

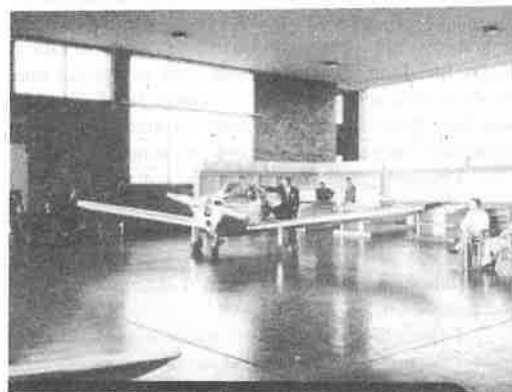
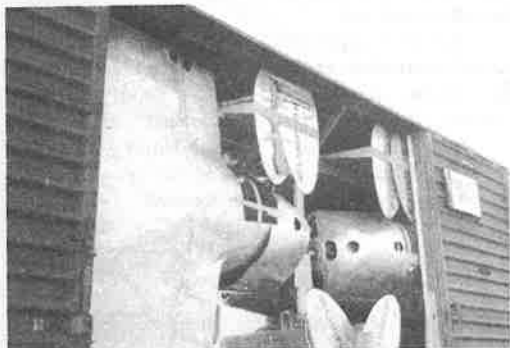
COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB

Volume 8, Number 5, October 1979

EDITOR: SKIP GARDEN

**PARKS LARGEST ERCOUPE DEALER IN US
RECEIVING – ERECTING AND SELLING COUPES**



Photos Courtesy Walter Shelton

One Mans International Flight (Anytime you leave the State of Texas, it's an International Flight)

After receiving word from Jerry Franklin in Oil City, La. about an Ercoupe Fly-In at Leonard Pages' house at or around Danville, Arkansas, Sunday, July 29th, I was hot and ready to go. All I needed was a tank of gas and good weather.

Sunday morning the Lufkin FSS Reported IFR until 10 a.m. I sure wanted to get an early start to be on hand for some of Laura's fine cooking, and I had to make at least one gas stop, since I only had half a tank.

The weather cleared up at 09:30 so I left from San Augustine, Texas to get gas at Center, Texas. After I landed I found they were closed. I took off and headed for Carthage, Texas. After I landed I found out they were out-of-gas. So I took off for Marshall, Texas. After I landed I found out the place was deserted. So I took off for Vivian, La. and, upon landing I found no one was there either. So, I took off for Jerry Franklin's Airport at Oil City, La. When I landed I knew Jerry was gone but, also, I found out, everyone else had taken off for parts unknown. (Jerry had driven up the day before, since he was doing some extensive renovation to his Coupe).

I got to a phone and called Leonard, I got Laura and told her my problem, gave her the phone number and had her call back. In about a half hour Jerry's wife called and said Jerry had a gas pump key inside his plane which was at their house and for me to get on the Blue motorcycle which was outside the "Pilot's Lounge", it didn't need a key, just kick start it and go to the house, get the key, fill up the plane and Come-On.

I went and found two motorcycles, a blue and a red one. I climbed aboard the blue one, turned on the gas, primed it and kicked, and kicked, and kicked, and kicked, etc., etc., etc., etc. Until I was ready to kick it across the damn field. I looked over at the red one, climbed on it and kicked it - it roared to life. If I had one more kick left in me I think I would have used it on myself, for not trying the red one sooner.

I putted away to Jerry's place, got the key, went back, gassed up the plane, locked up the pumps and took off.

It was getting pretty late and I was planning on just calling it a day, but once up, I changed my mind and headed on.

I figured the only other thing to go wrong was Leonard's instructions on finding his place. He gave

detailed instructions from the Rich Mountain VOR, 60 degrees for 70 miles.

But I must be out of my mind to follow directions from a guy that gets lost in his own backyard. But I did, right to the letter. Two hours later my heading took me right over the runway (and I use that term loosely).

I could say a lot about the runway but I'll just say that no one has to worry about overshooting it, and running off the end of it.

Good old Leonard Page is always thinking of you. He has put a 500 ft. mountain of trees right at the end to stop you.

But as I stepped out of the Coupe it suddenly was all worthwhile and it got even better later on with the people, the fellowship, the food and even Leonard's lies. I even saw, and touched "the Project."

See Chapter 2 for: "The trip Home - Maybe or
"Leonard Page - the Real Story" or
"Leonard Page - A Hoax Reveled"

Skip Harris
N2906H

Regional News

TO: All EOC Members, Texas Wing.
FROM: Ollie Henry, Wing Leader.

Those of you who didn't make it up to the Tahlequah National Fly-In missed a great get-together. Texas was well represented, and came home with four awards: Grand Champion Forney went to Gene Taylor of Houston for his beautiful rebuilding job, Grand Champion Alon went to Fred Shannon who was making his first fly-in, having been a member for just one year; Father Tom Rowland flew his 1941 model from El Paso and took home the award for Most Original Ercoupe; and Garland's Art Heunemann took Best Natural Finish. The weather this year was much better than has been the case before, and it was a great meeting. Both President Roy Wright and I had trouble with the brakes in our Alons. Mine was traced to a leak in the brake line just above the wheel cylinder, and the installation of new lines cured the problem.

It was decided that next year's meeting will be held at Bowling Green, Ohio, and probably on the same July 4th weekend. Keep that in mind, and you might start making early plans for the trip to Ohio.

Here's some dates to remember: September 14-16, the EAA Southwest Regional Fly-In at Kerrville. Good display of homebuilts, antiques, and warbirds. October 4-7: Confederate Air Force AirSho 79 in Harlingen. Let me just make a small plug for AirSho 79. If you have never made this show, do your very best to get a couple of days away from the office and get down to

the Valley. It is the greatest collection and display of warbirds in the world. It is well worth the trip just to hear the great sounds put out by those wonderful aircraft of yesterday. I will be there for my fourth show, and I really recommend it.

Now for the good news. We have had a couple of small EOC Fly-Ins in the past year, but suffered from bad weather. However, the time has come for the Texas Wing to get it together. Put this on your calendar: September 22-23; Taylor Municipal Airport, Taylor, Texas. This is a fine airport for a fly-in. It is located just 40 miles Northeast of Austin, and is the most convenient place for most of us. Right at the end of the runway is a brand new Best Western motel and restaurant. So let's plan for a weekend get-together. We will do our best to have a program for Saturday Evening and lots of flying and hanger-flying for everyone. Please plan on attending.

Anyone having an idea for a patch for the Texas Wing should bring it to the fly-in, or send it to me. We need a patch to represent the Texas Wing, so all would-be artists, let's have your design.

Set September 22-23 aside and let's show the rest of the country how we do it in Texas. Taylor is the location, and the weather should be great. See you there.
Ollie Henry

Dear Skip,

Just received these pictures taken at our fly-in. Please note the Ercoupe taking off and how high it is long before the end of the runway. Also, a Comanche in the group and he got in and out in fine shape. And no cattle on the strip! Now what is everyone's excuse going to be when we have a fly-in? Just kidding, but we really would like everyone to come.

Remember the "Bring Your Own" picnic at Lebanon, Mo. on September 16. Looking forward to seeing lots of our friends there and some new ones too.

Leonard & Laura
No. 186

Dear Skip,

Joe and I had a real good return trip from the National, no holdups like going out there. We really enjoyed our trip and meeting everyone again.

Enclosed are the forms sent over to be returned. I hope they are OK. I haven't seen or talked to any coupers since I got back, but maybe it's just too hot for them to get out.

Joe and I are planning to fly to next years National in his Alon, and if a Trophy is given for being the first to start preparing for next years National, I think Joe should win it. He started collecting Burp bags off the Airliners coming back in preparation for our next flight! I think he must believe I'm going to mess up his new plane! All kidding aside, we are looking to make the next National in his Alon. I have never made a long cross country like that and look forward to it. Maybe we won't get lost with all the Radios he has in the plane.

Not any news from around here, but hope to hear of some action when Joe gets started in his new position with E.O.C.

Sincerely,
Bill Morrison
1004 Greenbriar Dr.
Brandon, Fla. 33511

P.S. The Cement Pond sure feels good on these hot Florida days in July!

Dear Skip,

Had a fly in at Page Sunday, July 29. Perfect weather, no clouds, no haze, no turbulence but quite hot, 95 degrees.

Skip Harris flew his coupe in from San Augustine, Texas. Left home with half tank of gas — stopped at four airports and still no gas, now he is at Oil City, La., where Jerry Franklin lives. He called up here and Jerry told him to take the blue motorcycle up to his house and in his plane were keys to the gas pumps. This he did and proceeded on. When he landed they saw he had lost one aleron hinge pin and another one loose. He needed an annual so stayed over for



Do you think Leonard's Project will fly???

Leonard to check it on Monday. Leonard and his A.I. found too many things in need of repair so Skip flew the convertible home.

Al Meyer flew in from New Florence, Mo. in his Comanche. Some worried about his take off at 95 degree temp. He was 500 ft. off the ground as he went over the house. Called back and said for sure no problem with that strip for him.

Charles Sheppard flew his son Gary's coupe from Russellville. Alen and Gail Rutherford, 150 Cessna, Al Whorton, 150 Cessna both from New Blaine, Ark., Marvin & Jerry Hamsley flew Grumman TR2 up from Little Rock. They were leary of the strip so landed at Woodsons and boys picked them up in 150's.

The drive ins were: George Ercoupe and JoAnn Gallaspy of Okla. City; Randy Ercoupe Henard, Little Rock; Jim & Cathy Gilbert, Booneville; Bill (Leonard's right hand on the project) Greg and Sherry Goodson of Havana, Ar., and Jerry Ercoupe & Mary Ann Franklin, Oil City, La. They came up Saturday and stayed over. Mary Ann was a great help picking and preparing garden vegetables and made a great potato salad. Thanks to all who came and to George for the watermelons and Jim for cooking the hamburgers.

I didn't take the call but Vi Goldsmith called and said three planes from Tulsa tried and had to turn back. Sorry they didn't make it. I am guessing them, the Heaths and an uncoupe.

Also there was a funny looking little plane here. Looked something like an Ercoupe. With borrowed tail feathers, some wing fairings missing, a taped on windshield and a plywood seat it looked for all the world like it could fly.

The trophies went to Skip Harris - Longest Distance flown; Jerry Franklin - Longest Distance driven; George Gallaspy and Alen Rutherford won the Master switch warning lights - courtesy of Bob German - Skyport.

Also want to say we had a great time at Tahlequah. Good to see our fellow coupers and those wonderful Weick's again. Those of you who didn't make it - we missed you.

Leonard and I had a great honor bestowed upon us and we thank those responsible from the bottom of our hearts.

We are looking forward to the fly in at Lebanon, Mo. on September 16. Come All!

Laura & Leonard Page

Skip,

Here is an anonymous donation which the check was sent to me and I'm writing a check to the Fred Weick Fund in the name of Leonard & Laura Page.

Super Coupe Performance Figures

Ralph Johnson called and gave me the following information on his Lycoming powered Coupe. Anyone interested in Ralph's conversion can contact him at: 600 Cherry Road, West Palm Beach, Fla. 33409 - 305-683-1201.

Cruise at 60% power 110 mph

Climb 2000pm at sea level

Fuel consumption 6 gph.

All figures are approximate.

SHENKMAN INSURANCE AGENCY

3081 Salzedo Street, Suite 305

Coral Gables, Fla. 33134

Telephone 445-1589

GERALD SHENKMAN, CPCU, CLU

Dear Skip:

I was very sorry to hear about the special Aircraft Insurance arrangements that the Ercoupe Owners Club had through Day and Squires Insurance.

Please understand, while I am not soliciting Aircraft business on a grand scale, I do represent a company that is licensed in about half of the States, which company advises they will be receptive to maintaining very competitive rates for Ercoupes, providing the other underwriting information is satisfactory.

With these thoughts in mind, Skip, perhaps you can somehow convey to the general membership my name and address, with advices that I will do my best to provide them with good coverage on their aircraft if they will just send me a completed application, which I will be happy to supply to anyone who requests one.

Yours very truly,

Gerald Shenkman, C.P.C.U., CLU

HINTS N TIPS

The Compression Check As A Maintenance Aid

Those of us who visit many maintenance organizations in General Aviation can't help noticing that the compression check is used quite universally as a maintenance aid. It has also been used for many years by the military and airline maintenance people on their reciprocating engines.

Why a Compression Check?

A compression test can be made any time faulty compression is suspected, and should be made if the pilot notices a loss of power in flight, finds high oil consumption, or observes soft spots when hand pulling the prop. It is also considered part of the 100-hour engine inspection and the annual inspection. But most experienced maintenance personnel feel that the compression check is best used to chart a trend over a period of flight hours. A gradual deterioration of charted compression taken during routine maintenance checks would be a sound basis for further investigation and possible cylinder removal. This maintenance attempt to reduce the possibility of engine failure is generally called preventive maintenance.

How Is It Accomplished?

As all maintenance people know, there are two basic equipments in use (1) The direct compression (Old automotive type), and (2) the differential, using an input of 80 psi of air. Of these two, the differential is considered best in that it is a more precise method of locating specific areas of trouble, it is simple to use, and it is better than the direct method for locating combustion chamber problems in an early stage of their development.

It has been our experience that either method of compression investigation can be handled in such a way as to give almost any reading. This does not infer that there are necessarily dishonest mechanics, but it is an attempt to advise operators that cylinders should not be pulled indiscriminately, based on a single set of readings.

Conclusion

Whatever your opinion of the compression check as a maintenance aid, it is probable that no pilot or mechanic would care to omit it during a 100-hour or annual inspection. On the other hand, since most everyone seems to use it on the flat opposed engines, we ought to share our experiences with its application to our powerplants. This has indicated that the differential is the best of the two equipments currently in use, and particularly so when the readings are charted as a trend over a number of routine inspections. It is a good tool for preventive maintenance and aiding in avoiding inflight failures. Cross checking is good procedure rather than relying on one source of information concerning the condition of the combustion chamber.

FUEL CONTAMINATION-Water (says the FAA) is the principal contaminant of aviation fuel. For a safe flight, carefully drain fuel sumps at each preflight.

CHECKING ON HIGH CYLINDER HEAD AND OIL TEMPERATURES

Our personnel at the factory receive queries from time to time from operators about the cause and cure of high oil and cylinder head temperatures. In a number of cases it was not an engine problem causing the high readings, but the oil or cylinder head instrument or systems giving false readings.

As an example of what can cause erroneous high readings, we have found loosely connected oil temperature sensors which would give false high readings. Similarly, loose cylinder head temperature leads with intermittent contact will give false CHT readings too. In some cases the gages fluctuate, which tends to indicate a loose connection. We have also had reported high cylinder head temperatures as a result of the cylinder head temperature lead passing too close to an exhaust stack.

In sharing this information with our readers, we are trying to save operators time and cost when investigating a problem concerning oil or cylinder head temperatures. Always begin an investigation of an engine problem of this nature with the easiest, least costly check, which means that the engine instrument or instruments must be investigated first to determine their accuracy.

HAIL AND FAREWELL...

Editor, The Daily Breeze:

As an owner and aficionado of Ercoupe airplanes, I was delighted to read in *The Daily Breeze* that the first production Ercoupe, NC15692, has finally been found and will be placed on exhibit at the Smithsonian Air and Space Museum.

It is a fitting tribute to a remarkable plane and its equally remarkable creator, Fred Weick. Mr. Weick, at 79, is still an active flyer and designer.

Over 2,000 Ercoupes are still flying and the Ercoupe Owners Club, with about 1,200 members and chapters in nearly every state, is perhaps the most active aircraft owners club in the world. In addition to frequent fly-ins sponsored by various EOC chapters, the National Ercoupe Fly-In attracts hundreds of these sporty little planes to Tahlequah, Okla., every year over the July 4th holidays.

My interest in Ercoupes was sparked not only by the *Look* magazine article in 1946, but also by a similar article in a 1942 issue of *Collier's* which, incidentally, also featured Ercoupe NC15692.

My only regret is that once it is enshrined in the Smithsonian, NC15692 will never be flown again. Their gain is our loss. Hail and farewell, number one.

DAVE KENNEY



Great AVIS Ripoff

Yes, Avis wants to be Number 1. That is why they quote you one price and when you come to pick up your car they charge you another! The incident described is true and not only happened to me but to Bill Morrison and Joe McCawley when they arrived at Tulsa International Airport's Avis Counter. Bill Morrison is one of the best planners that ever lived. He makes his Airline Reservations months in advance and the same for his rental cars. This year when he planned to attend the National was no exception. Months before he had his Airline reservations and his confirmed reservations with AVIS for an economy car for the weekend at \$12.33 with unlimited mileage. I called Avis two weeks before the convention and also requested an economy car and was given a rate of \$12.33 with unlimited mileage. I was assured that a written confirmation would not be necessary.

Upon arriving in Tulsa I made my way through the busy Terminal to the Avis counter, and there in the Rack was a folder with my name on it. The counter person told me when I got ready to pick up my car that the rates had changed and would now be \$18.95 a day instead of \$12.33 – a 50% increase over the price I was quoted. She said that I could check with the other agencies if I wanted and that was that.

What does one do in a situation like this? Should I take a chance that the other agencies did not have any cars, or if they did, at an even higher rate? Well, I decided to take what was a sure thing and worry about the price later. Well, when Bill and Joe arrived they got the same story, take it or leave it, in a rather matter of fact attitude. They also had the same deal as I had made. Not only that, but they were suddenly out of economy cars so we both had to take large expensive cars, Chryslers, whose gas mileage doesn't set any records.

On returning home I called the local agency for Avis and told them that I had read all their

promotional materials and adds and even the contract and couldn't find a price increase clause in them. I was told that if I was quoted a price that that price was good even if their was a price increase. I was told to call the Tulsa agency and talk to the manager, telling them what happened. I did, and as you can expect, I have never heard from them again. Surely it doesn't take 30 days to come up with an answer. I guess after I send them a copy of this article they will take some action and try to smoothe over their mistake, but a quote is a binding legal contract and should be honored by the one giving it. I think that from now on I will see if I can't get ground transportation somewhere else, and would encourage all members to do the same. We will not hurt them that much but if others get ripped off like Bill and myself then they will end up a poor 5th.

Skip

Words from Oshkosh

I have talked with several of our members who had the good fortune to be able to attend the EAA's big one and have been told that it broke all records for attendance. I had a last minute change of plans and had planned to leave North Carolina on Tuesday evening and make the rest of the flight Wednesday. As usual, during this time of year, the Bermuda high kept the good weather to the far west and by Tuesday we had not one, but three major weather fronts to cross, the last one having severe thunder showers and tornados, so we flew to the coast in 3 mile visibility in haze and was it bad! I understand that Jim Jackson reserved space in a local restaurant and had an informal get together on Tuesday evening. I was also told that he has reserved it again next year for Tuesday night. There were 71 Coupers in attendance and the highlight of the evening was Dorothy Weick's birthday cake and all. When everyone introduced themselves Fred stood up and said that he was Fred Weick, Dorothy's husband. The Coupers had a great time and our president, Jim Fohr, and vice president, Don Stretch, were there as well as the regulars, Jim Jackson, Jim Folks, Rita and John Wright, Buz Kimball and lots of others, including Father Tom Rowland. Sorry I couldn't make it -- maybe next year.

Banned from Flying

The following was recently received from Allan Gelbin of Raleigh, N.C. I was not aware of this editorial until Allan sent it in. I have also received a large packet of material from GAMA, General Aviation Manufacturers Association regarding the

current move to take the Millions of Dollars which are in the Airport Trust Fund and divert it into other areas, as you know this fund has grown fat, through the tax on general aviation, and almost none of the moneys has been used for what it was intended for. What can we do Why not write your Congressman and Representatives and demand that these funds be used as originally intended. Read the following from GAMA and I will print a series of these items in the coming months.

Skip

Editorial Memorandum

BILLIONS IN AIRPORT TRUST FUND ARE IDLE DESPITE NATION'S NEED TO STREAMLINE AVIATION SYSTEMS

Commentary on a Major Public Issue

Later this year or early next year, Congress will decide whether to renew the Airport/Airways Development Act. If the powers-that-be had allowed the Act to operate as it was intended during its first 10 years, that decision would be fairly easy to make. But they didn't.

As things now stand, the Airport/Airways Trust Fund, established by law in 1970, will wind up its first decade with a surplus of more than \$3 billion in the till. That's \$3 billion that should have been spend to expand and modernize the nation's airport/airways network. But it wasn't.

Incredibly, and despite the will of Congress as expressed in the Airport/Airways Act, only five new reliever airports have been built since 1970.

Incredibly, only 147 of the nation's 14,574 airports are officially classified as "reliever" airports; these are safety-valve airports designed to accommodate smaller aircraft and reduce congestion at hub airports serving commercial airlines and passengers.

Incredibly, only 29 of the 147 reliever airports are equipped with instrument landing systems to help keep them operating in bad weather and to provide safe training capabilities for pilots upgrading or polishing their skills.

There can be little comfort in the knowledge that not one of the three reliever airports near San Diego's Lindbergh Field is equipped with an instrument landing system.

Instrument landing systems don't cost that much -- about \$250,000 installed. The annual interest earned by the huge uncommitted surplus in the Airport/Airways Trust Fund would itself pay for 1,000 or more instrument landing systems.

But air safety is one thing, and the federal budget deficit is something else. Under the so-called "unified" budget, a billion dollars unspent from a trust fund is a billion dollars peeled off the federal deficit. The way the government sees it, a billion dollars collected in user charges and taxes on airline passengers and general aviation is income that can help limit the projected deficit for fiscal 1980 to \$30 billion.

Congress decided almost 10 years ago that the nation's air transportation system should be expanded and streamlined to keep pace with growing air traffic and with safety requirements.

At the same time, Congress decided that those who derive the most benefit from the system should pay for its improvement. So \$8 out of every \$100 spent by travelers for airline tickets goes into the Trust Fund; so does seven cents on every gallon of aviation fuel purchased by general aviation for its fleet of nearly 200,000 aircraft; and so does the \$3 departure tax imposed on international travelers. And so do weight and use fees.

Today, the Trust Fund's uncommitted surplus exceeds \$2 billion, and it's still climbing. It will easily surpass \$3 billion by the time the Airport/Airways Act expires in 1980. Amazingly, President Carter's 1980 budget wants to raise taxes on general aviation's fuel and slap new excise taxes on smaller aircraft and their equipment.

Yet the very same budget proposes to cut spending for airport development.

The only possible conclusion to be drawn from these circumstances is that the federal government intends to raise more money from users of the nation's air transport system, but it does not intend to spend nearly enough for airport development or new safety equipment.

So the key issue remains: How to raise airport capacity and reduce congestion at major airports. The nation needs more reliever airports, more runways at existing airports, more airports with instrument landing systems.

The General Aviation Manufacturers Association proposes that something constructive be done, and done fast: Spend that \$2 billion Trust Fund surplus for the purposes Congress intended -- build more reliever airports in high traffic areas, install more instrument landing systems at existing reliever airports, and add general aviation runways at major airports serving both commercial and general aviation. These measures will do more than anything proposed to date toward preventing another San Diego-Type tragedy.

GAMA

Dear Skip:

The enclosed articles might possibly be of interest to you and other members of the EOC.

My answer to the Raleigh News and Observer - "The Peoples Forum" column came about as a result of an article by Mr. Wentworth W. Peirce about the menace of single engine aircraft.

Best Wishes,
Allan J. Gelbin

Pilots err too often

To the Editor: By far the bulk of all accidents to aircraft occur to single-engine planes. As shown in a special study by the National Transportation Safety Board on the 125,000 such planes in the years 1972-76, there were 17,312 accidents. Of these accidents, 2,673 were fatal resulting in the death of 4,806 persons or one for every 38 planes.

Engine failure accounts for 25 percent of the accidents and for 10 percent of those which are fatal. Airframe failures account of one to two percent. The rest of the accidents are attributed to pilot error. The frequency of these accidents, as shown in an appendix to the study, is inversely related to pilot experience and is reduced 67 percent, by regular stages, as the total experience of the pilot increases from 50 hours or less to over 500 hours.

A majority of the pilots do not reach 500 hours flying time. The average annual use of a single-engine plane is 165 to 180 hours. The owner generally sells the plane in two or three years, before having flown it enough to achieve proficiency in its use. The public would be served and the casualties reduced if the obstacles to entry into this pursuit were increased.

WENTWORTH W. PEIRCE

Manteo

'Madness' on the road

To the Editor: A recent Forum contributor reported on accident and death statistics relative to single-engine aircraft. He advocated creating further obstacles to people wanting to fly or own an aircraft saying, "The public would be served and the casualties reduced if the obstacles to entry into this pursuit were increased."

In fact, the Federal Aviation Administration and most flying schools maintain high standards to qualify for a license. The effect on the public of accidents in these aircraft is negligible compared to other hazards, including crime.

What ought seriously to concern us is the quality of the training, licensing and practice of people who

drive cars, trucks and motorcycles since it is a far more dangerous pursuit. There is no comparison between single-engine aircraft accidents and the massive, unending carnage of over 50,000 dead each year and hundreds of thousands crippled on the roads.

State practices regarding auto inspection are a farce. Thousands of North Carolina cars operate with one headlight, some with no taillights. Most fail to turn on lights in dim light or darkness. Governmental and parental cowardice and acquiescence have brought this madness about. The law fails to catch and punish offenders in appropriate ways. Roadways, turns and intersections are often badly marked, even unmarked. The school bus carnage of little children is a tragedy. Their young lives hang on the thread of officialdom's stinginess and foolishness. Government often builds things barely needed, but refuses road safety devices in order to placate voters on taxes.

Were the madness of some aspects of driving in America up to the standards of aviation this would be a far happier and more livable country with far fewer people dying prematurely. You won't find as many fools flying aircraft as you will in automobiles or on motorcycles.

Advocating further obstacles to entry into flying is prejudicial and absurd. Better ways and means are needed to develop more qualified pilots more easily and sooner. Nature will provide sufficient obstacles. Most of our problems are auto-truck, not light plane, related.

ALLAN J. GELBIN

Raleigh

Does the General Public Really Have the Facts?

Facts About General Aviation

The World's Largest Air Transportation Network

* General aviation is all flying except the military and the scheduled airlines. That means all forms of flying from business, corporate and commuter aviation to fire fighting to carrying the US mail, to agricultural applications, to air ambulance.

* 98% of all civil aircraft are general aviation aircraft, or a total of 260,000 worldwide and 200,000 nationwide.

*, 85.8% of the total number of hours flown in civil aviation are flown in general aviation, three times more than the airlines, for a total of 38 million hours annually.

* , Americans fly over 75% of these hours for business and commercial purposes.

* General Aviation serves all of the nation's 14,574 airports, while scheduled airlines serve less than 400.

* 110 million passengers fly annually in general aviation aircraft.

* Of the total U.S. pilot population of nearly 800,000, 95% fly only in general aviation.

* General Aviation flies on a bare 8/10 of one per cent of the total fuel consumed in all forms of transportation and just 7.5% of all fuel used in aviation.

* General Aviation has grown at an annual compounded rate of 14% in dollars and 6% in units for the past 15 years.

* General Aviation has just completed its seventh consecutive record year, with shipments of 17,811 aircraft valued at \$1.8 billion. In 1979, aircraft deliveries are forecast to exceed \$2.1 billion.

* One quarter of general aviation aircraft produced in the United States are exported, contributing over \$500 million to the U.S. balance of trade.

GAMA

SHELL AVIATION FUEL DEALERS will no longer accept competitive oil company credit cards after July 1, and Shell cards can't be used at competitive dealers. If you will be refueling with Shell, make sure that you have either a Shell card, bank credit card (where applicable) or cash.

NOT ALL ENERGY NEWS IS BAD: Phillips Petroleum is expanding avgas and jet fuel production capacity at its Houston refinery. By 1981, an additional 10 million gallons of avgas and 199 million gallons of jet fuel will be produced each year there. Phillips manager of aviation sales Jack Hammond says that the company "will be looking for additional business in 1980." (All oil companies recently told the Department of Energy that they couldn't take on any new business now.)



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

FOR SALE

1946 Ercoupe. Family pet for over 12 years. Economical, low cost flying, 22 mpg at 110 mph. Aircraft in good condition. Can be seen at Freeway Airport (near windsock), DATA: N2844H, Serial No. 3469, 415D, 1400 lb. gross weight, TT 1240, SMOH 300, 85 H.P., all metal, double fork nose gear, Cleveland wheels and brakes, Bellville shocks, metal cruise prop, large spinner, bubble windshield, large rear windows, canopy cover, large baggage compartment, full panel including sensitive altimeter, R. of C., Recording Tach, T. & B., D.G., A.H., Remote electric compass, large Venturi, 8-day clock, full switching panel, fuse panel, battery condition meter, transmission meter, Nav-Com with Omni and Localizer, intercom with two Telex Boom Headsets with PTT switches, rear speaker, 60 Amp alternator, ELT, full panel post lights with rheostat, aux. panel light, baggage compartment light, Nav. lights, strobe, oil drain, sound proofing, gold and cream paint (fair to good), sale \$5500.00. Reason for selling -- moving up.

Call Jack
301-464-1281

1965 Alon, N6362V, 1230 TT, New KT78A King Transponder, NARCO-31, APF, Cessna 90 Channel Radio with Omni Head, New Compass, Full Gyro Panel, New ELT, Nov. Annual, White, Red Trim, Nice Aircraft. Flown 40 hours last year, Just don't have time to fly anymore. \$7,000.00 FIRM.

Karl Rebstock
Box 113
Eldon, MO 65026
314-392-5307 after 6:00 p.m.

1946 415C, N94036. All the work has been done on this one. Will deliver anywhere. Asking \$6,500.00

Kenneth J. Denaro
352 Great Road
Stow, MA. 01775
617-897-5331

Mooney Cadet, 1970, 750 Hours on engine, TT 1250. Mark 12-360. Full panel. Fresh annual. Excellent condition. \$8,750.00 or best offer.

Jack Perling
612-784-9025
after 8:30 eves. CST

1946 Ercoupe 415D, 75 HP, 325 SMOH, Excellent year old Imron paint, Digital clock, 25 amp generator, Landing and interior lights, Anti-collision light, Artificial horizon, Electric directional gyro, clock, and turn and bank, Forney panel, Cleveland brakes, Climb prop., KX-130 NAVCOM with glide slope, Terra M1-200 NAVCOM with marker beacon, Annual September 1979, Most modified 415 instrument panel trophy, Phoenix, 1979. Many other modifications. \$7,000.00.

J.J. Koelling
537 Paige Loop
Los Alamos, New Mexico 87544
(505) 672-9450

1946 Ercoupe 415C. \$4,000.00.

Enos Nichols
118 Barry Lane
Northfield, Ohio 44067
216-467-2482

One set repairable rag wings with parts, including one additional parts wing. \$200 or trade for any Coupe parts. Some control parts. Buy - Sell - Trade.

Orbie Wheeler
2719 N. Emerson
Enid, OK 73701
405-237-4836

Ercoupe 415E All metal 85 HP, TT 630 hrs. \$8,850.00. Has been overhauled 1978 with new struts, paint, interior. Pictures \$1.00.

George Stanton
(213) 882-9415

NARCO Mark III w/tray, wiring harness, and manual. Com OK when removed. Nav needs work. \$190.00 as is.

Harve Stapleton
305 Elmwood Rd.
Champaign, IL 61820
(217) 356-0422

Ercoupe 415C, rudder pedals, IFR 3-lite, ADF, 360 radio, full panel with RMI, Rot. Bcn. strobe, ELT, New Cleveland brakes, wheels, tires, tubes + latest ADS. New 7148 prop + spinner. 500 SMOH, fresh

tune up. Exc. cond. thruout. Hangered, no damage. (over \$10,000.00 invested, take \$6950.00 cash). Will demo to qualified buyer.

Elmer Warman
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(303) 985-8180

1946 Ercoupe 415C, C-85-12, TTA 2260, SMOH 863, New dual fork nose gear, landing damage, ferriable, \$3,000.00.

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

Plans set of 14 drawing for folding wings so Ercoupe can be stored in 9' x 21' garage— installation adds less than 4 lbs.—most drawings for parts are full size—(Canadian D.O.T. approved).....\$50.00.

Plan for shoulder harness installation with kit of brackets and rivets—\$25.00. (Canadian D.O.T. approved).

Chris Falconar
Dipl. Ac. Eng., AME "B"
11343 - 104 St.
Edmonton, Alberta, T5G2K7

1946 415C 85 HP TTAF&E 950 10 hrs. since top and 100 oct. valves-Nova Tech radio-National Aviation windows-Razorback wings-Polished Alum. finish, new strobe April annual, new prop in 76. Rams horn wheels. \$7,000.00 or trade on a Cherokee 140.

Call 505-624-0278 after 6:00

1946 Ercoupe 415C, C-75 TT 1027 SMOH 527 Alpha 200 ELT Razorback wings Aug. 78 Remote compass. \$4,000.00.

Don Chick
1142 Meandering Crk NW
Uniontown, Ohio 44685
216-877-2482

1946 Ercoupe No. 99229 1567 TT 269 hrs. on factory new engine, A/C rebuilt 269 hr. No damage history. \$6,500.00.

Glen Turner
806-383-8390
After 6:00 p.m.

1969 Cherokee 140B-150, 1150 SMOH (factory), Mark 12-AT 50 Transponder; Full Gyro panel plus Elec. T&B; 8 day clock, EGT - True speed indicator; heated pilot; Wheel pants; White w/Red & Black Stripes. Sharp.

Leo T. Schuler
3810 Adams
Des Moines, Iowa 50310
(515) 277-8121

WANTED

Alon - prefer trailing-arm main gear and no peddles. Please enclose picture and all details in letter to:

Leo T. Schuler
3810 Adams
Des Moines, Iowa 50310
(515) 277-8121

Wanted

Natural aluminum finish ailerons, horizontal stab and elevator (split one preferred) for my 1946 415D damaged by hail. Must be good condition. Please give final asking price to:

Wayne Lawler
2900 Tumbleweed Lane
Fort Collins, CO 80526

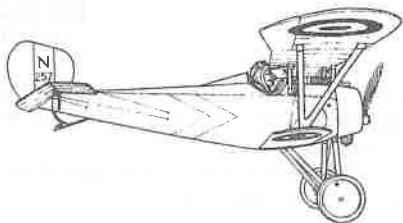
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614-272-6422 collect nite

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Res. (503) 757-1780



Dear Sir:

We are editorially interested in your club activities. I want to let you know that we would welcome a brief note from time to time about your club activities. Please remember that we have a long lead time, so when you mention any upcoming date try to project your thinking at least three months ahead. Whenever appropriate you could accompany the report with a photo of one of your most interesting aircraft. Try to keep the report to about 100 words or less. The information when you send it in should be addressed to Club Editor at Plane & Pilot Magazine.

Sincerely,
D.N. Werner
Editor

Hello Skip—

Am enclosing a check to cover the purchase of the Airtex-Interior auctioned off at the Fly-in recently. We are a bit late because we flew to Atlanta and to Wash., D.C. and, I assume, like others, we were grounded by weather several times. Arrived home only last Friday, July 20. Incidentally, Jim Jackson took the set home and sent it to me U.P.S. The set arrived here the same day we did. As usual Jim cooperated beautifully and we are very grateful to him.

As suggested in a recent Capers article, we flew about as high as possible and leaned like crazy the whole trip. Our coupe burned an average of 4.6 gph this year as opposed to 5.4 gph last year and interestingly enough used 7 quarts of oil for 56 hours of tach-time. Actually did better than 7 quarts because the Tach is usually off by at least 10%, i.e., 10 Tach hours is actually eleven clock hours. Obviously we were pleased.

The second check is for the coming years dues.

We are planning, at this time, to go to British Columbia next month, and to Fairbanks next summer, so probably will not return to the Coupe Fly-in next year.

We did enjoy meeting old friends at Tahlequah again and especially enjoyed those we met for the first time.

Many thanks to you, to Roy Wright and to those who worked with him to manage the National this year. Mrs. Collins and I thoroughly enjoyed a fantastic trip.

Sincerely
H.M. Collins 2601H
Woodland, Calif.

Dear Skip and Carolyn,

Just had to tell you what a wonderful time we had at Tahlequah! You two did a SUPER JOB of organization and follow through.

We'll be sending you some photos shortly.

We had a slow trip home - 525 miles in 7½ hours. We were about 100 over gross and could only indicate 90, and we had 25 mph headwind all the way. So we averaged 67 miles per hour. Highway traffic was zipping past us!

Skip, we want to write to Sandy and Bonnie Collins. Can you tell me if he is HERSCHEL M. or ARTHUR J.? Thanks!

Next year we're going to try to get a group to meet us in New Orleans and then fly up the Mississippi to Bowling Green. Should be beautiful.

Best Regards,
Dan & Jan Dreeben
N2097H

P.S. Dumbo had a fine time, too!

Dear Skip,

I just realized my dues were due while checking back on the note about the Super Coupe with the 0290 Lycoming. So here is my check for my dues.

About the Super Coupe, I would like to get in touch with the owner, if possible.

Last Oct. 3 while landing near our summer place in the San Juan Island I bent the nose gear back under the plane. I replaced the engine mounts, the fuselage fwd. of the main spar. After getting the plane back in the air & 4 hrs. time, I lost the engine, but managed to land at an airport without otherwise damaging the plane. When I replaced the fwd. section of the fuselage I upgraded the plane to a 415D and have been looking for a 0-200A, but it seems the VariEze builders have got good engines and the price up.

So any information on engines or S.T.C.? For 0290 or anything else is appreciated.

Thank you
Dennis Huntley

2210 Minor E.
Seattle, Wash. 98102

The Super Coupe is owned by Ralph Johnson, 600 Cherry Rd., West Palm Beach, Florida 33409 - (305) 683-1201.

Dear Skip,

Excuse the late dues. Am the owner of a 1965 Alon Aircoupe which has bought many hours of flying pleasure. There is a mechanic at Simsbury airport in Simsbury, Connecticut who enjoys servicing Aircoupes and does excellent work. Have a profitable summer.

Jasper Bowman
Southwick, Mass.

Hi Skip,

I'm writing to let you know that another 1946 Ercoupe has returned to the air. Ercoupe N3637H, Ser. No. 4262 TT 2043.0 has returned to the air after 5 years 7 months. The last flight was in Hawaii in 1973. The aircraft was shipped back to Calif. in 1978 as a basket case. I purchased it in June 1978 and worked one year restoring it and on 6 July 1979 made test flight.

I would like to hear from anyone that may have information on the above aircraft. I only have logs back to 1961. Would like to know when it was shipped to Hawaii. It was before June 1954.

Enclosed is my 1979 membership dues.

Yours truly,
Larry D. Sweetser
493 Apple Tree Lane
Fairfield, Calif. 94533

At Tahlequah I teased Hank Taxis about always writing to me on Holiday Inn Stationery. So, this time he writes the following note on the back of a napkin!!! The front of which depicts an early day pilot and the name of the place: ACE FARNSWORTH Flying Service and Drinking Company - Holiday Inn, Kansas City, Mo. And the note says: Hi Skip,

Greetings from the only bar in the country with a real Ercoupe inside.

Best Regards,
Hank Taxis

Dear Skip, Enclosed is my check for \$15.00 to renew my membership. My address label is pasted below as you requested.

I hated to miss the EOC National Fly-In, but just couldn't make it. Maybe next time.

Keep up the excellent work. The paper is the best ever.

Sincerely,
Ken McKinley
606 Evelyn Drive
Longview TX 75601

We missed ya!

Skip

Dear Skip,

Well, as you know I am the recipient of the Hard Luck Award for the National Fly-In. Please let everyone know that we got home OK without further incident.

We really did enjoy the National this year and renewed a lot of fine friendships. After we got home we picked up our Cessna 182 and flew to Columbine Airport outside Denver, Colorado. And who do you think that we met there? Jan Dyer and her husband and family. They were lamenting the fact that they couldn't fly to Kansas in their family plane which was a Stinson! The weather was IFR on the date of their Stinson Fly-In.

I also saw the last production model of the Mooney Cadet, which Univair purchased from Mooney and rebuilt. It was really a beautiful job.

Thanks again for the wonderful time at Tahlequah. Enclosed please find my check for \$15.00 for another years membership.

Sincerely yours,
Harold Frakes

We enjoyed it too!

Skip

Skip,

Just a few lines for our club paper. I have been a member for approximately 2 years now and own a 1966 Alon Aircoupe.

I have in the past asked the club members thru our club paper, for various assistance.

(1) I have asked for a sketch on the C-90 baffle set up; (2) Oil blow by thru the crank case tube; and (3) Oil temperature in the red.

Our field mechanics have no answers.

Sorry to NOT have heard a word from all our club mechanics and members.

Respectfully,
Sam Steele
1321 Aztec Ave.
Metairie, LA 70005

Sorry, Sam, I am sure you will hear from them now. Also suggest that you purchase an Alon Service Manual from one of the suppliers.

Skip

Dear Skip:

Look forward to and enjoy every issue of Capers. You're doing a fine job over there. Gives me the feeling that there are others out there sharing the same problems, joys, and that one isn't quite alone. Renewal check enclosed.

Good luck,
Allan J. Gelbin

Thanks for responding to the Editorial in News & Observer.

Skip

Dear Skip,

We have Ercoupe Ser. No. 97, built 1941 N-37120. A strong Okla. wind got her in May, 1969 and since then has been in storage, worked on, more storage, etc.

Perhaps some one can help concerning converting C-75-12 to 85 hp. One manual shows bulletin M47-16 dated 6-7-48, but so far I have been unable to obtain same.

I enjoyed the Tahlequah fly-in very much although had to drive "Chevcoupe." Mr. George Galaspy of Okla. City gave me a ride over the lake in his '46 Ercoupe, and 'Coupes are even better than I had remembered for ten years! (I flew ole '97 - 60 hours before wind-damage).

Capers is the greatest.

Yours truly,
Orbie M. Wheeler
2719 N. Emerson
Enid, OK. 73701
405-237-4863

Can anyone help Orbie?

Dear Skip,

Just returned from Oshkosh and remembered my membership is past due, couldn't live without Coupe Capers.

Had the great pleasure of meeting Mr. Fred Weick at Oshkosh, and he's an extraordinary man with stories to tell that you could listen to for hours. Also met John & Rita Wright and James Jackson and his wife. Sorry I was not able to attend on Tuesday night - work was calling me back. Hope they had a great turnout at their little bash in Oshkosh.

Next year I hope to attend the National fly-in in Ohio - would be great!

Sincerely,
Butch Kuntz
Ercoupe N93436
No. 1825
Grand Rapids, Mi 55749

See ya there!

Skip

Dear Skip:

I enjoyed your letter. You are very nice to say those things. I feel that I should have done a better job. Maybe I will know a little more about greeting people next time you pass our way.

I know your people like to travel, but I sure will miss them. I can't remember when I have had more fun.

I would like to thank the man from Alaska for giving me my first ride in an airplane, but I didn't catch his name or I was too scared to remember it. If you see him again, I would be very thankful if you would thank him for me.

The Postage for the boxes came to \$10.61. I hope you didn't have too much trouble sorting things out. I am a terrible packer.

I know you won't be here next year, but I hope to see everyone when you do come back.

Sincerely yours,
Patsy Duck
Chber Secretary

Tahlequah Area Chamber of Commerce

COMING EVENTS

It is not too late!

Let's Have A Fly-In.....

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419-352-4942

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 NATIONAL CONVENTION

TULLAHOMA TENNESSEE

September 26 - 30, 1979

"HOUSING HOTLINE NUMBER" - Tullahoma
Chamber of Commerce - Lois Holland, 615-455-5497

Dear Skip,

Several of us coupers got together over the Memorial Day weekend here at Tullahoma during EAA Tullahoma 79 work days. We have scheduled a forum in the Antique Classic forum tent. Subject matter will be Ercoupe-Original or Modified. We plan this forum to be an informal meeting where all of us can share our experiences on making modifications and thereby help others. I will advise you of the date and time as soon as the program is finished.

We would like to have more Ercoupers at EAA Tullahoma 79 than any other single type of aircraft. Will appreciate all the publicity you can give.

The Tullahoma Bunch suggested to Paul Poberezny that the Tullahoma Convention be different from the Oshkosh Convention in that we eliminate the judging and awards and keep everything a little less formal. Paul nd Headquarters agreed we would try it this year. I would suggest the E.O.C. try the same, however, if you officers desire to judge I will help any way I can. One reason we thought we would stay informal as possible is to get many of the Coupers in this area in the forum who are not EAAers or E.O.C. members then make a sales pitch.

Howard Lee, Mr. and Mrs. Garrett and one other couple from Huntsville and/or Athens, Alabama (approx. 40 air miles from Tullahoma) have volunteered to help organize the forum and greet the Ercoupe Pilots as they arrive.

Hope you and all your friends can attend EAA Tullahoma 79.

Sincerely,
Bob England

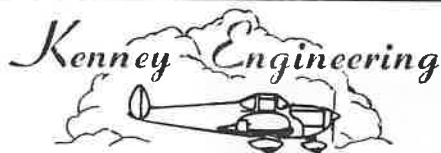
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The Ercoupe Owners Club was founded to further and promote Ercoupe Aircraft through a mutual exchange of ideas, and to make available information needed for their safe operation. Membership dues are \$15.00 per year which include our Coupe Capers newsletter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

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