

COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 7, Number 8, February 1979

EDITOR: SKIP CARDEN

IN MEMORIAM

I was saddened to hear of the loss of two of our members. Al Hubbard, EOC 1642 from Michigan, who we had the pleasure of meeting at the first Tulsa Fly-In in 1955 and who we talked with at length. Al won the trophy that year for the Oldest Pilot (72) and also for flying the longest distance to attend. We will all miss Al.

We also have been informed of the loss of Maurice Cheever, EOC 1663. Our deepest sympathy goes out to his family and friends at his loss. We will all miss these two fine men and fellow pilots who have made their last flight.

SPORT AND GENERAL AVIATION NOW FACES THE GREATEST CRISIS IN ITS HISTORY

The FAA has just announced its intention to create 80 new Terminal Radar Service Areas (TRSAS), 44 new group II TCAS and to lower the floor of positive control to 10,000 feet east of the Mississippi River (and most of California, from New Mexico to San Francisco) and to 12,500 over the rest of the country. Worse, a transponder and encoding altimeter would be required to operate any aircraft in these areas after July of 1981. The wanton rape of our airspace is being justified by FAA in the name of "SAFETY"...and as a result of the recent San Diego mid-air.

EAA Headquarters is vehemently condemning the proposals and will fight to the bitter end to see them eliminated...contending that safety will not be enhanced, that massive amounts of tax money will be wasted and citizens will be unnecessarily and wrongly deprived of use of U.S. airspace.

A notice of proposed rule making (NPRM) has been issued by FAA as the first step in the implementation of these outrageous new rules. Each of us will have 60 days in which to legally register our disapproval - beginning January 4, 1979. You must take action immediately. Headquarters is asking the President of each EAA Chapter and aircraft type club to mobilize

its membership and stress the dire urgency of responding immediately to the NPRM. Every pilot, mechanic, F.B.O., and aviation enthusiast must make themselves heard in Washington.

You as a type club or association officer must understand and you must convey to your members and others that these FAA proposals will end forever VFR flying in the U.S. as we now know it - IF WE SIT BACK AND ALLOW THEM TO GO INTO EFFECT. We cannot accept less than a written comment FROM EVERY TYPE CLUB AND ASSOCIATION member and we must make every effort to influence as many others as possible to write.

Sincerely,
PAUL H. POBEREZNÝ
President
Experimental Aircraft Association
2146 EST

EDITOR'S NOTE:

The above just points out my comments which were made in Coupe Capers several months back. Now it is official and the powers that be would restrict our flying even more. I urge each and everyone to write to your congressional leaders and the FAA, EAA, AOPA and any other organization that represents the pilots of America and make your wishes known. I plan to cooperate with the EAA and AOPA in any and all phases of their campaign to effect a stop to this outrageous plan.

Skip

WHY THE EAA OBJECTS

The Experimental Aircraft Association, relying on the expertise of pilots who use our airspace on a regular basis, rejects the FAA proposal because 1) it will not eliminate the possibility of another San Diego crash, 2) it's simply another government expansion program that's going to become astronomically expensive and inflationary, 3) it will not eliminate the fundamental need for pilots to see and be seen, 4) and it will not provide an orderly flow of air traffic into and out of busy airports.

Though the FAA states it seeks to enhance safety with its plan, the EAA warns that in some ways it will actually increase danger.

President Paul H. Poberezny notes: "I travel extensively on the airlines on EAA business, and frankly the FAA's plan frightens me. They are not addressing the problem. They're going in the opposite direction. They are taking more airspace from the user unnecessarily. EAA is a strong proponent of aviation safety, but we are opposed to unnecessary restrictions when there are better methods of providing safety without retarding the growth of aviation."

IN OTHER WORDS:

FAA's plan reportedly seeks to enhance safety by means of increasing the amount of controlled airspace, which has the effect of inhibiting the growth of aviation.

EAA offers an alternative plan which goes further in promoting safety, yet preserves a maximum of uncontrolled airspace and allows for aviation growth.

EAA HAS A BETTER PLAN

Briefly stated, the EAA suggests that FAA;

1. Restructure the present Terminal Control Areas to climb/descent corridors.
2. Create "Reliever" airports in major cities with full facilities for handling General Aviation and training flights.
3. Develop alternate facilities for General Aviation activities at hub airports.
4. Revise FAA certification standards to significantly increase airliner cockpit visibility.
5. Preserve the "see and be seen" concept.

WHAT CAN YOU DO ABOUT IT?

WRITE! If you are opposed, send in a personal response to the FAA's NOTICE OF PROPOSED RULE MAKING that calls for the 44 new TCA's and lowering of positive controlled airspace to 10,000 feet.

Begin the letter this way:

1. Federal Aviation Administration
Office of the Chief Counsel
Attention Rules Docket ATC-24
800 Independence Avenue, S.W.
Washington, D.C. 20591

Regarding: NPRM Docket No. 18605,
Notice Number 78-19

2. Express your opposition to the plan by explaining how it will affect you and offer your own suggestions for improvement. Or if you like, simply state that you agree with EAA's objections to the FAA plan, that you endorse the EAA's concepts and hope FAA will listen to a complete explanation. The important this is: do it now! **WE ONLY HAVE UNTIL MARCH 5 TO RESPOND TO THE NPRM.**

3. Then write a personal letter to your Congressional representatives. Refer to the NPRM and its numbers. Ask for an explanation of the FAA proposal and evidence of how it could have prevented the San Diego crash. If it's agreeable, stress the fact that EAA has a better plan, one that truly will enhance safety and provide more sensible air traffic control. Insist that the EAA be heard out. Use this address:

Honorable (Representative)
House Office Building
Washington, D. C. 20515

Honorable (Senator)
Senate Office Building
Washington, D.C. 20410

Please be advised that petitions and vulgarity have no value.

4. Take this form with you and encourage relatives and friends to write also.

NEED MORE INFORMATION? Contact:
Experimental Aircraft Association Airspace Action
Plan, P.O. Box 229, Hales Corner, WI 53130,
Telephone 414-425-4860.

AREA NEWS

AREA 1

Once again the Dedicated Drivers' Division of the Northwest Coupers met for their November get-together at Albany. We were nearly the last to arrive--such an eager group! Ken and Dorothy Damewood had brought along their niece and we're always glad to have visitors. Art and Mary Leppin were waiting for us and got lots of grief over not yet having installed the new steering ball joint on their plane. We'll keep at him until it's done! Clark and Bella Mohr were also there and we all agreed that Clark should

concentrate on getting their Coupe together to fly to Greeley--that's perfect inspiration. Clarence and Bobbie Paul had stopped at our house Saturday afternoon on their flight home to Roseburg from Washington, so we weren't surprised to see they'd stayed overnight at Albany to join the group Sunday morning. They had had icing wings by Cascade Locks Saturday and by Sunday it was pouring rain--so during breakfast their son, Rob, appeared from school with his car keys and inherited the plane. Good old Rob! Last to arrive was our long lost Jim Bradley and friend Joanne. Since Jim has been working in Pendleton we haven't seen much of him but he has his plane there and says he's spotting other Coupes in the area. We also discovered that when Jim, at our request, had taken his Coupe this summer to the Corvallis Air Show for static display, he won First Place in the Antique Monoplane class. Belated congratulations!!

There was a great deal of discussion at the breakfast about next year's National at Greeley as people are trying to coordinate schedules for flying together. At this point it looks as though we'll all leave from Redmond, Ore. early (like 6:30 a.m.) June 27 - so most of us will fly to Redmond on the 26th after work and stay overnight. Details later. Meanwhile, if any of you have suggestions or observations on registration or judging from fly-ins you've attended, please share them with us. We'll be setting up the forms soon and want all the ideas we can get. It's your fly-in and we want it to please you.

As far as our local monthly gatherings are concerned, we will again switch days with the new year. In 1979 our Oregon get-togethers will be the THIRD SATURDAY of each month. Washington Coupers (Daryle Lessard's group) will meet the THIRD SUNDAY of each month. This way we can jump the border and join the other guys once in a while. There will be NO Oregon breakfast group this month (Dec.) since there's too much else going on during the holidays. We'll keep our Oregon arrangements the same next year, aiming for a monthly newsletter and fly-in, and relying on donations to help cover stamp and stationery costs. Thanks again to all of you who have pitched in so faithfully with stamp money. As time goes on and we don't see or hear from one of you for a few months we'll probably cut you off our mailing list until you check in again.

Meanwhile, MERRY CHRISTMAS to all of you and we'll see you at the Sweptwing in Albany on Saturday, January 20, 1979 to start off another year of safe and happy Couping!

Roy & Eileen Wright

REGION 2

1978 was a year of renewed Ercoupe activity in Southern California. Jim Buote and Gary Olson stirred up the Coupe owners in the area following the National Fly-In. The "Ercoupe Drivers" are an unsponsored gathering of pilots who own or love Ercoupes.

Coupers had Sunday morning gatherings at Agua Dulce, Cable, Santa Paula, Camarillo, Chino, Corona, and Palomar Airports. Unfortunately the weather refused to cooperate and several of the gatherings were limited to one or two Coupes. But at Camarillo more than thirteen Coupes showed up...and some Coupers showed up in their other makes.

Coupes in attendance at Camarillo were the following: 3634H, Ken Duval; 3577H, Jack Owens; 9533V, Wayne Olson; 3630H, Joe Figueras; 99853, Cecil Muchmore; 6595Q, George Pettingil; 2865H, Bill Jacobin; 3245H, Fred Rickman; 3660H, Wanda Buckner; 3116H, Chuck Ferris; 2640H, Dick Groff; 5452F, Larry and Joe Kruljac; -627, Art Ingraham. Coupers in other makes were Jim Buote in Swift 3824K; Jim Buote, Jr. in Stinson 8601K; Gary Olson in Cherokee 463FL; John Buckner in his powered Glider, 77725; Ben Rizzi drove in.

The famous sandwich shop was no open, so Coupers split into two groups and headed off in different directions for lunch. Some made the long trek to California City for a great lunch. Others elected to make the shorter hop to nearby Santa Paula for a sandwich. It has been reported that other Coupes showed up at Camarillo after the main troupe had flown away.

WHAT'S HAPPENING IN 1979?

Coupers are planning to gather at ten a.m. on the third Sunday of each month at the following locations:

January 21, 1979, Whiteman Airport, in the San Fernando Valley. There are over ten Coupes at Whiteman, and seventeen at nearby San Fernando. A pleasant restaurant offers good hamburgers.

February 18, 1979, Rialto-Miro in San Bernardino. Another good place to meet fellow Ercoupers for lunch.

March 18, 1979, Montgomery Field, San Diego. A break for our Coupers in the Southern section. More good eats at a fine Mexican restaurant on the field.

April 22, 1979, (the Fourth Sunday in the month--Easter is the third Sunday), at Fla-Bob Airport, Riverside.

May 20, 1979, we go back to Chino for breakfast at

Flo's Cafe. We were due to gather here last year but were weathered out--except for a few of the heartiest and boldest fliers.

June 17, 1979, Santa Ynez. It has been suggested that many of us might want to make this an over-nighter at quaint Old Solvang, the Danish Community, a few minutes away.

Chuck Ferris

REGION 9

Dear Skip,

Short note to bring you up to date.

First, I want to thank you for joining the Virginia Wing on our first get-together at Chesterfield airport. We had several Coupes, a Cherokee and a "Luscoupe" in attendance. Earlier in the day four coupes and the Cherokee had breakfast at College Park "the world's oldest active airport" with EAA Chapter 4 and then flew down to Chesterfield in sort of a loose gaggle. I have been told by several people, some new fliers, living in the area we overflew, that we were observed and I think appreciated. Your attendance was a great help as many folks wanted to meet you and discuss Coupes with the "Guru." Hopefully we can put together an even more successful fly-in in the Spring. I have the address information now and from the interest shown, I would expect up to 20 coupes might attend, weather permitting.

I'll keep you informed of our next Virginia get-together and hope to see you there. Keep up the good work.

Jack Crater

TWO SIDES TO EACH STORY

Dear Skip:

Enclosed is a copy of the Aviation Consumer letters which criticize Omni's claim handling and a copy of the reply which I hope will later be published.

Rather than use up excessive space in Coupe Capers, I would suggest that any members who are interested in both sides of the story contact me and I will be pleased to send them copies.

While I have had some members complain with reason about slow payment, I have not seen a claim denied or an unfair settlement made by Omni. Our office also handles auto and home insurance and I wish that I could say the same for the companies engaged in this type of insurance business.

All the best,
A. Gordon Squires

FATHER'S CURIOSITY ENDS IN 2nd CRASH

A Milford man whose single-engine plane crashed while approaching Clermont County Airport Tuesday night had been attempting to fly over the Northern Kentucky site where his son's plane was forced to land Monday evening, his wife said Wednesday.

Richard J. Kemper, 47, 805 Wallace Ave., pilot and owner of the plane, was listed in satisfactory condition Wednesday night at Clermont County Hospital. He had been listed in guarded condition. A passenger, Clarence Hauck, 1279 Betty Ln., Milford, was also listed in satisfactory condition.

Kemper's wife, Wanda, said Wednesday the plane proceeded only as far as the Ohio River before it was forced to turn back because of an approaching thunderstorm.

When the Mooney Cadet craft returned to the airport, it circled three times in a strong wind and crashed at 8:24 p.m. when it apparently stalled about 300 feet in the air while attempting a landing from the south, said Rose Burchett. She and her husband, William, manage the airport at Batavia.

The plane, she said, fell about 800 feet short of the runway and skidded on its belly before coming to a stop.

It had only been in the air about 10 minutes, she said.

Mrs. Kemper said her husband, a lawyer, is a veteran pilot who flew often.

Clermont County Airport, where the plane was based, is an uncontrolled airport, a representative of the airport said. An uncontrolled airport has no control tower, and pilots generally use their own discretion when taking off and landing, according to the Federal Aviation Administration (FAA).

The FAA is investigating the accident, but Francis DeJoseph, FAA investigator assigned to the case, said it would be at least a week before any information would be available about cause of the accident.

Kemper's son, Richard A. Kemper, was forced to land his plane in Grant's Bend, Ky., Monday night, after he had told authorities at Greater Cincinnati Airport that he did not have enough fuel to reach Luken Airport in eastern Cincinnati.



FAA officials said only two gallons of gas was left in his plane, enough for two minutes of flight.

All five persons in the plane were uninjured, but the FAA was withholding the other names until a report is issued. The plane remained in tobacco field Wednesday night.



NO PROBLEM

Golfers ignore plane that made a forced landing on a fairway of the Penmar Golf Course in Venice shortly after takeoff from Santa Monica Airport. Pilot Leonard Sankstone made a dead-stick landing when engine quit. No one was injured.

P.S. Leonard and N3007 are both fine and flying. N3007G had its wings removed and was trucked home and reassembled after this bout with carburetor ice. This is one of the first Ercoupes restored by Wayne Olson.

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

KITTEN? OR COPY CAT?

Back in 1944 Grumman Aircraft Engineering Corp. was thinking about the upcoming (everybody hoped!) postwar market for small civilian craft. Two of the concern's experiments in the private plane field were Kitten I of 1944 (left); 1946 Kitten II (final form), below.



FIRST Kitten was Model One set up as taildragger (left). She was powered by 125-hp Lycoming, spanned 32-ft. This photo made 3/13/44,



SECOND Kitten in its first configuration (left) was Grumman G-72. Kitten II came out of shop with tricycle gear and single rudder. HL details changes made to ship; first flight was in February 1946. After this experiment Grumman forgot lightplane field.



FINAL Kitten II, as craft was now known, featured twin fins with piloting via ailerons elevators, these operated by single cockpit control.



SUN 'N' FUN COUNTDOWN

Yes, Sun 'N' Fun is only a scant few weeks away and the Florida Group headed by Milt Jobes is working on the last minute details. Milt says that we will have a Flea Market at the Club Booth so bring any articles (small) that you want to sell and they will put them on display and sell them for you, if possible. Also, come by and leave any photos or information on any Coupes for sale. I am sure that there will be plenty of potential buyers at the Fly-In. So, unthaw your bird and come on down. They promise warmer weather this year so see ya there—

SKIP

COMING EVENTS

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 he is also working on some accommodations on the field. He will send the details so we can print them next month. You will remember that this was a really great Fly-In last year and should be even bigger and better this year, so make your plans now to attend.

COMING EVENTS

With Spring just around the corner it is time to start getting ready for the 2nd Midwest Regional Ecoupe Fly-In.

Due to better facilities and motels, we have moved the Fly-In from Taylorville, Ill. to the Star Chief Aviation at Jacksonville, Ill., which will be May 5th & 6th, 1979.

We will have more information on the motels and etc., later.

Everyone start making your plans to attend to make the 2nd Fly-In a bigger and better one than last year.

We hope everyone had a Very Merry Christmas and a Happy New Year.

John & Rita Wright
4 Flossmoor, RR 6
Springfield, Ill. 62707
217-546-0585
or 546-3547

Dec. 7, 1978

Bay City Times (Mich.)

PILOT PUTS PLANE DOWN ON U.S. 131

A Hesperia man was forced to land his Air Coup on U.S. 131 Wednesday when the plane developed engine trouble. State Police at the Lakeview Post said Leslie Maxwell Lee, 49, had just taken off from Greenville on a flight to White Cloud when he was forced to set down on the highway about 11:45 a.m. because of a blown oil seal. He was the only one aboard the plane and was unhurt.

Skip—

They really have lots of invented names for Coupes! Seasons Greetings from John Alexander, 1889.

HINTS 'N' TIPS

Please remind members to keep close tabs on small oil seal leaks. My Coupe recently lost four quarts of oil, and this was due to a ruptured generator oil seal. Had to make a forced landing on U.S. 131, however, both the good old Coupe and myself came thru without a scratch. Had the seal replaced within 2 hours, and the police blocked off a portion of the x-way and we were off!

Sincerely,
Leslie M. Lee

HINTS 'N' TIPS

Dear Skip:

Since we can no longer buy .060 plex dark enough for sunshades, we wonder if anyone has tried 3M Scotch tint (or similar) material applied over their clear window glass.

We'd sure appreciate hearing from anyone who has, and whether or not it was successful.

R. E. Commings
P.O. Box 163
Watkins, Colo. 80137

Dear Skip,

On October 29th while on a trip to Fort Wayne, Indiana, our faithful little Cont. C-75 "swallowed" a valve, went through the piston and needless to say, we started down. Landing in a new wheat field with no problems and no damage to plane or crew. By the way, with an eight knot crosswind and Cleveland brakes you can land and stop a Coupe in four hundred eighty feet.

We are having the engine majored even though it only has 825 since last major. With it scattering metal through the engine we had it torn down to be sure and also will have 100 octane valves put in this time. All our mechanics agree that the 100 octane blue fuel is the culprit. Even though I changed the oil every 25 hours and oftener if we got 100 octane on long trips I guess it wasn't enough.

Just a friendly admonishment to my pilot friends that after 24 years without a 'cough' I learned that engines can and sometimes do quit. So stay alert! Every now and then think about what you would do "if." And when you are out flying with nothing to do just pull the throttle back on downwind and practice putting her down without help. (Be sure and clear the engine now and then). By being prepared, should it ever happen, you can handle the situation and after sliding to a stop short of the fence, your wife will say "Bless your heart that was a beautiful landing" and you both will enjoy flying again.

So we'll see you all in the spring with a new engine and will wish all of you a great 1979.

Best regards,
Bob Staight
Route 12

Mansfield, Ohio

P.S. The FAA was just super to us after we were down and telephoned them. We were on APC at the time and the controller was terrific.

Dear Skip,

Thank you for stamping my last newsletter to let me know that my membership had expired. I look forward to receiving Coupe Capers each month.

We have owned our 1965 Alon for 2 years and enjoy it very much, except for the excessive motor noise. If you have any information regarding mufflers or exhaust pipes to quiet this machine, please let me know. My earplugs are almost worn out!

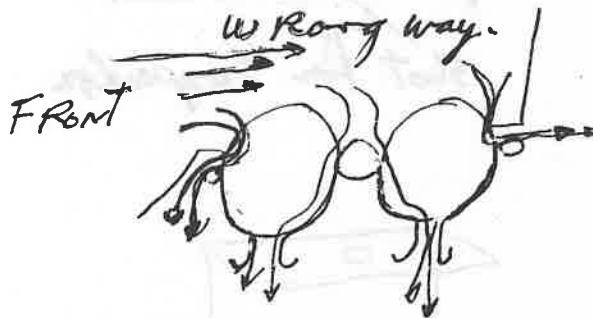
Sincerely,
Karl Rebstock
Box 113
Eldon, Mo. 65026

Skip:

Boy, how times flies. I've been in a stupor ever since July when I took 74H home for a paint job. All this time I've had the feeling that something is missing. Sure enough, I forgot to renew my EOC membership. Anyway, it sure would be nice if you'd send the back issues of Coupe Capers and renew my membership effective July 1, 1978.

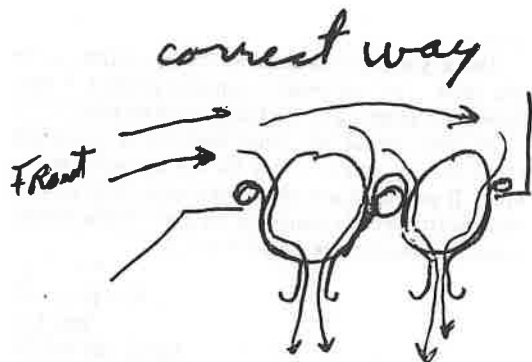
I've been snooping around looking real close at other coupes and boy, am I shocked. The baffles on Ercoupes truly are baffling. To set the record straight...The shim stock cylinder and head shrouds should not leave a gap between the front or rear baffles.

Precious cooling air will not follow the fins around unless these "wrap-around" shim stock shrouds seal with their adjacent shrouds.

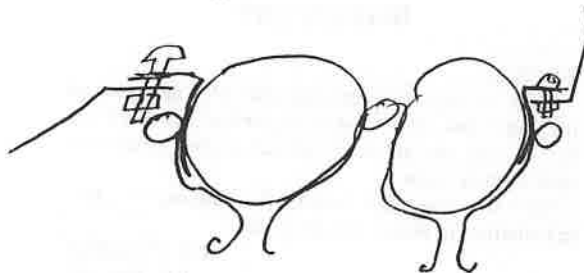
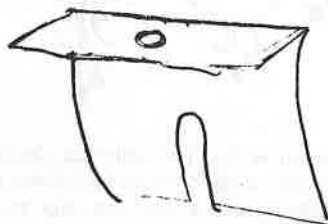
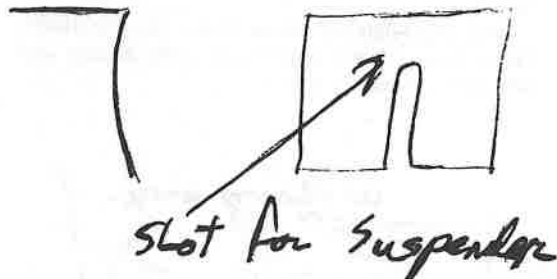
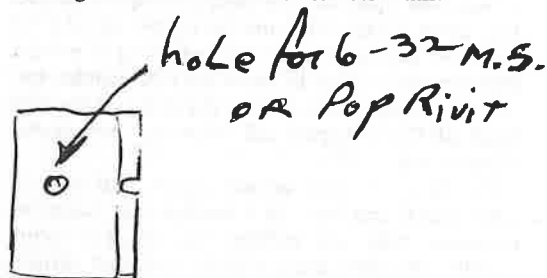


The cooling air MUST flow under the shrouds and over cylinders (and heads) between the cooling fins!

Otherwise the cylinders cool unevenly and warp enough to cause excess "Blow-by." An easy solution most have for not fixing these is simply to use less power and hence lessen the improper cooling problem.



A better solution when it's all ready put together "wrong" is to add alumin extensions like this.



These tuck between the shim stock cylinder (or cylinder head) shroud and the Fins, and overlap above the adjacent shrouds. These insure that the cooling air does not leak around the intended path.

Keep up the good work.

Joe Brooks, Jr.
20913 Halldale Ave.
Torrance, Calif. 90501
EOC No. 722

Dear Skip,

Enclosed is \$10.00 for my renewal in the Ercoupe Owners Club for 1978-79. I can't thank you enough for putting out such a fine publication.

Skip, in the 3rd October issue of the General Aviation Service Bulletin I noticed something that should be brought to the club's attention. They are 1) where the aileron cable goes along the guide, and the cable is then worn and frayed, if not corrected you could have no control of the ailerons, and 2) severe corrosion has been found in the wings and the stabilizer. (As soon as I can find out where I put this publication I will send it to you so you can print it in Capers.)

Sincerely,
Daniel L. Southern

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.

FOR SALE

1966 Alon A-2 No. 122, 975 TT- no damage- 100 Oct. valves-C-90, Mark 12-360-New Tires, Regulator, Plugs, Cover, Headset and PT make - Grim Stroke.....\$6,000.00

Pete Wright
Rt. 2, Box 234A
Fernandino Beach, Fla. 32034
Office 904-757-6241
Home 904-261-6524

FOR SALE - I guess the Alon will have to find a new home. For anyone interested, it's a 1967/8 model having been sold as a '68 Cadet by Mooney after they took over the Alon operation. It has an EDO-AIR 553 360 channel radio and a newly refinished interior. The C-90 has around 1100 hours on it, and good compression on all cylinders when checked during its November annual. Tires and brakes were new at annual as are the plugs. I've had very little maintenance problems and feel it's a good buy for anyone who wants an aircoupe with all of its safety while not having to put up with the problems associated with old avionics, dated panels or for that matter, doesn't like the 2 control system. I'm asking \$9100.00 for her as she is, but, of course, I will consider reasonable offers.

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

FOR SALE - 1946 Ercoupe C85-12F, serial No. 1232, N93909-new wing fabric 1977; new Imeron pain 1978; new interior 1978; Mark 5 radio; Total Time Airframe 2019 hours; SMOH 309 hours. Hangered at Bolivar, Mo.

William R. Dillbeck
Bolivar, Mo.
471-326-7807 (evenings)

FOR SALE - 415CD Serial No. 3063- Lots of new parts, all new glass, rudders, mid time engine, good solid frame, new annual day of sale. All Metal. \$4,000.00.

Leonard Page
Belleville, Ark. 72824
501-495-2647

PARTS FOR SALE

Old type landing gears complete with 800 x 400 tires and tubes-Good condition, ready to bolt on for coupes up to serial No. 813.

Cowling-Polished Aluminum. Some repairs but good shape. Nose Cowl, Top Cowl and L & R Side Cows.

Set of Fairings, Like New, Landing Light Fairings installed for coupes above serial No. 813.

Write John G. Stockard, Jr., P.O. Box 3157, Jackson, Tennessee 38301 or call (901) 424-5110 between nine and five weekdays.

RADIO FOR SALE

I have a NARCO MK II Omnigator which was operating when I removed it in favor of an Alpha 200 which I offer for sale at \$100.00.

Don Fornwalt
70 Hayes Rd.
S. Windsor, Ct. 06074

PARTS

Ercoupe parts, new and used, lots of wing parts. Send SASE for list and prices.

Darrell Kight
4530 So. Country Club
Tucson, Ariz. 85714

FOR SALE-One set Rag wings - need some work - all parts included \$100.00 each or \$200.00 set - "U-haul." Would buy or trade for "low dollar" radio, not too ancient. Have other miscellaneous Ercoupe parts.

Orbie M. Wheeler
2719 N. Emerson
Enid, Okla. 73701
405-237-4863
After 6 P.M. or weekend

FOR SALE - Cessna 300 (90ch) selfcontained Nav-Com. In my Alon and working great. Updating for I.F.R. \$250.00 plus UPS charges.

317-827-0064
After 10:00

FOR SALE - Child seat for Ercoupe, Alon, or Cadet. Frame work included. First \$100.00 plus trucking charges.

317-827-0064

PARTS NEEDED

I have an Alon A2 1966 vintage. It was purchased in rebuildable condition, but the following parts are needed:

- LH Vertical fin
- LH rudder
- Canopy Glass
- 2 Windshields
- 2 Rear windows
- 1 Engine mount

If anyone can help me, it would be appreciated.

Paul Groth
RR 2

Zumbrota, Mn. 55992



"Mr Spock, do you realize just how far ahead of its time the ERCOUE was!"

I am in need of a fuel tank for pilot's side 415-C, Ser. 1871-1946. This tank is aluminum and does NOT enter the side of fuselage and the outlet is on the end of the tank. Can someone help? I need a tank that does not leak! Also, have complete fuselage and center section with main gear if someone needs fair shape fire wall damaged, but cannot ship. You pick up in New Jersey - \$30.00

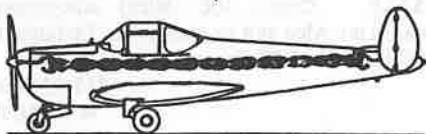
Albert O. Richter
100 Hartford Dr., Apt. 7
Runnemead, N.J. 08078
609-939-3587 - 10-11 p.m.

WANTED

1946 Ercooue wrecked or dismantled for parts. Harry and Dorothy Flint, Box 130, Craig, Mo. 64437 or call 816/683-5507.

WANTS

Skip Harris, Rt. 1, Box 71K, San Augustine, Tex. 75972 wants a set of Cleveland brakes.



New Paint Scheme by Dan Dreeben

FROM THE MAILBOX

Dear Mr. Carden,

For a long time I have been trying to find your address. Finally I found one copy of your Coupe Capers which one of my friends did not know how it reached his hands.

I own Ercooue 415C serial No. 530 and I have heard that in your country several kits have been developed for improving its performance. Would you be so kind to send me a list of the main modifications that are available?

My Ercooue has rudder pedals and I really do not feel comfortable with the hand brake.

Is there any other kind of handle or mechanism for improving it without changing the whole brakes.

I have heard that one can add accessories to the wings that increase cruising speed by 10%. Do you have any notice of it?

I am thinking of eliminating wing's fabric and going to an all metal wing. Do you have any data on differences in performance?

What about fairings for these thick 8.00 x 4 wheels?

Sorry for so many questions. Your help will be greatly appreciated. Please also send me information about your club, duties and benefits of their members, etc.

Sincerely yours,
Hector R. Carli
Montevideo, Uruguay
South America

Can anyone help Hector?

Dear Skip....

Please find check enclosed for membership renewal...thanks too for the information on c-100 conversions.

You might be interested in the later super coupe news...(super coupe is what the local controllers call my coupe).

We are now towing a banner. I believe that N6594Q is the first coupe to banner tow...after some small problems with the FAA had been straightened out. I believe the FAA had their doubts about a coupe towing...particularly where the airport elevation is 6344 feet .but we just towed for the local political season and did real well. Anyone else got a coupe with a tow hook???

Take care.

Larry Salganek
18 Avenida Del Monte Alto
Santa Fe, N.M. 87501

Dear Skip,

We have seen many articles about putting the 0-200 engine in the Ercoupe. They all tell quite correctly how one can take off in a shorter distance, climb faster and steeper, and cruise a little faster. All these points have been well emphasized. But until now, it has never been mentioned how much higher altitude can be achieved with the 0-200 engine installed. I won't say how much more altitude I could cruise at, but I enclose a photograph that should give everyone some idea.

I just finished polishing the aluminum again and I will be hanging my Ercoupe to make it remain looking like chrome. The only disadvantage is that I can never land near a discoteque because all the "dancers" will come out of the discoteque to pop their pustules in the mirror like finish. But then I never go to such places because I have not had the lobotomy needed to appreciate discoteques.

Another warning for those considering taking a paint spray gun to commit rape against virgin aluminum is that a Cessna 172 owner at the airport where I park just paid \$2200 for a paint job.

Sincerely yours,
Barney Vincelette

Sir:

I recently purchased my first aircraft which is a 1945 Ercoupe, and in A-1 condition.

A friend Ercoupe owner introduced me to your Ercoupe Owners Club by giving me one of your Coupe Capers Newsletters dated Volume 7, No. 3, August 1978.

In this volume I read an article written by Lee L. Brown, and he stated that Serial No. 1 through 212 were built in 1940 and 1941.

My Serial No. is 213.

Therefore, would I be correct in assuming that my aircraft was the first one on the production line after the war in 1945.

I would be very interested in knowing if you have any available information.

Thank you,
Robert A. Poules, III
227 Cooley Street
Springfield, Mass. 01128

P.S. Please find check enclosed for membership of your Ercoupe Owners Club.

Dear Skip and Family,

Cool weather has set in here so will be inside working on the project. Had hoped to have it ready for next National, but guess no way. Takes so long to get parts. Have had parts on back order as long as 9 weeks at a time.

Sorry Mr. Collins hasn't been in some of the places some of us others have. Recently I was leader of 5 planes through a TCA on a real hazy day when we met 5 other planes in a group, only one of our group saw them and said they were close enough to see the whites of their eyes. The controller never said a word. He said he had us on Radar, wonder if his Radar wouldn't pick up the others!

There has been times I have been less than happy with things that happen in the Club, but try to remember there is a few groups where everyone can be satisfied all the time. The good times sure have made up for the others.

The project passed the first inspection with flying colors.

Leonard Page

Dear Skip,

I read with much interest your backchat with Herschel M. Collins.

First, I thought his comments to be well reasoned and well stated.

Secondly, I am glad you did not hide behind your editorial option not to print his letter.

My feelin is that if you two sat down with a few flagons of mead, the differences between you would become insignificant.

To agree with you on one point, I have flown for 32 years, VFR, IFR in and out of the military and I thought and do now think that the best collision avoidance device in visual conditions is the Mark I eyeball.

To thos who disagree, I recommend reading the transcript of the flight recorder of the PSA airliner which recently crashed in San Diego after a mid-air with a light aircraft.

All the best,

S. Gordon Squires

ORIGINAL OWNER

Dear Skip,

My December Coupe Caper had the red stamp advising me my membership had expired. I have enjoyed Coupe Capers very much so here is my check for \$10.00. Also I am enclosing a check for the Fred Wieck scholarship fund.

As I previously have advised you, my Ercoupe is a 1946 415CD - 3385H which I purchased new over thirty years ago. It has always been hangared and I keep it in real good condition. I love to fly it, I will keep it as long as I can still pass my medical. I do not fly as much as I used to, but I still love it.

I am sad to report the death of J. Alfred Hubbard, member of the Ercoupe Owners Club and the International Ercoupe Assn and many other flying organizations. The IEA December issue has a very nice tribute to him and I would urge you to read it. Al was a lifelong friend of mine and in recent years a flying partner. I will miss him.

Best regards.

Roy Alger

Dear Skip,

I finally found time to sit down and look at the latest issue of the coupe capers and the first thing to catch my eye was the big red expiration notice on the front cover. Enclosed is my next year's dues. Hope I haven't missed anything.

I own a 1941 Ercoupe, N37117. The serial number is 84.

The coupe had a pretty uncertain future for quite a while, but I have finally managed to secure it's future for as long as the unforeseeable future permits.

As near as I can tell, 117 changed hands several times and was flown on a somewhat irregular basis until sometime in 1966 when it was wrecked. The story I got was, the brakes failed and it was run through an open ditch. The nose gear collapsed and

tore up the nose bowl and got into the center section. One wing also hit something hard enough to put a twist in the main spar. The coupe changed hands several times again. Each time the new owner did a little disassembly before becoming discouraged and selling the project. By the time I found 117 it was reduced to an empty fuselage with no centersection and nothing FWF. The original A-65 cont. engine was there also, in a basket. The whole situation looked challenging enough so I bought the coupe lock, stock, and barrel.

The project went along real well--UNTIL--I started through the basket case A-65. In the basket, there was three camshafts. All were A-65. None had a fuel pump eccentric to drive the fuel pump.

A search was launched for a camshaft and by the time the rest of the coupe was ready, there still was no cam. Now this puts a man between a rock and a hard spot. The cam I was looking for was obviously about as scarce as hens teeth.

You have heard of opening Pandora's box? The next move I made was just about as close to that as I have come lately.

A friend of mine that owns a machine shop and myself made a fuel pump eccentric and attached it to a standard A-65 cam in a manner similar to an earlier Continental design. You can probably already imagine what the FAA said when I confronted them. The local office wouldn't touch it. They turned the who thing over to the regional office which in turn put the red tape process into high gear. I won't go into all of that but the end result of that was the application for a Supplemental Type Certificate, a 300 hour fly off period to test the cam and an experimental airworthiness certificate, not to mention a set of restrictions that filled a long typed page. Can you imagine flying a 25 mile radius of the airport for 300 hours?

Fortunately, about 125 hours into the fly off time I located the proper cam and installed same, dropping the S.T.C. and regaining the standard airworthiness certificate.

All of this took place over the past three years and was finally put to rest last summer. My reward for my labor is a beautifully well performing Ercoupe that performs as well as the later model coupes that I have flown with. All have had 85 HP engines.

As far as the hassle I have been though - I think it has been a very good education and could only be an asset to my future endeavors.

I have started construction on a Siers Barracuda and when the guys in the local Engineering and Research office saw me coming, they just started shaking their heads until they found out I was working on a little

more common project.

If anyone has a 1941 or older coupe, let me know. There isn't much info available on the pre-war coupes and I am always interested in learning more.

"KEEP EM FLYING"

Sincerely
Mike Wolford
EOC 1380
EAA 85882

MY ERCOUCPE

How many people can say they own the aircraft they soloed in ten years ago? My story began in North Georgia in 1968. Everyday as I passed the Airport, I would think, "Someday I will own an airplane." Time passed and a buddy and I got together and arranged the down payment and it's financing. Our agreement was that the first one who couldn't make his half of the payment was out. As luck would have it, my partner couldn't meet the first payment, so the Bank and I owned a plane. Four years ago, 400 hours later, in North Louisiana, I sold Ercoupe 3595H, and acquired a 160 Tri Pacer (which was a lovely plane). As time passed, and good luck came my way (215 hours and 6 years) Ercoupe 3595H came up for sale and I bought it back for \$1100.00 more than I sold it for in 1972. The aircraft was updated with radio, brakes, dual nose forks etc., so I don't feel bad about the price. The airplane goes out of license in January and comes in the shop for a complete rebuild. Keep up the good work.

KCF 1862
Jerry R. Franklin
Rt. 1, Box 188
Oil City, La. 71061

P.S. We have a 3500 foot grass strip North of Shreveport, Louisiana, 370 degrees off Shreveport VOR in Oil City. Overnight accommodations and fuel at Thacker's. Anyone flying South, I live one mile West of the strip. I am easily spotted as I have "Ercoupe Acres" written on top of a building. Phone 318-995-7917. Also the clippings enclosed do not pertain to an Ercoupe, but some of the readers might be interested.

Dear Skip,

I'm writing you this note to tell you and all the officers of the E.O.C. what a great job I think you are doing. I have been a member in the club for almost a year now and I'm already on my second Coupe. When I joined last February I had just gotten my first

airplane, a 1946 415C (N3085H). After about six months of great flying, and more work stripping, buffing, and painting than I care to remember, I sold the old bird and bought a 1966 Alon (6550Q). I have started the restoration and updating on this great little craft. Thanks to Coupe Capers and all the wonderful letters from the members, I have found most all the parts needed to get it back in tip top shape again. Everyone I have contacted, who is associated with E.O.C., have been so friendly and helpful to me. It's really nice to be a member of such a warm group of aviators. I hope to see you at the National Fly-In at Greeley. That should be a trip for me to remember from Indiana to Colorado and back again. In closing you will find a check for my 79 dues and dues for a new member, Mr. James O. Tash. The remainder of the check is for the Fred Weick Scholarship Fund.

Thanks again,
Joseph E. Todd
R.R. 5

Connersville, Indiana 47331

There's no people like Coupe people!!

Howdy Skip!

I reckon it's about time that I re-enlist in my favorite club. So here comes my enlistment fee.

I hope to attend the National Fly-in at Greeley, Colo. this summer, and if nothing happens I will be at the Sun 'N' Fun at Lakeland.

I am trying real hard to have a 115 horse Lycoming installed in my Coupe, but so far I have only gotten promises. It can be done on a single plane S.T.C. but all the persons with an A.I. rating that I know are so busy that it may be years away.

I have been hoping that I could have it done by the National. I called Univair and they said that it would be about one year when they will have it set up so that they can sell the kits to convert.

I might have a paint job on my Coupe by the time we see each other again. It sure is a whole mess of work trying to keep that bare metal looking good.

Sincerely,
Ralph E. Johnson

With the C-75-85-90 becoming more and more hard to find, someone should put forth an effort at installing one of the newer engines in the Coupe.

DON'T FORGET SUN 'N' FUN

January 21 - 27

SEE YA THERE---

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NOTICE

Would love for you to run a short notice in Coupe Capers asking if anyone would be interested in having a get together in Bowling Green, Kentucky. Maybe we could arrange to have a Fly-in or have get togethers at regular times.

I attended the Taylorsville Fly-in and enjoyed it. Everyone was grand. I would have loved to stay over Sunday, but had to be in St. Louis, Ill.

If anyone is interested contact me at 424 Lynnwood Drive, Franklin, Kentucky 42134 - telephone 502-586-4858

Jimmie C. Hammond

MISCELLANEOUS

HEADING FOR LAKELAND? Plan to also visit Orlando, where you can not only see Disney World, but you can enjoy a preview of Dolph Overton's new "Wings & Wheels" Museum, relocated on the Orlando Jetport. Dolph writes that members are welcome to visit prior to official opening, scheduled for sometime in the spring. Dolph does not detail what other planes will be on display. Call Tom Scott: 305-859-8166.

Ercoupe T-shirts are available from Shilo Arts & Novelties, 5846 Philadelphia Dr. Dayton Ohio 45415. They are cotton and polyester and come in a blue grey color with dark blue trim and lettering. Club price is \$4.75 pp, they are available in S M L XL. Be the best dressed Coupe pilot in your area, order today!

CLUB ITEMS

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

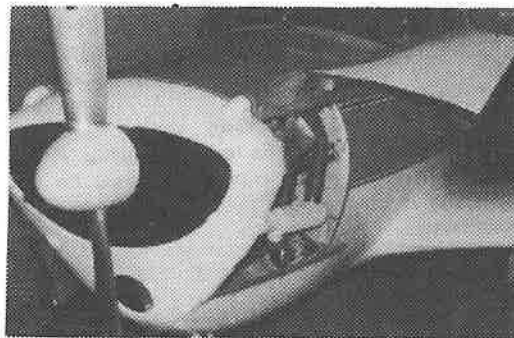
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The club also has available the following items at no charge to members—but please include 50 cents postage and handling per order: paint sheets, bumper stickers, and iron-ons (red and blue).

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