

COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB

Volume 8, Number 4, September 1979



EDITOR: SKIP GARDEN

EOC National Fly-In Recap

"The best yet," was the comment heard all weekend at the National Fly-In held this past week. We had 65 Coupes and 17 non coupes, 27 drove and 8 came commercial, we had 192 people register and others who only came for the day. Of the 82 who pre-registered, only 3 were not able to attend. We had the largest turn-out of Alons that we have ever had - 14 on the field at one time. The weather was somewhat less than cooperative with squall lines all around the Oklahoma area, but the clouds kept the temperature down and made for a pleasant outing. There were lots of things to see which included the oldest Ercoupe known to be flying, a 1940 model belonging to Al Zinn. Also, Father Tom Rowland brought his completely stock 1941 Ercoupe complete with ERCO tires! Roy Wright unveiled his wing leveler (or poor manned auto pilot) and Ralph Johnson from Florida came in the Super Coupe (0290 Lycoming powered Coupe) which is still flying under the experimental category. Then there was Joe Todd's Alon which had Fred Weick's portrait painted on one side and an aviation mural on the other. While there Joe got Fred to sign the portrait making it really special. Then Gene Taylor from Texas came in his completely re-built Forney equipped with many mods including auto pilot. This was one of the most outstanding restorations I have seen in many years and will be a real competitor on the show circuit. It is really flawless. Gene admits to having spent over 25 thousand on the little beauty which doesn't include any of his labor! The competition for awards this year was the keenest that we have ever seen with many birds eligible for more than one award. The new judging sheets were a great help to the judges and also some flaws were noticed which we hope to correct by next time. The food and rooms were the very best ever with the University providing many extras that we all enjoyed. The Saturday night forums were one of the highlights of the weekend. Chuck did his usual super job with the slide show on Coupes; Fred Weick got to explain about many historical aspects of the Coupe including the Four place Erco and the Twin Erco

which were both in their last stages of development when Erco closed. He also told about the TRU SPEED and disappointed president Roy who has a souped up airspeed or a funnel pitot tube. As usual, Joe McCawley kept the audience on the edge of their seats and did a mass demo on Hypnotism to everyone's delight. Then we presented the AOPA Safety Show Take Two and Be Seen, a very informative presentation and on that we all need to be aware of. Sunday what more can I say? Everyone who went on the tour of Tulsa and ORU really had a great time. That afternoon was one of the highlights of the entire Fly-In when Jon Hiles presented his maintenance seminar. Jon has collected these over 16 years of flying coupes. He not only has the cure but the part numbers as well. It was so good many sat spellbound for almost 4 hours! We have talked to Jon and hope to make this a regular at many of our future Fly-Ins. Jon said that he had much more that he didn't have time to present.

Then the Awards Banquet and Awards presentations ended up what will be a long remembered weekend. Not often do so many people who enjoy each other so much get the opportunity to be together -- The Worlds Greatest People - Coupe People. The Awards were as follows:

Fred E. Weick Award -- Roy Wright
Past President's Award -- Dub Hall 77-78, Roy Wright 78-79
Special Award to Jim Jackson for all the help and transportation that he has provided
Lady Ercouper of the Year -- Eileen Wright
Grand Champ Ercoupe -- Jim and Vi Goldsmith
Reserve Grand Champ -- Ken and Fran Heath
Grand Champion Forney -- Gene Taylor
Reserve Grand Champ Forney -- Jack and Elke Trnovec
Grand Champ Alon -- Fred Shannon
Reserve Grand Champ -- Robert Schlabaugh
Grand Champion Cadet -- Bob and Bon Plegg
Most Original Ercoupe -- Fr. Tom Rowland
(1941 Serial No. 57)
Lowest serial number -- Al Zinn (1940 Serial No. 10)

Best Natural Finish – Art Heunemann
 Best Paint – Joe Todd
 Champ Modified – Roy Wright
 Best Interior – Hal Looper
 Best Panel – Steve Price
 Best Engine – Walt Bacon
 Hard Luck Award – Harold Frakes (Cessna-Cylinder studs broke)
 Best Dressed Male Pilot – Jack Trnoevac
 First Arrival – Jack Harkness
 Fly-In Queen – Elke Trnoevac
 Youngest Pilot – Dave Tanner (22)
 Oldest Pilot – Fred Weick (80 in a few weeks)
 Longest Commercial – Jack Owens
 Safety Award – Leonard Page (For Rusty Pus Rod
 (For Rusty Push Rod Notice)
 Notice)
 Longest Distance Driven – Fred Weick
 Best Model – Buz Kimball
 Best Regional Attendance – Glen Bieker Region 7
 Second Largest Attendance – Jim Fohr Region 5
 Longest Distance Flown – Keith Whiting (Craig, Alaska)
 Second Longest Distance Flown – Terry Jeffords (Oak Harbor, Wash.)
 Third Longest Distance Flown – Hal Looper (Toledo, Ore.)
 Fourth Longest Distance – Malcolm Gibson (Ore.)
 Special Award Presented to Fred Weick by Dan and Jan Dreeben (a three legged bird) then we drew for the door prizes. Everyone who registered was included in the drawing and those who were not present were mailed their Gift Certificates. There were over \$360.00 in certificates! That's about all for now. If you have any photos that you can send, we will appreciate it, as Chuck was unable to get the official photos this year. I will be glad to return them when I finish.

Skip

TO ALL ERCOUPERS

The National's over for '79
 and the EOC's done it again.
 I'm tempted to jot down my thoughts at this time
 about why we enjoy our Fly-in.
 We welcome all Ercoupes exactly the same
 even M-10's with their lonely rudder,
 Reward with trophies the best of the planes
 and share ideas to make them all better..
 But beyond the vast knowledge and resources, we find
 there lies a feeling elusive.
 Though slowly the evidence grows in one's mind
 the answer is plain and conclusive.

It's the people, of course, who make it such fun.
 And it's strange when we meet once a year,
 How very close and involved we become
 when these old friends annually appear.
 Foremost in this group is the club's backbone, Skip,
 who year after year gives his best.
 And our own "Mr. Fred" who designed the great ship
 which we feel outshines all the rest.
 I'm not sure what we'd do without Leonard to tease.
 Joe McCawley would lose his best jokes.
 Then there's Chuck with his slide show, guaranteed to please,
 Van Man Jim, Ollie, Jack – just great folks.
 Now that I've started recalling our friends
 I find they're too numerous to mention!
 Instead let me say my thank-you extends
 to each Couper at our Fly-in Convention.
 Eileen Wright

Regional News

Dear Northwest Coupers,

The Oregon-Washington Fly-in at Clark County Airport on May 19 had the benefit of beautiful sunny weather and our little twin-tailers flocked in from all directions. There were 20 coupes on the field (7 from the Seattle area and 1 from Calif.) and 53 people signed our list. As usual there was lots of idea sharing, problem solving, and mutual Coupe admiring. We also handed out the name badges to those who had ordered them recently from Armata and took orders for several more.

After lunch our guest speaker, William Holman, the Flight Operations Director of the Oregon Wing of the Civil Air Patrol, gave a talk and showed a film about mountain flying and emphasized the value for mountain rescue of having filed a flight plan.

Daryle Lessard, Wash. Wing Leader for the Ercoupe Owners' Club, presented trophies for: Longest Distant Flown, to Bill Geddis (Calif.); Oldest Pilot, to Sam Delmondo; Youngest Pilot, to John Cullett, Jr.

We also had a new feature for the ladies -- an Aircraft Awareness Quiz which consisted of 12 questions about basic aircraft management or flight rules; and we're proud to announce that Debbie Good answered 10 of the 12 correctly and was awarded one of the newly available EOC stick pins. Finally, Roy was pleased to receive from Tom Newton an 8x10 color photo he had taken of our Alon at a recent fly-in. Thanks again, Tom!

Having completed our inside gathering, we went out in the sun to indulge in a final bit of Coupiness and exchange good wishes for a safe flight home. It was great to see so many of our Washington friends again and good of Bill Geddis and his daughter to come all the way up from Calif. And we're always proud to have our Oregon gang gathered around us. As our "flight of three" passed over PDX on departure the controller asked us about our fly-in, the club, etc. and we had a nice chat until he had to move on to other traffic. All in all it was a most enjoyable day.

Dick Roscoe can be seen wearing a leather belt buckle with an Ercoupe on it. He says they are available at the Independence, Ore. Airport for around \$8-10 and they need a picture of YOUR Coupe to copy.

At the May and June Fly-ins we are showing large color photos taken of Malcolm Gibson's Alon by Erskine and Nancy Wood of Scenic Oregon Originals. They did a BEAUTIFUL job and are available for similar work if any of you would like a photo made.

Everybody going to Tahlequah June 29, 30, July 1 seems to have their flight plans pretty well in order -- if there are any questions give us a call.

Local June gathering at Albany -- Sat. June 16 -- noon, Mulino, Or. Pancake Breakfast -- July 14-15. Dallas, Or. Pancake Breakfast -- July 29.

SEE YOU THERE!

Roy Wright

Dear Northwest Coupers,

Our Oregon monthly gathering at Albany in June was fraught with rain squalls but we, Art Doll, and Dan Smart and Jo Johnson managed to slip in between showers. (Glad to see Art in the air again after a bit of surgery). We had a good crowd despite the weather. Jim and Debbie Good drove up from Eugene, Hal and Helen Looper made their trek from Toledo, Art and Mary Leppin came over from Dallas, Dick and Mary Roscoe arrived ON TIME from Independence, and Jerry and Sue Flynn and their delightful young son drove all the way down from Allyn, Wash. where they'll eventually be building on a private strip.

We were able to give Dan and Joe and the Goods the new EOC name badges they had ordered so they are now appropriately labeled. We still have Fergusons' and Jim Bradley's badges and hope to see them before long.

Much of the discussion centered around Roy's wing leveler installation. He now has an STC

(Supplemental Type Certificate) on it and the leveler is really working well. He's still puttering with adjustments on the DB and VOR tracking.

A new "regular feature" at our gathering is the Aircraft Awareness Test for our non-pilots. It is comprised of questions I (Eileen) made up so you know they are not geared to the impossibly brilliant. We're proud to announce that Debbie Good correctly answered 11 of the 12 questions, and Jo Johnson 9 of the 12. For their "awareness" each received a quilted hot pad (airplane design, of course) for their kitchens -- Whoopee!

Once the rain squalls passed on we all hustled on out to take off before the next deluge. We had a clear flight home and were delighted a couple hours later to welcome the Flynns as they stopped at Dietz on their drive home. We certainly hope they'll come down our way as often as possible.

The next two weeks were filled with preparations for the flight to the EOC National Fly-in at Tahlequah, Okla. Much of our puttering was on the wing leveler but also included new tires, the inevitable oil change, etc. We planned to leave Monday after work and had everything all polished and ready Sunday afternoon. That evening Jim Prosser flew in to chat, went to see the wing leveler, and spotted a puddle of hydraulic fluid under one tire! Good old Jim!! We were distressed but we'd have been more distressed to find it Monday night! So -- Roy and the A&I up the street spent the next couple of hours repairing the cracked line. A word of warning: the new tires we put on were expensive ones with very heavy tread. When filled to specified air pressure, they had no "give" and on the test flight had apparently stressed the landing gear and adjacent brake fluid line and cracked the line. From now on we'll get the cheap, softer tires!

Meanwhile Hal and Helen Looper had got their plane back from a frustratingly delayed annual just after our June fly-in and left for Tahlequah a few days ahead of us. They very thoughtfully called back to report no problem with finding gas so we left with a relieved mind.

Malcolm and Laurie Gibson had planned to fly with us but were delayed a day in their departure.

Clark Mohr and his family left several days early in their unCoupe, planning to make a brief stopover in Tahlequah part of their vacation.

As far as the National goes, I'm always at a loss as to how to explain how we enjoy it. It is such a vast collection of obviously loved Ercoupes with an endless field of ideas for improvements, paint schemes, safety features, and maintenance hints. But beyond that are the outstanding people who are Ercouping at its best.

We look forward all year long to seeing these old friends again and, each year, feel sad as we leave that it will likely be another whole year until we get together again. I suppose that sounds corny to the uninitiated, but there is just no way to explain some of these individuals. We were so pleased to have the Loopers and Gibsons get to join in the fun this year and were glad that Clark could drop in for at least a little while. Every year the group broadens and we become familiar with a few more names and faces. Each year we figure we'll probably skip the next National and use the vacation time another way, but we're only kidding ourselves. We haven't missed one yet and doubt we ever will if the choice is ours. This year the fellow who has always been our go-between for the University housing and feeding arrangements said the Univ. staff always refers to the Ercouperes as "the fun group" when arranging for our stay there. We agree.

This month Roy and I are planning to attend the Training Survival Fly-in which you see advertised on the enclosed flyer. Unfortunately, this conflicts with the date of our regular monthly gathering at Albany on Saturday, July 21. We are encouraging any of you who are interested and able to join us at this training session - the price is right and it certainly is a good location for us all. For those of you who can't make the survival fly-in, the back room at Sweptwing in Albany is reserved as usual at 12:00 noon and with this nice weather there should be a good group.

Also, don't forget the Molino Pancake Breakfast on July 14 and 15. And, the famous Dallas Pancake Breakfast on July 29. We'll hit both of those and will be anxious to see you all again.

Roy & Eileen Wright

AREA NEWS

The Virginia Wing has been fairly active this Spring even though the weather has been very uncooperative. We managed our get together for "Brunch" at Hammel after an earlier snow out and had a good turnout as you reported last month.

Since then we've gathered (or tried to) at Front Royal, Virginia and had a good turnout with some really outstanding 'coupes in attendance. Bill O'Neill who makes them all and has to be one of the most enthusiastic 'Coupe owners in the country got farthest distance because he said he had to drive further to the airport (?) then the rest of the Richmond contingent. Hugh "Tip" Johnson from Appomattox got Reserve Grand Champion and the Grand Champion which should be capable of a judge wherever it appears was N24068 owned by Herbert Potts of Richmond. The weather was terrible and kept

a large number of the wing away, but we will keep trying.

Unfortunately I have been assigned to Ft. Bliss, adjoining El Paso, Texas to take command of a Training Brigade down there and will be away from Virginia for a couple of years. Lou Buffardi has generously agreed to pick up the reins and will be organizing a Fall affair soon. I've provided him with my mailing list and suggest any 'coupers who know of additional new or prospective members contact Lou at 10413 Pearl Street, Fairfax, Va. 22032, Tel. (703) 250-7726.

I've enjoyed the many new friends the association with the EOC has given me and will be seeing y'all in about two years.

Jack Crater

Region 11

Things have been rather busy around here, and I just haven't had the time to pick up on the loose ends.

Our first fly-in at Easton Airport in Pennsylvania, Region 11 was, I felt, a success, taking into consideration the adverse weather we were having around us. The weather cleared beautifully for the weekend but there was a considerable wind to the Northeast, to the South the weather was rather dismal with low ceilings and rain, but with all this adverse weather we had a registered fly-in of approximately 20 Ercoupes which made it enjoyable.

A few stayed over night and that whole evening we flew coupes across the table. There was quite a cross section of Ercoupes and people as well. Webster Fox came down from Maine, it was a joy to see him. You can always count on Webster to make a fly-in no matter what the weather is like. We had Ernie Baker, he made it down from Massachusetts and most other fly-ins were local.

We also had some conflicts with other fly-ins in the area, so hopefully next year I can re-schedule the fly-in for a better time, one that would not conflict with other fly-ins.

The best interior was won by an Alon owned by Mr. Kidd in New Jersey, 5622FT.

The best paint was won by a 415C owned by John Russick.

The best engine won by 5473FT an Alon owned by Kenneth Holland.

Grand Champion was won by Norman Mege of New Jersey with a real nice 415C. Total restoration was complete in all areas which made it the best one at the fly-in.

During the fly-in, I made an observation. I would like to recommend you take a polaroid camera with you so that photos could be taken of the aircraft, applied with the scoring form and this would help in evaluating the aircraft when you see the photos. I know that I could have used this when I was doing it at the fly-in. When you get more than 20 or 30 airplanes and they are in and out all the time, you kind of forget what it looks like when you get down to the Nitty Gritty in trying to decide between two which had a spread of possibly 20 or 30 points or let us say 10 or 20 points.

On my last Newsletter which I sent directly to all the Coupe Capers in my Region, I did receive a fair amount of correspondence in return. Please keep it up so that I can generate some information and keep everyone advised of parts available and mechanics available in the area.

Don L. Stretch

Future Ercoupe Drive Events

Following are some suggested places to fly on the third Sunday of each month. These are unsponsored, informal gatherings. We gather at ten a.m., usually for a couple of hours, to eat, swap adventures and information.

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Aug. 19 - Riverside Airport

Sept. 1,2,3 - Nut Tree, Vacaville

Calif. - see letter below.

Oct. 21 - Fullerton Airport

Nov. 18 - Cable Airport

Dec. 16 - Santa Barbara Airport

Past Ercoupe Driver Events

Over the past thirteen months the ERCOUPE DRIVERS have met regularly. Weather has been a factor many times, shutting us out completely several times.

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2 coupes

12 coupes

Santa Ynez Makes A Hit

Twelve Ercoupes and one Cherokee made the June Ercoupe Drivers event, a gathering at Santa Ynez Airport. Most made it an over-night stop at nearby Solvang, the Danish Community. Couper couples stayed at the famous Danneborg Inn, dined on Steak and Lobster, and kept their rented 1958 Chevrolet shuttling back and forth from town to airport. Participating were M/M Bill Jacobi, Joel Dilbeck, Walt Bacon, M/M Charlie Darbonne, George Wright (who, because he is a student pilot, had a wife drive in), Ken Duvall, M/M Joe Brooks, M/M Rich Anderson, Gary Dalugge, Jack Owens, Wayne Olson, M/M Gordon Squires, M/M Gary Walker. Wayne Olson has attended every Driver event that has not been weathered out.

National Ercoupe Fly-In, Tahlequah

The Ercoupe Owners' Club held its national fly in on the week-end preceding the Fourth of July in Tahlequah, Oklahoma. Three ERCOUPE DRIVERS flew from Southern California, one from Northern California, and two went commercial. Flying were Rich Anderson, Walt Bacon, and Don Moore. Bacon won an award for best engine installation. Chuck Ferris and Jack Owen won a tie for greatest distance flown commercial-(They were on the se flight) Sandy Collins was the Northern Californian who flew. Special Features were Ercoupe number 57 which has been restored to near original condition- including 1941 Ercoupe Tires. The oldest, however, was number 10-which is highly modified. Its seats lift out, and a smooth floor extends way back into the tail cone for sleeping bags-it is an Ercoupe Camper.

One coupe is rated Experimental because of its 125 hp Lycoming engine installation. Roy Wright has installed a wing leveler devised from a RC model servo and the complete installation costs less than \$200. It will also track a VOR or a gyro compass.

Jim Fohr was elected the club president.

Robert Whipperman was commended for donating Ercoupe No. 1 to the AIR AND SPACE MUSEUM in Washington, D. C. (See clipping on page two)

A fly-in committee has started work on the next fly-in, which is tentatively scheduled for Bowling Green, Ohio.

"California (and area) Coupers-how about all of you joining us for an "unsponsored," "informal" get together at the Nut Tree over Labor Day weekend?"

We had such a Super time last year! Everyone would be responsible for their own motel reservations and hopefully bring their collection of pictures to share. Area motels are: Brigadoon Lodge (707) 448-6482 and Va-Capre Motel (707) 488-8453.

Also, we would like to invite all Coupers to our annual Airport Day in Paso Robles Sunday October 21. This year besides the complimentary "Chicken Chit" (free dinner to participants), the airshow will feature the Air Force Thunderbirds. For those who wish to come on Saturday, let us know if we can help with accommodations."

Charlie & Cris Darbonne
6200 Marchant Ave.,
Atascadero, CA 93422
(805) 466-1020

HINTS 'N TIPS

I find that I need a bit of help with my coupe. For some reason Ol' 94317 is becoming cantankerous in her old age. When cold she starts fine, get her a little warm under her bonnet she refuses to start. So far I've replaced the points, condensers, mag coils and tried to think of anything else that could be causing my problem. It has reached the point that I and my wife are afraid of taking 317 anyplace for fear that we would not be able to get home. My mechanic is frantic, and for a 21 year old has a new crop of gray hair and if this keep up probably a nervous breakdown.

Have you heard of anyone else having this problem? If so, what is the fix. If I didn't know better I would say that I had vapor lock, but every mechanic I've talked to says that aircraft engines cannot have vapor lock. I think my mechanic in desperation even relocated part of the gas line. Help!

Sincerely,
Lloyd L. Olson
P.O. Box 101
St. Cloud, Ha. 32769

Can someone help?

Dear Skip,

You folks are doing a fine job with the Club. Keep up the good work!

I wonder where I might find the service ball on the correct position of the propeller when mounted.

Thanks for a well done newsletter.
Richard E. Reilly
200 Ball Farm Road
Oakville, Ct. 06779

Can a member send me a diagram on 1966 Alon engine baffles? My aircraft is heating up. I am told the baffle design is wrong.

Thanks
Sam Steele
1321 Aztec Avenue
Metairie, La. 70005

Can someone help

FLYING SAFETY UPDATE "LOADING, C.G. AND SAFETY"

Understanding aircraft weight and balance is a basic and important part of pilot training. Unfortunately in spite of training emphasis in this area, improperly loaded aircraft continue to be added to the accident statistics.

Obviously, some pilots elect to ignore the fact that exceeding their aircraft's certificated weight limits results in reduced performance. Besides being influenced by an overload, an aircraft's performance will further suffer due to high elevations, high temperatures, rough runway surfaces and other factors that may make operation of the aircraft unsafe.

To begin with, there is no guessing necessary by the pilot to determine which specific areas of performance will be affected by overloading: takeoff speed will be higher; takeoff run will be longer; the angle of climb will be reduced; the climb rate will be reduced; maximum ceiling will be lowered; range will be shortened; maneuverability will be reduced; stall speed will be higher; landing speed will be higher; and landing roll will be longer.

Additional risks are created by consistent overloads that may not be readily apparent to the pilot until catastrophe strikes. Any pilot who regularly overloads his aircraft may be putting stress on the airframe that tends to be cumulative. An in-flight failure could occur during a subsequent flight, even if the aircraft is not at that time overloaded or subjected to any unusual flight loads (such as those encountered in turbulence).

Other unnecessary problems caused by operating an overweight aircraft are likely to include engine overheating during climb and increased fuel consumption. Higher power settings, necessary to keep the aircraft in the air, may exceed the manufacturer's recommendations and cause damage or increased wear to the engine.

Even the careful pilot who doesn't overload his airplane can cause problems for himself if he fails to distribute the load correctly. An out-of-balance condition can exist even if the airplane is under its

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FLYING SAFETY UPDATE "LOADING, C.G. AND SAFETY"

Understanding aircraft weight and balance is a basic and important part of pilot training. Unfortunately in spite of training emphasis in this area, improperly loaded aircraft continue to be added to the accident statistics.

Obviously, some pilots elect to ignore the fact that exceeding their aircraft's certificated weight limits results in reduced performance. Besides being influenced by an overload, an aircraft's performance will further suffer due to high elevations, high temperatures, rough runway surfaces and other factors that may make operation of the aircraft unsafe.

To begin with, there is no guessing necessary by the pilot to determine which specific areas of performance will be affected by overloading: takeoff speed will be higher; takeoff run will be longer; the angle of climb will be reduced; the climb rate will be reduced; maximum ceiling will be lowered; range will be shortened; maneuverability will be reduced; stall speed will be higher; landing speed will be higher; and landing roll will be longer.

Additional risks are created by consistent overloads that may not be readily apparent to the pilot until catastrophe strikes. Any pilot who regularly overloads his aircraft may be putting stress on the airframe that tends to be cumulative. An in-flight failure could occur during a subsequent flight, even if the aircraft is not at that time overloaded or subjected to any unusual flight loads (such as those encountered in turbulence).

Other unnecessary problems caused by operating an overweight aircraft are likely to include engine overheating during climb and increased fuel consumption. Higher power settings, necessary to keep the aircraft in the air, may exceed the manufacturer's recommendations and cause damage or increased wear to the engine.

Even the careful pilot who doesn't overload his airplane can cause problems for himself if he fails to distribute the load correctly. An out-of-balance condition can exist even if the airplane is under its

gross weight.

Another condition to keep in mind is the shifting of weight during flight that may be caused by fuel burn-off. Some airplanes may take off within safe limits, but fuel consumption may gradually ease the airplane into an unsafe parameter. Passengers who change seats forward or aft may also create an out-of-balance condition.

In an airplane that has its center of gravity out of prescribed limits, the pilot is likely to find far different flight characteristics than he is accustomed to experiencing. For instance, as the c.g. is moved aft, forward trim and additional pressure on the elevator control may be required to keep the airplane from pitching up into a stall attitude. Violent stall characteristics are usually associated with an aft c.g. Very light elevator forces are often encountered also, a condition that may result in accidental overstressing of the aircraft by the pilot.

When the c.g. is moved forward of the prescribed limits, excess aft trim and back pressure will be required to keep the nose up, especially during takeoff. Excessive loads may result in a prop strike, since the nose will tend to pitch down. Many pilots have discovered too late that they had insufficient elevator control to lift the nose up for a takeoff.

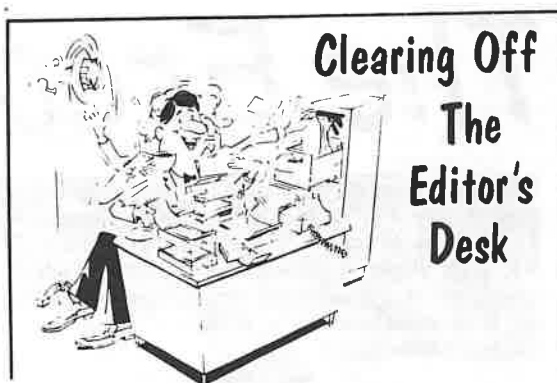
The seriousness of weight and balance becomes more pronounced if the pilot of an improperly loaded or overloaded aircraft is faced with an emergency. For instance, most accidents involving improperly loaded aircraft occur on takeoff. The pilot of an overloaded single-engine airplane may have the nose pitched up rather steeply as he attempts to coax his airplane from a short strip with obstacles. With stall speed increased, the pilot may compound an engine failure by encountering a new and unknown speed during a forced landing attempt.

Aircraft tend to add weight as they age. The addition of equipment, modifications or repairs are likely to cause changes in the original weight and balance data that came with the airplane. The pilot who neglects to maintain that important information will not be able to accurately determine how to safely load his aircraft.

The conclusion to be drawn from this not uncommon incident is obvious. The pilot should carefully consider all the parameters of *every* flight. An important part of those parameters is proper weight and balance.

Be sure that *your* c.g. is where it belongs and remember that overloading is risky, and could be detrimental to your aircraft, or your own body!

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National Fly-In Breaks Even

For the first time ever, the National EOC Fly-In broke even financially! This was the first year that we have not lost money, due to the higher registration fee and the more positive way that we registered the participants. Even though we gave all who registered free decals and patches. Hopefully this trend will continue and we can break even or show a profit on all National Fly-Ins.

Site for EOC National Fly-In Selected

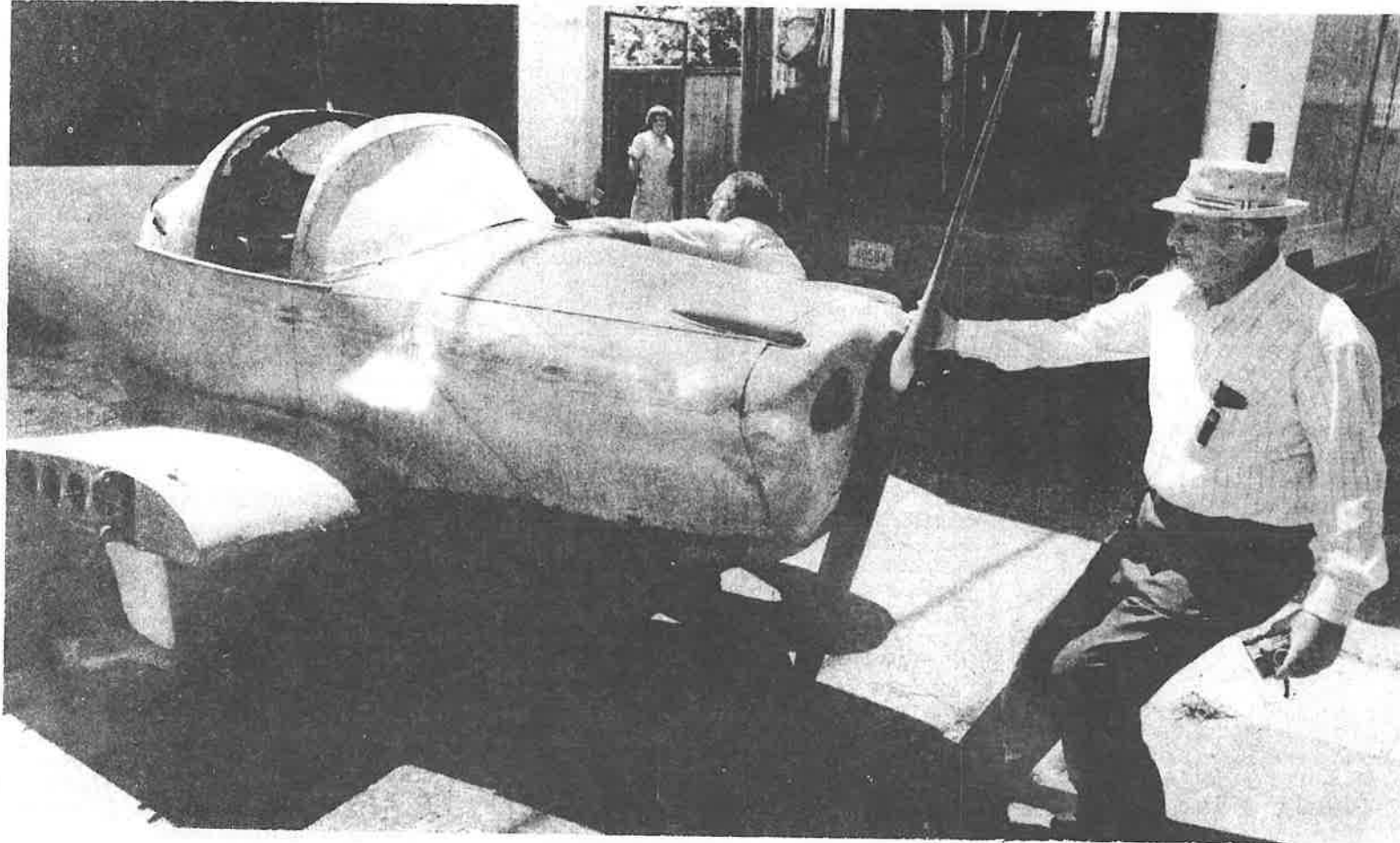
Not only did we select a sight, we selected Carl Hall to head up the arrangements for the 1980 Fly-In. We hope to have it at Bowling Green, Ohio which has a lovely airport right on campus and within easy walking distance of the entire campus. It was decided that if Carl could make the arrangements, this would be a good location. Although we were given the very best of treatment at Tahlequah this year, it was felt that a change was needed to improve attendance. We are looking forward to a change of scenery and possibly seeing some new faces. We will be keeping you posted on this as plans develop.

PLEASE HELP!!

When renewing or sending in an address change, PLEASE SEND A MAILING LABEL! It will greatly help and will insure that there is no foul up on your renewal. Also, it is a good idea to use your EOC membership number when writing, so that I can readily identify you. Your help will be greatly appreciated in speeding up the way we handle this.

Thanks,
Skip

The Ercoupe: A dust-covered dream



By Richard Dore
Staff writer

Look magazine, page 46, April 16, 1946.

A story on purchasing a plane shows a newly designed aircraft which, for about \$2,990, can carry two passengers nearly 500 miles at an average speed of 110 mph.

The small plane with its 75-horsepower engine and twin vertical stabilizers was pictured in other magazines of the time and the numbers, NC15692, probably had a place in the dreams of many aviators.

The plane was the Ercoupe. It featured such innovations as a wing design to prevent tail spins, a steerable nose wheel and brakes and controls that did not require the pilot to use his feet. It was billed as being easier to operate than the family car.

World War II eventually ended production of the plane and the memory of NC15692, the first Ercoupe off the production line, faded some.

One of those little planes, however, after gathering dust in a Huntington Park garage for 27 years, was brought back to life this week when Robert Whipperman of Harbor City swung open the doors and revealed what will become a prominent exhibit in the Smithsonian's Air and Space Museum in Washington, D.C.

"Back in the '40s the Ercoupe was the coming flivver of the skies," says Whipperman. He flew it "a couple of thousand hours" before storing it in the garage in 1952.

"It was the world's first safe airplane. It was safer to be in than a

car. Even a 10-year-old boy could fly one."

Whipperman, who picked the garage because it was near where he worked at the time and "was one of the only ones large enough to hold the plane," eventually ended up owning three of the Ercoupes. He used them for rentals and instruction at the old Vail Field in East Los Angeles.

With its new design and the use of hand-operated rudder controls, the Ercoupe would "literally fly itself once it was up in the air."

Whipperman said once even knew a person with no legs who learned to fly the plane. "It was great for hand-icapped people."

The plane's move to the Smithsonian started a while back when Whipperman wrote the designer to find out if his Ercoupe, with the serial number 1, actually was the first one made. It was.

Someone else told the Smithsonian of the plane's existence and the museum sent out an expert to examine the aircraft.

How much it will cost the museum to restore the plane, which Whipperman donated, is unknown. But 27 years of dust and aging have taken their toll with rips in the linen wings, cracked and clouded plastic windows and rusty controls.

It was carted off in a large moving van and will find its way to the museum's "Fun of Flying" exhibit.

"The Ercoupe really is an outstanding aircraft. It belongs in the Smithsonian," Whipperman said.

The Daily Breeze

Second Front Page

Mon., June 18, 1979 • B1

Staff photo by Bill Cameron
Robert Whipperman hauls his old Ercoupe out of Huntington Park garage that has served as the little plane's hangar since he tucked it away in 1952.

Editors Note:

At the National Meeting of The Ercoupe Owners Club, Chuck Ferris introduced a motion to make Mr. Whipperman an Honorary Life Member in the Ercoupe Owners Club. The motion was seconded and carried unanimously. I will send the necessary information to Mr. Whipperman in the near future.

DOLLAR A GALLON BLUES

The cost of gas went up again,
I hear some pilots moan.
They're going to go cross-country,
if they can float a loan.
I smile and climb into my coupe,
And fly as much as ever,
And fly a hundred miles an hour,
While getting twenty-per.

Chuck Ferris

I just received a call from Don Pine in Maine about an unpleasant experience that he had. He is a student and his original instructor in the Coupe recently retired, so Don had to find a new one. The new instructor said that he was familiar with Coupes and would instruct Don in his coupe. Don said that the new instructor had a lot of time in a Cessna 150 and tried to fly the Coupe the same way.

Well, you guessed it. He told Don to make a short field approach using a slip (Don's Coupe has pedals) and then he told him to pull power and raise the nose. Don said that he did this and as the sink rate shot up he shoved the nose forward and the instructor said "no" and pulled it back. With a nose high attitude, an airspeed of 65-70 and a sink rate of a brick they hit and bent the main spar. Seems that this instructor did not know about the high sink rate that can be obtained in a Coupe, and now poor Don has a bent spar and nothing more to show for his new instructor's efforts. Moral of the story — don't believe all instructors as to their skill with YOUR COUPE I suggest that you make them demonstrate that they can fly it before you accept them as your instructor. Sorry, Don, I hope that you can get it repaired reasonably (why not make the instructor pay for it. He caused it!).

Skip

CROSSWIND BLUES

A pilot friend just shakes his head,
"We cannot fly today.

Unless we wait upon the ground,
For the wind to go away."
I smile and climb into my coupe,
I know the sturdy gear,
Will swing me down the center-line,
And all I do is steer.

Chuck Ferris



Dear Skip,

Please find enclosed our check in the amount of \$15.00 for dues.

We are in the process of moving to Avin, Texas just south of Houston. Frank has been there since February and I've been reading all the "Capers" and then saving them for him. I'm afraid to think of what he may have said if I let his membership expire so please don't let me be late!

After we settle in Alvin, he's planning to return to Md. and with the help of our Co-pilot, Jack Price, will fly the Coupe to Alvin. It will be a long cross country but I have faith that the trip will be successful.

As soon as I know for sure our new address I will forward it to you.

Have fun in Tahlequah!

Sincerely,
Lynn Hart
5 Maple St.

Indian Head, Md. 20640

Looks like the '79 will be best Fly-In yet!

Dear Skip,

Thanks for the red stamp on the Capers. It reminded me that I am going to enjoy another year of the Capers and the really great people you meet flying the Coupes.

Bill Berning at Shennandoah really deserves a hefty pat on the back for his enthusiasm at making new commers (especially) feel as though they have been around for a heck of a long time. That is one fly-in that convinced me that it sure is not going

to be my last if I can help it.

Jim Fohr is one heck of a great guy to have in the cockpit with you. We had a lot of fun test running my coupe on the way to Iowa.

This check should cover another year of the Coupe Capers. Anything left over goes to the fund.

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EOC 1813
2215 Kearney Ave.
Racine, Wis. 53403

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Sure, anyone can join!

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Keep up the fine work with the newsletter, and wishing my best to all the officers and work force of our organization.

Sincerely,
William M. Shields
Clinton, S.C. 29325

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Grove Municipal. It's always a big hit.

If there an Oklahoma Wing of E.O.C.? We've never heard of area fly-ins, but would certainly enjoy them.

Sam & Melissa Harris
Grove, Ok. 74344
E.O.C. 1086

Yes, there is. Contact ART MIAMBOURG, 6100 W. 9th, Tulsa, Ok. 74127 - (918) 245-7087.

Dear Skip,

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And thank you very much, Skip.

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4916-C Makupea Pl.
Eva Beach, Hawaii 96706

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We have had lots of fun and really enjoy the Coupe.

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On Tuesday, July 3rd we headed back to Dixfield, Maine, our home base.

Hope everyone had fun at the National. Will be

looking forward to reading about it.
Maybe next year.

Sincerely,
Henry Conant
Charles Gordon
Cusman Corner
Weld, Maine 04285

P.S. Please return pictures sometime. Thank you. We both enjoy the Coupe Capers tremendously. Keep up the good work.

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Have you ever heard of this. A friend said he used to fly an Ercoupe. At 1700 rpms going into a stall, his Ercoupe to his surprise flipped over on its back. He said he did not experience any gusts of wind and the wheel was Straight. Can you think of any reasons for this?

Morris William Barrett, III
4021 Hess Road
Monkton, MD 21111

Gentle Folks,

Unfortunately an operation is preventing me from attending Annual Meeting this summer. Please tell fellow 'coupers that I'd like to hear from them in local area. Also note my new address.

John P. Trowbridge, MD

20018 Dawnmist Drive
Humble, TX 77338

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Sincerely,
Charlie Darbonne
N5486F
6200 Marchant Ave.
Atascadero, Ca 93422

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R.D. 3, Murray Ave.
Milton, Vt. 05468
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204 S. Miles St.
Elizabethtown, Ky. 42701

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at 134 MPH @8½ GPH...A very sound 4 place bird.
\$9,750.00...new annual in April.

Paul Breshears
211 So. Main Street
Alturas, CA 96101
(916) 233-2524

I have a set of excellent Goodyear 6.00x6 wheels and brakes w/linings, tires & tubes I'd like to swap for a pair of 8.00x4 wheels and brakes, if anyone is interested. I also have several sets of unused homebuilt plans if anyone would like to trade. I'm looking for Spezio Tu-holer or Taylor Monoplane plans.

Lou Buffardi
10413 Pearl Street
Fairfax, VA 22032

1946 Ercoupe 415C, 1100 TT, 50 STOH, always hangared. Completely reconditioned. In mint condition. Mark III radio. \$4800.

Donald Atkins
Box 397
Marlette, Mi. 48453
Days-517-635-7496
Evenings-517-635-7890

Ercoupe 415-C, C-75, 130 hrs. SMOH; new interior, panel and instruments; 90 channel Nav-Com, wing lndg lights and new ceconite. \$5,000.00

Cliff Biederman
14102 S. 260 E. Ave.
Coweta, Okla.
Phone 918-486-3267

1946 415-C, N94036, excellent condition. Cessna 300 Nav-Com. Asking \$6,000.00. Will deliver.

Call evenings - Ken
617-897-5331

Ercoupe 1946 415-C (3601) TT 1550, 150 hr. on Extensive Major; Polished Aluminum, Rag Wings with Imron Silver Paint. Full Panel, C.H.T., Escort 110 and Clark Headset, Wing Tip Strokes, Landing light kit, Cleveland wheels and brakes, New tires, Battery and Glass, Double Front Fork. Many others. A-1 Coupe. \$7,200.00

Ken Williams, Jr.
625 New Road
Somers Point, N.J. 08244
Days-609-927-2071
Nights-609-399-5047

I have the following Ercoupe parts for sale or trade: 2 ea. RH Wings fabric, uncovered \$300 ea. Windshield frame, also rear canopy assy. with windows \$125.00 and miscellaneous parts.

Larry & Joseph Kruljac
5453 Rochester Street
Riverside, CA 92504
Phone 714-689-3739

1946 Ercoupe 415-C, C-85-12, TTA 2260, SMOH 863, New dual fork nose gear, landing damage, ferriable, \$3500.

Don Pine
Box 53B
Jonesport, Maine
207-497-2818

Inexpensive portable hangars for Ercoupes. Protect your investment and improve the safety of flight by keeping your Coupe out of the rain and snow. For more details write to "Coupe Hangars" P.O. Box 625, Media, PA. 19063.

WANTS

If you know of anyone who has a Genave or Escort for sale, I'd like them to call me or write. Nav side doesn't have to be all that great by Com side must be good. It must have a bench check.

Larry Gallagher
1437 Morton St., No. C
Alameda, CA. 94501
415-521-8486 (Home after 5 PDT)
415-869-2535 (Work)

Needed

Would like to contact someone, or a company, that has the capabilities and/or know-how to put an Ercoupe on floats with a larger engine for puddle and lake hopping in the Canadian bush.

Dave Crowley
2 Bertram Drive
Dundas, Ontario
Postal Code: L9H 4S9, Canada
or Call Evenings
1-416-627-7486

1965 ALON Serial# A-27 1200TT
400SMOH, Blue and White ,Narco
MarkIII-Out of license. \$6500.00
Perry Allen 803-359-5260

COMING EVENTS

We just received a card from Al Wood, the newly elected wing leader of the 11th Division of the Coupe Club. He is trying to organize a fly-in at Saratoga Airport, New York. We hope he gets a lot of positive response. His address, for those who might want to contact him is: Al Wood Sunoco, Washington St. & West Ave., Saratoga Springs, N.Y. 12866. Phone numbers 584-9555/587-0932 (No area codes given). If you contact him, let him know what date would be best for you, if you own a Coupe, and if you would go to a fly-in.

We are enjoying our Coupe more than ever. Ken got his license last August and I became the student! Loving every minute of it!

Enclosed is our check to renew our membership. Hope to get to a fly-in and meet some fellow members this summer.

Ken & Lucille Lessard
Longmeadow, MA.

IMPORTANT ANNOUNCEMENT: The Board of Directors of SUN'N FUN Fly-in have voted to change the dates of the event to a later time frame. So, the date for 1980 is set for March 16 through 22. This puts us into a time when a motel room is very difficult to find, so it is very important that the word be spread to RESERVE MOTEL SPACE NOW FOR THE 1980 FLY-IN.

Dear Skip--

Last year we held a one day fly-in here at the Wood County airport. At that time some of the twenty five coupes wanted to have another Labor Day get together.

So we will --

We will expand it to an overnight with discussion groups Saturday, September 1, a dinner that night and a couple of flea markets and other things on Sunday, September 2. All arrangements will be at the airport or the Falcon Plaza Motel (10% discount). Those interested in attending should drop me a card --

Sincerely,
Carl Hall
20737 N. Dixie

Bowling Green, Ohio 43402

August 26, 1979 - (Raindate Sept. 2) - Danville, Illinois 2nd Annual Air Show hosted by E.A.A.

Chapter 622 at Vermilion County Airport. Fly-bys, military display, parachute jumping, aerobatic displays, & much more. Trophy for farthest traveled. 1st, 2nd, and 3rd place trophies for best Antique, Classic, Experimental, and Warbird. Food on field; transportation into town for overnite stay if needed. Contact: John R. Fulton, R.R. 2 Box 99, Covington, IN 47932 or call (317) 793-4028.

Coming Events

August 30-31, September 1-3 -- LABOR DAY WEEKEND - Antique Airmen Inc., Annual Reunion, Ottumwa Industrial Airport, Ottumwa, IA. Registration free for pilot of antique plane 30 years or older and one passenger. For further information write: Antique Airmen Inc., Box 931, Ottumwa, IA 52501.

MIDWESTERN FLY-IN

Leonard and Laura Page of Arkansas and John and Rita Wright of Springfield, Ill. are having a Fly-in Picnic Lunch - Bring Your Own - Ben Hufft Farm, at Jones Lebanon, Mo. Land at Jones Lebanon Airport, Lebanon, Mo. For ride to farm call 588-1064. Sunday - September 16, 1979 between 12 and 1 P.M. You can purchase drinks there.

EAA HEADQUARTERS PLANNING FALL TULLAHOMA FLY-IN CONVENTION

September 26-30 1979

There will be a program for us. Time and date and more details next month. Contact: Bob England 111 Park Circle, Tullahoma, Tenn. 37388

MAINE fly-ins

Aug. 11-12 5th. Annual Transportation Rally, Owls Head, Knox Co. Airport

Aug. 17-19 Annual Poverty Flats fly-in Clinton Main

Sept. 1 Airshow NAS Brunswick flight demo, Blue Angels

Sept. 2 Sugarloaf Regional Apt.

Sept. 6-9 U.S. Seaplane fly-in Greenville.

Webster Fox

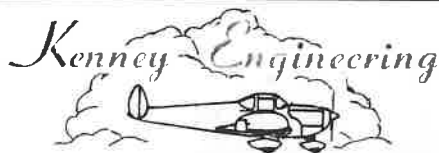
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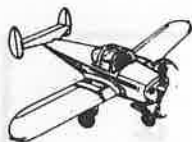
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