recheck your work in the carburetor throat with the mirror and flashlight. No debris whatsoever should remain. Replace the actuator plate and spring. Be sure the drive tang lines up and that the big holes will match up with the arm in the RICH position. See Figure 5. Using the offset screwdriver, replace the Filister screws and resafety. Was the air cleaner and replace.

A limited body of experience indicates this maintenance should be performed twice a year, assuming an annual usage of 100 to 200 hours. The best yardstick is how much debris is found. A clean assembly can certainly go longer between maintenance. On the other hand if you are keeping the engine going by applying carb heat to enrichen the mixture, then you definitely are not doing this procedure often enough.

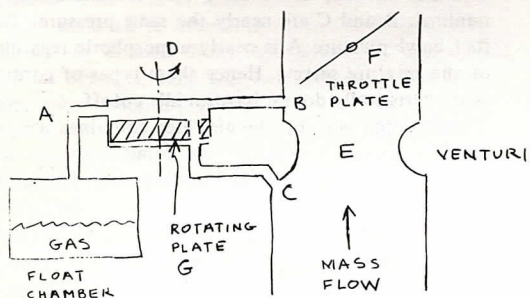


FIGURE 1

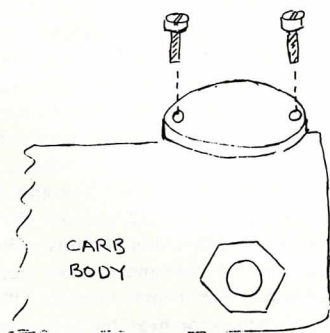


FIGURE 2

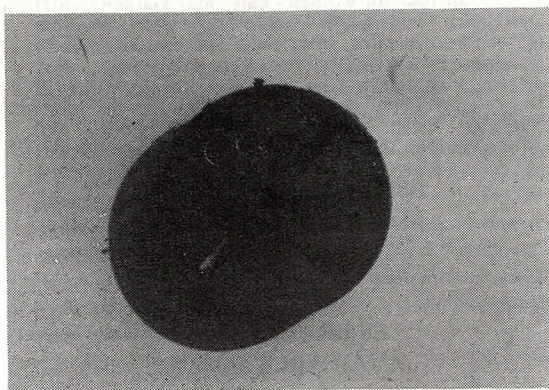


Figure 3(a) Yeech! All that gunk has accumulated on the rotatable plate of the mixture control in a NA-S3A1 Stromberg carburetor. Dirt and oil vapor can combine to block the passages which could lean the mixture to the point that flight is impossible...therewith spoiling an otherwise delightful cross-country.

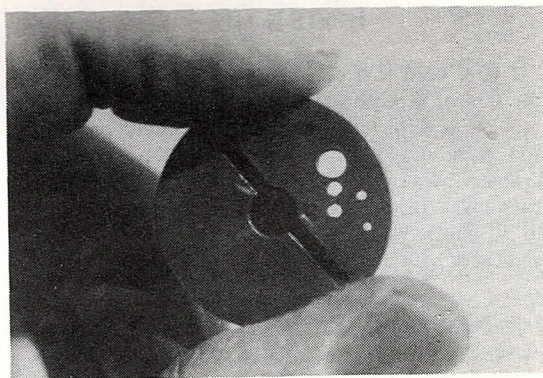


Figure 3(b) Cleaned with gasoline, the holes in the rotatable plate can be seen clearly. The plate is ready to be installed in the mixture control section of the carburetor.

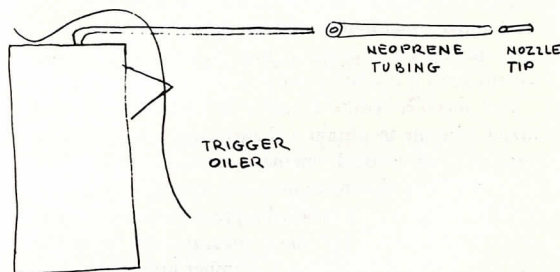


FIGURE 4

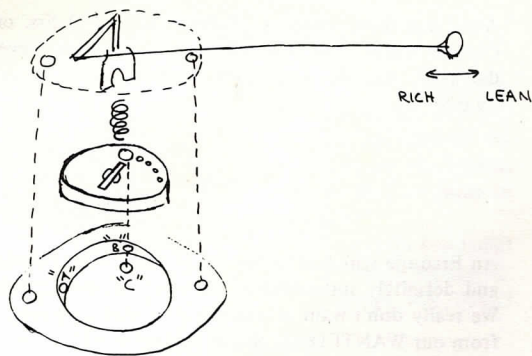


FIGURE 5

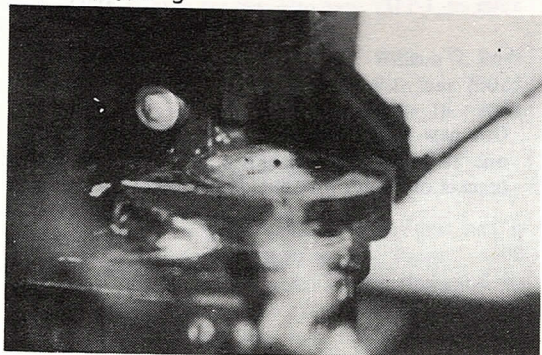


Figure 6(b) With the mixture control and the rotatable plate removed, one of the air passages can be seen. Two others are adjacent. All should be flushed with gasoline using a device such as the one described by Scott Reaser in the article.

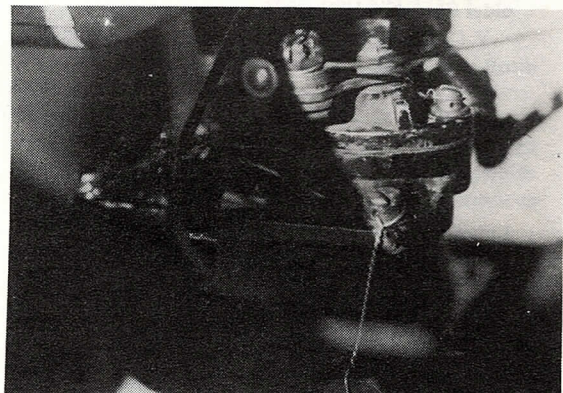


Figure 6(a) Mixture control area of the Stromberg carburetor. The Filister head screw can be un-safetied and then removed with an off-set screw driver. The mixture control cable need not be removed. The mixture control lever is shown in the most forward (full rich) position.

HEATING PROBLEMS

415 ERCOUE

Normal oil temperature is outside temperature + 100; i.e., 80 + 100=180.

1. No baffles around oil tank.
2. No spacers between baffel and oil tank.
3. Timing off.
4. Gears in accessory case worn which causes out-of-time condition.
5. Low float level--(in carburetor) causes lean mixture and over heat. Also causes engine to quit in power stalls.
6. Oil pressure gauge is wrong.
7. Engine baffeling under cowl not well seated.
8. No shields underside of each engine cylinder.
9. Also replace strip of metal behind nose gear with louvered seat. This can be had at any hot rod shop.
10. Badly worn engine.
11. Wrong type oil or needs change. Recommend low ash oil.
12. Carburetor spider warped or leaking; or even may be induction tubes or induction system. Causes lean mixture.
13. Carburetor butterfly shaft excessively worn.
14. Carburetor heat not completely closing.
15. Possible blockage in exhaust system.
16. Wrong type spark plug.

WHY YOU SHOULDN'T USE AUTOMOTIVE OIL IN YOUR AIRCRAFT ENGINE

Under no circumstances should operators use automotive oil in Avco Lycoming engines as advised in our Service Instruction No. 1014G. Automotive Oils are not qualified to fulfill aircraft engine oil MIL-L-6082 and MIL-L-22851 specifications. They tend to be incompatible with the high combustion temperatures encountered in aircraft engines, and their use could result in pre-ignition and severe damage to the engine, along with possible ring sticking, bearing corrosion, sludge formation, and other harmful engine deposits.

The major difference between modern aircraft and automotive type oils is that the aircraft oils are of the dispersant additive type and do not contain ash creating compounds, whereas the automotive type oils are of the detergent additive type containing ash creating compounds that can result in destructive pre-ignition in the aircraft engine.

FOR SALE AND WANT ADS are placed free of charge to any current member of the Ercoupe Owners Club. Ads are run as received and those received after the 15th of the month will be held until the next publication. If you want to repeat your ad, then you must re-submit it for publication before the 15th. We accept no responsibility for any errors in ads other than to re-print it the following month. Non-members may place ads for a \$5.00 service charge per ad.

FOR SALE



1948 415E Ercoupe S/N 4919-N94806 C85-12F, 1939 TT aircraft 558 SMOH, Excellent, aircraft cruises 114, all metal, Alumni-grip paint, White, Blue, gold trim, new custom blue velvet interior. Full panel, D.G., A.H.-V.S. T&B, Genave, Alpha 200 nav. com. 8 day clock, E.L.T., Polished cruise Prop & spinner, 60 AMP alternator, duel nose fork, duel landing lights, R.T.B., bubble windshield, new battery, fuel pump, New \$700.00 Marvel Shelby carburetor, with fuel mixture and cut off. Undamaged, has to be one of the nicest coupes anywhere. Coupe has won 3 Awards at Sun 'N Fun 79. Two from E.O.C. & Meritorious award from E.A.A. \$6,500.00.

Marvin
Ga. 1-404-461-9501

Mooney/Alon. Rare twin tail with rear seat. 1550 TT, 860 SMOH, Mark 12/360, VOA6, Narco Nav II, New style DG, paint good, interior perfect, fresh annual, new canopy cover. \$9,000.00. Photos on request.

Ed Kilgore
(404) 486-2356

1946 Ercoupe 415C 1460 TT, 85 HP, 460 since extensive top overhaul. Strobe Narco Mark III, DG, AH. Ceconite wings, Airtex interior, natural Aluminum finish, new glass, fresh annual. \$3,900.00. Call (715) 234-2430 evenings.

Alon Aircoupe, 1966, 1955 total time, 250 hrs. on Chrome Major, Full Gyro panel, Narko Mk III, Never damaged, can be seen Lincoln Park, New Jersey, \$9,000.

Thomas R. Sayre
10 Bartholf Ave.
Pompton Lakes, N.J. 07442
(201) 835-8914

An Ercoupe which is in fine shape back of the firewall and definitely unairworthy forward of the firewall. We really don't want to sell, but if we don't get results from our WANTED ad, also in this issue, we'll have to sell. We'd also look very kindly on trading our unflyable for your flyable. Call collect.

Ted C. Slack
305-643-0443 or
305-858-5363
Miami, Fla.

One new carpet for Forney F1A with rudder pedals; one 2 1/4" compass, will have a fresh overhaul. Will fit bracket on center windshield post. \$25.00 for the pair.

Thurman Grove
Box 4094
Harrisburg, Pa. 17111
(717) 657-2392

Ercoupe, 1947 C-D, C-85, TT 1200 hrs., 40 hrs. SMOH, Annual 3-79, all metal, 2 yr. old paint, new tinted bubble windshield, recon. prop, new battery, new main tires, Narco Mk XIIB. \$5,250 or trade for older Cherokee 180 or 235.

Ferdinand Choss
6033 Burchell Ct.
San Jose, Calif. 95120
(408) 268-8860

WANTED

Either an engine or the bottom part of one - crankshaft in particular. Metal pieces floating around in the bottom of our 85 HP engine have made it sick. Our FBO has consulted Trade-A-Plane and everything but a Ouija Board (might be worth a try?) to locate same. Information leading to the whereabouts of either a Person or Engine which will result in our being back in the air will be kindly received and deeply appreciated. Call collect.

Ted C. Slack
(305) 643-0443 or
(305) 858-5363

WANTED

I need a pair of 8:00x4 tires that would be serviceable for a year or two. Trying to learn to fly, buy and restore an old Ercoupe all at once has strained the budget...same old story. I know—convert the brakes, but neither that or \$200 worth of tires are going to happen for a while. Anybody—Help!!

Arnold Landvoigt
8521 William St.
Savage, Md., 20863

FOR SALE

Extra parts left over from re-build project, send self addressed envelope for list. Also have VHT-3, no mike or ant.

William G. Bush
P.O. Box 20022
Jerseyville, Ill. 62052

RADIOS FOR SALE

Narco Mark 5 in good working order, just had it checked out, complete with power supply, omni converter VOA2 head, all cables and harnesses and the manual. A real buy for only \$200.00. Also have a box of old radio parts and low freq. receivers for sale. A box full of goodies for only \$25.00.

Call Skip
919-477-2193 or
919-477-1832

I REMEMBER...THE PLANE THAT FLEW ITSELF — UNFORTUNATELY

by Joshua Wilson Rowe

In the years following World War II the Ercoupe, a small, newly developed mono- plane which operated almost as easily as an automobile, with comparable mileage, seemed destined to become the Volkswagen of the air.

In 1940 the Engineering and Research Corporation in Riverdale, Md., manufactured 112 before the government ordered it to devote full time to defense work. But in its short pre-war lifespan the Ercoupe made a terrific impression.

The little all-metal monoplane was a low-wing, double-rudder craft with a tricycle landing gear. Its most outstanding assets were safety and simplicity of operation. There was no control stick, for example, and no rudder bar. Ailerons, rudders and nose wheel were coordinated by action of a steering wheel, so the

craft could be steered on the ground or aloft like an automobile. There was only one added dimension: altitude. The pilot pulled the steering wheel toward him to climb, pushed it forward to descend.

Most important, clever engineering had made it impossible for the plane to stall or spin. Just before a normal stall period, the Ercoupe would go into a slight warning shake. Then—with or without human control—the nose would come down slowly and the craft would gather flying speed. (Stalls and spins then accounted for about 80 per cent of private plane accidents.) It was referred to often as “the plane that practically flies itself,” an ironic expression that later proved to be all too true.

The plane's 65-horsepower engine gave it a cruising speed of about 105 miles an hour and its manufacturer claimed it got about the same mileage as a light automobile. The Ercoupe's pre-war price of \$2,290 was somewhat above that of the Piper Cub coupe, Taylorcraft, Bellanca and other popular two-place planes, and plans were underway at the close of World War II to market it for about \$3,000.

Another asset was the ease with which people learned to fly the Ercoupe. My wife's instructor pronounced her ready to solo after three hours of dual operation, although I think the regulations demanded five. Civil air regulations called for eight hours of instruction before candidates were allowed to solo in conventional planes.

As soon as the war ended, engineers at the Riverdale plant announced that they hoped to hire from 8,500 to 10,000 employees to produce 10,000 Ercoupes a year.

I was busy with my own affairs at that time. I had spent a good part of my adult life in aviation. After being graduated from Poly and then Cornell, I had attended the Army Air Force Flying School at Brooks and Kelly fields in Texas, and then joined the Maryland National Guard Air Squadron. I spent most of World War II in anti-submarine air patrol up and down the Atlantic coast, and after the war I became manager of the Baltimore Municipal Airport in Dundalk.

I had heard a great deal about the Ercoupe, “the plane that practically flies itself.” The plane did just that on a cold December day in 1946, a week before Christmas, at the Municipal Airport. John T. Daughterty, of Piney Point, Md., had sent his Ercoupe to the airport for some repairs. W.A. Byers, a professional pilot, was to pick up the repaired plane and fly it to Minneapolis.

It was an average busy day at the airport, with airliners coming and going, itinerant aircraft buzzing in and out, student pilots practicing take-offs and

landings, aircraft of all sorts scattered about the different shops for repairs and maintenance.

Mr. Byers had just gassed up the repaired Ercoupe at the fuel pump you see near the dark plane in the center of the picture, and then he had trouble starting the engine.

He got out and, contrary to good air safety practice, left the cockpit unoccupied and the wheels unchocked while prop-cranking the engine to save further drain on an already weakened battery.

He had left the throttle advanced somewhat, and when he cranked the prop the plane began to move forward. The pilot dodged around the whirling propeller and left wing and tried to scramble aboard to bring the plane under control.

But the engine vibration caused the throttle to creep forward, increasing the speed, and all the pilot could do was grab a wingtip, brace his feet, and try to keep the craft circling until help arrived. He hung onto the wingtip as long as he could, with the plane circling around and around him like a giant, infuriated rooster. Finally it shook him off, skimmed crossways over two active runways, and took to the air. Thankfully, it hit no pedestrians or other craft.

I got these details from the many reports which later had to be made. I was in my office in the terminal building when it happened. I first heard shouting, then the ear-splitting wail of the airport siren. I ran to a window just in time to see the plane take off.

We were terrified at the possibility of the Ercoupe crashing into one of the suburban areas east of the airport, and moved quickly into emergency procedures. We alerted the airport fire fighting crew, nearby city and county police and fire departments, the local offices of half a dozen or more airlines, and the Air National Guard. We also broadcast warnings to all radio-equipped aircraft in the area and sent out the same warning, by radio and teletype, to all airports and airways control centers in our region.

In the meantime, two or more other airplanes took off in pursuit of the runaway Ercoupe. The tracking pilots would at least be able to pinpoint the location, and possibly call for help, when the runaway crashed.

Luckily, the wind was out of the west. Looking back on it, I must say the Ercoupe performed beautifully. It flew smoothly in ascending, ever-widening circles, attaining an altitude of 6,000 feet as it drifted eastward. Finally, at 6,000 feet, it began to lose power, apparently because of ice forming in the carburetor. (That's what happened to one of the tracking planes). The runaway plane descended slowly, still circling, and crashed into the water off Bay Shore. The entire incident, from

take-off to crash, had lasted about 20 minutes.

I left the airport a few years later, and now have no idea what happened to Mr. Byers or to Mr. Daugherty, the owner of the plane. I don't know if the plane that crashed was ever recovered, or what became of the Ercoupes and the big plans their manufacturers had for them. They seem rather scarce these days. They turn up at air shows here and there, and I think they are considered collectors' items.

Looking back on this frightening incident, I noticed an intriguing coincidence. It happened on the 43rd anniversary, to the day, of the most famous date in aviation history — December 17, 1903, when the Wright brothers achieved man's first sustained, powered flight at Kitty Hawk on North Carolina's Outer Banks.

A NEW PRODUCT???

I recently received a letter from Paul Nerger of the Nord Trading service with a Canadian address. In this letter Mr. Nerger goes on to describe the upcoming new standard in aircraft which is a "One Control," the New Three Axel A.C. Hand control. There are many drawings and descriptions of this remarkable new device. Mr. Nerger asks for opinions for evaluation purposes. Well—seems like he has re-invented the Fred E. Weick system, the problem is that his is more complex and includes provisions for spin recovery which is not necessary in an Ercoupe! I never cease to be amazed at what people do not know about the Ercoupe Design. I see daily where the Government is spending untold sums to develop a safe airplane, one that is simple to fly, safe, spinproof, economical, and easy to build. Too bad they didn't do their homework. Just because the design is over 30 years old doesn't mean that it is unsuitable. More later.

Skip

CALIFORNIA COUPES IN THE NEWS

Walter Bacon sent me a copy of the Pacific Flyer, a regional flying newspaper published in California. There is a great writeup called "Ercoupe Fans — A Proud Clan," written by Charles A. Watry. He got up with our folks and got the real Coupe story with a demo ride in Chuck Ferris' Coupe and he was apparently impressed as demonstrated by the lengthy article. Thanks to the California bunch who seized this opportunity to spread the word...Thanks

Skip

FROM THE MAILBOX

Dear Skip,

Here's my \$15.00 renewal. I look forward each month for the Coupe Capers. My son and I flew the national meet last year and enjoyed it very much. We plan on the meet at Greely this year, it's much closer.

I finished restoring my Coupe last May and it's a real doll. It will be a permanent part of our family (not for sale ever, I hope).

You might remember it's the one with whitewall tires. I got razzed about this a lot at Tahlaqua. I restore antique cars in the winter months and I put whitewall tires on all of them, so why not on my good ole Coupe?

Sincerely,

Monroe Schmidt-R2
Cambridge, Neb. 69022

Why not whitewalls?

Hi Skip,

Here's "DUMBO", 1946 Model 415-C 85 HP, Ser. 2720, N2097H.

Dumbo is owned by Dan & Jan Dreeben in San Antonio. He flies out of a beautiful grass strip and lives in a hangar with 3 Swifts, a 195 and a Stinson Reliant.

Regards,

Dan Dreeben

Box 32386

San Antonio, Tx. 78216



Dear Skip,

Upon inspecting 3595H, first I would like to thank Mr. Leonard Page for bringing to my attention the matter of push rod corrosion. I have found one push rod to the left aileron very rusty from the inside out. Further inspection showed that all bearings were in need of cleaning and oiling. Also, upon inspecting the hinge and bolt at the main wing spar for the up and down elevator, I found it was badly worn, losing a certain amount of up elevator requiring replacement.

While cleaning the fuselage from the inside, I noticed that all drain holes were stopped up. A word to the wise, if your plane sets outside in cold weather, make sure that you have a drain hole for each fuselage rib. Hope to see you at the National Fly-In (probably by automobile).

Jerry R. Franklin

Rt. 1, Box 556

Oil City, La. 71061

IN THE MAIL

Dear Skip:

In '46 a buddy and I picked up a new Erco Coupe DeLuxe (\$3,145.00) at Riverdale, Md., and flew it home. My friend, Buz Coleman, had never been in a plane before. I'd never flown in mountainous terrain. A pencil-line and check oints and the magnetic compass were our means of navigation - no radio. We planned to fly to Bufflo, N.Y.-over "the Falls" - follow the U.S.-Canada border over the Great Lakes - on down to Chicago and Wheaton, Ill.- then to St. Louis (then our home). I had 40 or 50 hrs. of flying under my belt.

The first day we got lost in N.Y. mountains - low on gas we landed in a mountain top field and got directions to an "Airport" (another field with no distinguishable runways - no sock - a big red barn - no pumps - a barrel of gas inside. Next came weather rolling at us big and black - we landed on a mountainside air-strip (land uphill-takeoff downhill). The weather was beautiful the next day and we completed our journey. Later flew to and within Old Mexico. My 65 yr. old mother followed 40 highway and "drove" the Coupe (at 5,000 ft.) from St. Louis to K.C., back over to St. Louis to Carmi, Ill. and back to St. Louis - all on her first time in a plane. (I landed and took off - she "navigated" and flew it).

In the Post-War "market-drop" I got married and sold the Coupe for \$1,000.00 to an Undertaker in St. Louis, Mr. Roland. He used it to fly quiet passengers.

Wish I had the Serial number and N number. If anyone out there knows of that sweet Coupe, I'd like to hear from him.

Our flying club was Inc. as "Tower Grove Aviation Corp." I was associate pastor of Tower Grove Baptist Church in St. Louis.

Of all the planes I've flown in, 20 fine makes and a few "clunks" the Coupe is the sweetest - safest - most relaxed and carefree and to me, the most fun!

Just sold N94125 to a new student pilot 55 yrs. old - have a deal on another.

"Coupe Capers" is SUPER!

Happy Landings, everyone!

As a "SKYPILOT" 2 ways (minister) let me respectfully suggest everyone be prepared for that "spaceflight" we'll all take and a happy landing there.

Cordially,
Not a "bold" pilot,
David Day

Dear Skip,

I am writing to thank you for your prompt reply to my application. My No. 1922 is easy to remember and I am delighted to be a member of such an active and well organized group. I noticed that the country is divided up into several regions and my region, in Massachusetts is No. 11, with Don Stretch. I don't have his address, however, and would like to communicate with him about the proposed fly-in.

I am the proud owner of a new (1958) Forney No. N7528C and am looking forward to many hours of fun flying. If my weekends would just stay VFR!

Thanks
Dr. Paul J. Connelly
418 Mass. Ave.
Acton, Mass. 01720

Dear Skip,

By the way, I thought other coupers might like to know that they can get all their Continental engine parts at 55% below factory list prices from Superior Air Parts in Addison, Texas, as well as very good service.

Our flying weather down here hasn't been too good since last fall; in fact, the worst in years. So there's nothing to report on flying activities yet.

One of our members, Retired Lt. Col. E. Chapek from McAllen, Texas, made his final "eternal trip west" last year and his Coupe has been sold.

There'll be more to come later on a proposed regional fly-in.

What are the dates for our Greeley Fly-In?

Yours truly,
Glen Beicker
Region 7

Dear Skip:

It's renewal time again, so I thought I'd drop a line and let the other Coupers know that a fellow Couper has bought the Platte Valley Airport near Hudson, Colo.

We are approximately 20 air miles south of Greeley, Colo. Just outside the Denver TCA.

We hope to have it operating by May, so we should be ready by the time of the Fly-In at Greeley.

We will have 80 octane and a Friendly Atmosphere. The Welcome Mat is out, so drop in.

Andrew J. Haller
6526Q

COUPE OWNERS BUY AIRPORT

The Flying D is reverting to the Platte Valley Airport.

Andy and Connie Haller of rural Hudson, Colo., plan to expand greatly their recently acquired Flying D Ranch Airport into an active reliever-type field complete with shops, fuel, and additional hangar and tie-down space.

Facilities at the field include a 4,300-ft. paved runway, 15-33, and a grass east-west runway, a row of six T-hangars and a large hangar with shops, a three-bedroom brick residence, and a three-story terminal building.

"Come spring, when the ground thaws," says Andy Haller, "we intend to shift into high gear. We'll have fuel in here - at least two octanes - will grade up the taxiways, and put in more tie-downs (presently, there are 20). Our long range plans include building more T-hangars, and if we can get an FBO in here, to run a full shop and service facility."

Andy and Connie Haller own a cattle ranch, three miles east of the airport. Andy is a student pilot, "I've always wanted to fly," he says, "but when I was young I couldn't afford it, I was too busy." The couple own an Aircoupe Alon.

Connie, slender, attractive, has also had flight lessons "years ago, when I worked at several airports in the Phoenix area." The couple have three sons, all married.

"I would like to have a coffee shop here," Connie says, "but probably will have to settle for providing transportation to nearby Hudson or Fort Lupton (seven miles west) for awhile."

"Several pilots have tried to talk us into putting up condominium-type hangars," Andy said, "but all expansion has to go through the Weld County zoning board and it's pretty strict..." Currently, hangars rent for \$50 and tie-downs, \$30.

So, plans for the re-activation of the Flying D are full steam.

And, at the top of the list, the Hallers say, is a name change. "We're going to re-name it The Platte Valley Airport," says Connie, firmly, "just as it was originally."

The airport may be reached: I-85 to Fort Lupton; Colo. 52 east to County 41; north two miles to County 18; left on 18 and left again, one-half mile, on County 39. Information: (303) 536-4897.

NATIONAL FLY-IN
June 29, 30 - July 1st
TAHLEQUAH OKLAHOMA

SUN 'N' FUN RECAP

By all measurements, with the possible exception of the weather, the fifth annual EAA Sun 'N' Fun Fly-In set new records in all categories. "There were more planes, a greater variety of display aircraft and for the first time there were even a few new designs," noted Convention Chairman Bill Henderson. Included in the 262 registered planes in the display area were a variety of homebuilts, antiques, classics and warbirds.

BEST FORNEY – Curt White, Tampa, Fla.

BEST ALON – R.A. Swiezy, Jensen Beach, Fla.

BEST CADET – Charles Goodman, Decherd, Tenn.

BEST ERCOUE – Marvin Funk, Peachtree, Ga.

GRAND CHAMPION – Don Stretch, Fallsington, Pa.

LONGEST DISTANCE – Carter Willey, Waterville, Me.

BEST PAINT SCHEME – Fred & Rita Best, Safety Harbor, Fla.

BEST PAINT – Marvin Funk, Peachtree, Fla.

BEST ENGINE INST. – Bert Ellegaard, Shakopee, Minn.

MOST ORIGINAL – Ralph Johnson, W. Palm Beach, Fla.

MOST MODIFIED – Bob England, Tullahoma, Tenn.

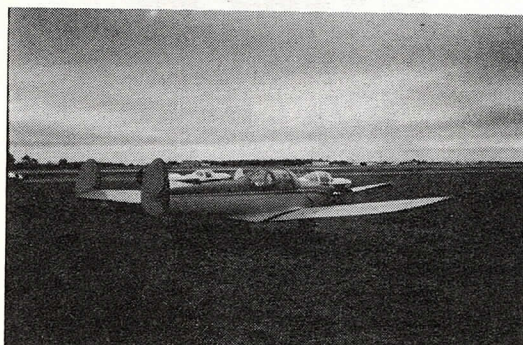
BEST INTERIOR – Don Stretch, Fallsington, Pa.



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See 1146



CONGRESSIONAL CONCERN is also reflected in a bill introduced by Rep. Gene Snyder (R-Ky.) and nine cosponsors to require FAA to explain and justify to the appropriate congressional committees any proposal to restrict or restructure airspace. The bill would extend the comment period on such proposals to 120 days. Ask your representative to support H.R. 2418.

T-SHIRTS

The lack of interest in "T" Shirts has made in unprofitable for me to continue supplying them. I have to buy in 1 doz. quantities of each size but orders of 1 and 2 has made it unprofitable.

I am sorry I have to do this and I have today returned a couple of checks which I have had for several weeks hoping I would get enough to print more, but they have not shown up.

I sure miss my Ercoupe.

Lowell A. Ditmer

OFFICERS ERCOUCPE OWNERS CLUB

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24490 S. Skyland Drive
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Vice President Jim Fohr
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Treasurer Skip Carden
P.O. Box 15058
Durham, North Carolina 27704
(home) (919) 477-1832/(office) (919) 477-2193

The Ercoupe Owners Club is open to anyone desiring to join. You do not have to own an Ercoupe or be a licensed pilot to join.

The Ercoupe Owners Club was founded to further and promote Ercoupe Aircraft through a mutual exchange of ideas, and to make available information needed for their safe operation. Membership dues are \$15.00 per year which include our Coupe Capers newsletter and many other free services. National Headquarters is located at 3557 Roxboro Road, P.O. Box 15058, Durham, N.C. 27704, Telephone 919-477-2194. Skip Carden, Executive Director, EOC.

CLUB ITEMS

The following Club Items are available from Fran Heath, 710 S. Woodbine Drive, Sapulpa, OK. 74066.

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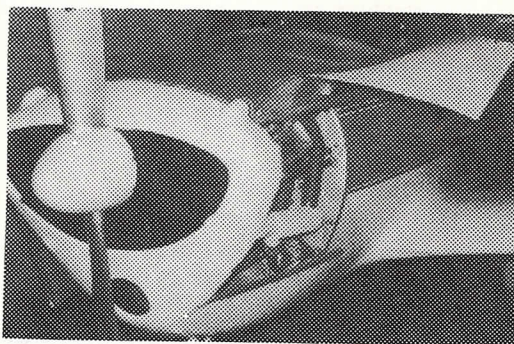
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| (11) Necklaces (16" Chain)-gold or silver-\$3.00 | |
| (12) Earrings available in Wire-Post-Clamp On- | |
| Gold or Silver - \$3.60 | |

The club also has available the following items at no charge to members—but please include 50 cents postage and handling per order: paint sheets, bumper stickers, and iron-ons (red and blue).

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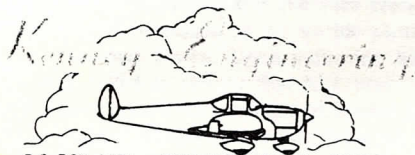
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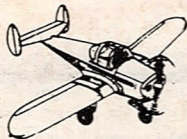
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