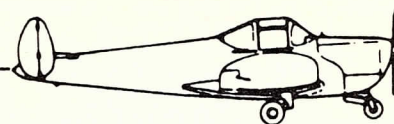


# COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 8, Number 9, February 1980

Editor: Skip Carden

## 1980 NATIONAL EOC FLY-IN

This will be a great year for our group — we have at this time completed all the plans for this great event. There will be something for everyone. At a later time, I will cover every event on the list, but for now, let's look at the over-all concept.

We expect everyone to arrive July 3, Thursday, anytime in the afternoon. There will be a chicken Bar-B-Q about 7 p.m. Our kick-off event will be Mr. Fred Weick that evening in the Dorm Lounge. This will be a great time to hear of the good ol' days and get further inside information.

The next two days will be filled with such events as: Pinch-Hitters course, talks on General Care of the Coupe, Mods & Kits, The Parts Factory, Films, Fireworks Display, a predicted log competition, Flea Market, Aircraft Judging, Do-It-Yourself Information and FSS Weather. All of this, mixed with time to look over all the coupes, beer and bull sessions, trips for the ladies and much more.

In the months to come, I will be covering the major events in greater detail. But for now, you can tell we have a lot of information and good times planned for you. Plan now to attend and enjoy the events and all the really great people you will meet with a common interest, "KEEP COUPES FLYING" — July 3 - 6, 1980.

## 1980 EOC NATIONAL FLY-IN UPDATE

This year there will be something different as a flying event. It will be what we are calling a predicted log event. The tentative plan for this event, chaired by Bob Staight, is for a four-leg flight of about one-hour duration.

There will be a briefing and each couper will plan his trip for time required. Each coupe will then depart at three-minute intervals with an observer on board. The main job of the observer is an extra pair of eyes for safety and to check that each point has been reached. Time will be based on that estimated by the pilot, the nearest to their estimate will be the winner. Any ties will be broken by nearest to estimated fuel usage.

Bob feels that this will be a good event for the hot-shot pilots and a good way to see some of Northwest Ohio. Bob has had some experience with log trips as he has flown his 75 HP 415-C to New Orleans, Maine, South Dakota, Oshkosh (twice) and Tahlequah (twice).

We think this will be fun and help show what the coupe can do. Here are his comments on this event:

"Geometry tells us that the shortest distance between two points is a straight line. But do we pilot our Coupes that way on cross country? Or do we wander from checkpoint to destination hoping to come 'close enough,' wasting time and valuable fuel. Sure it's fun to fly, but the satisfaction of hitting those checkpoints on the nose and arriving when you said you would is a real ego builder.

This year at National, we have an opportunity to test those skills. Flying a 100 mile course with four checkpoints will give us a chance to sharpen our navigation and pilotage skills. You give us your estimated time to fly the course and the most efficient pilot and Coupe combination wins.

Should be fun for all, so see you there -- at Bowling Green, of course!"

## LATE HOLIDAY NOTES

T'was just before National and all thru the land the Coupes were all polished and looking just grand.

The maps were laid out and courses were drawn, expectations were high for leaving at dawn. The weather was checked along the way, the forecast predicted a beautiful day.

Charts and computers, watches and rules, all in their place and valuable tools. For flying from home to a place far away needs forethought and planning to make a safe day.

With co-pilots exclaiming "Ohio looks keen" the Coupes set down gently -- it is Bowling Green.

Food and fellowship, forums and fun, with contests and prizes for everyone. They talk about Ercoupes into the night and how to make engines solid and tight. It seemed however, before we got started the three days had ended and the Coupes had all parted.

Florida Fly-In January 19 & 20th. 1980, Lakeland Florida

The tiedowns are empty the Coupes are all gone, winging for home singing their song. But I heard one exclaim as it flew out of sight. "Ercoupes and National made '80 just right!"

Bob Staight  
Rt. 12, Mansfield, Oh 44903

Fellow Coupers: —

Money is Scarce  
Times are Hard  
Here's your Damned  
Old Christmas Card!

## Merry Christmas

I'm writing this note to remind you that inflation has turned Kaputt, the things that I hold most essential, My willpower, my horsepower, my Coupe.

Now I'm making my rounds on a Donkey, He's old, he's crippled, he's slow.

So you know that if I don't see you at Christmas,  
That I'm out on my Ass in the snow.  
Merry Christmas and Happy New Year.

Leonard & Laura Page

## AREA NEWS

### REGION 1

## HIGHLIGHTS OF TALK GIVEN TO NORTHWEST COUPERS

By MR. FORREST SOTH REPRESENTING TEXACO

Sent by Roy Wright

It is a pleasure to speak with you concerning the comparison of Mogas (motor gasoline) and Avgas (aircraft gasoline) in the engines of small aircraft. Both Texaco Mogas and Avgas are designed for specific usage. Mogas specification is ASTM D439 (MIL SPEC VV-G-001690) while Avgas specification is ASTM D910 (MIL SPEC MIL-G-5572).

You say, "With the cost of Avgas what it is, and since both products are lead free or nearly so, why can't I use unleaded Mogas in my plane?" The answer is very simple -- each product is designed for a particular use and should not be substituted. Because of the wide variations of climate in the United States, Mogas is manufactured to broader specification than Avgas in order to get peak performance. Avgas is required to meet nationwide strict (ASTM) standard of:

1. minimum heat content
2. maximum freeze point
3. low sulfur content
4. water reaction limit

The differences between Mogas and Avgas are considerable. For instance, there are 16 states which DO NOT set specifications for Mogas, 12 states require distillation only, 4 for RVP (Reid Vapor Pressure) and distillation only, 12 which require fairly complete specs, and only 6 which require ASTM (Federal specs). You may want to find out what your state requires. Let's compare the performance of each.

- I Volatility - when does it ignite
- II Vapor Locking Tendency - when does it boil
- V Additives
- IV Additives
- V Storage Stability

I Volatility includes:

A. RVP (Reid vapor pressure - LBS/ pressure which it will vaporize)

Mogas 9.0 maximum  
Avgas 5.5-7.0

B. 10% will boil-off (distillation) at  
Mogas 158 degrees F.  
Avgas 167 degrees F.

C. End point - all liquid boiled away, only residue left  
Mogas 437 degrees F.  
Avgas 337 degrees F.



The manufacture of Avgas is controlled to a much closer range of specifications. The close quality is necessary to provide:

1. Air-fuel to all cylinders
2. Prevent vapor-lock
3. Minimize high altitude boil-off
- II Vapor Locking Tendency  
Mogas 140 degrees F.  
Avgas - None
- III Octane-performance number

The difference in Avgas is contents of tetraethyl lead (in mil/liters per gallon.)

	Octane	Lead	Color
Avgas	80/87	.50	red
	100 LL	2.00	blue
	100	3.78	green
Mogas - Unlead.	87	.05	
Reg.	88	.53	
Ethyl	92	2.10	

The anti-knock quality of Mogas is expressed in terms of Octane numbers. Isooctane equal 100 octane and n-heptane equal 0 octane. Mogas is blended for different octanes below 100 octane. Avgas can be expressed in octane rating if it is below 100. Above 100 it is expressed in terms of performance numbers (which represent the matching performance of isooctane containing a defined amount of tetraethyl lead.) In arriving at these anti-knock ratings for both gasolines, different tests are used for each engine type.

Mogas is rated by:

1. ASTM D2699 research
2. ASTM D2700 motor method

Avgas is rated by:

1. ASTM D614 lean knock rating method (lean knock method is actually determined by using the D2700 Mogas method, then converting the Mogas octane result to D614 rating through a correlation defined in ASTM D910.)

2. ASTM D909 rich supercharge knock rating method. A Federal pre-requisite to the manufacture and sale of aircraft engines mandates that each engine must pass prescribed certification tests to qualify before a type certificate is issued. The type certificate specifies the minimum grade Avgas to be used. Federal regulations, therefore, prohibit the use of any other kind of gasoline.

#### To compare LEAD-FREE MOGAS WITH 80/87 AVGAS:

	Mogas	Avgas
Lean rating (min).	81.4 (may vary)	80
Rich "	85.0	87
Motor Oct. "	82.0	80.6
Research "	91.0	not used

#### IV Additives:

tetraethyl	.05	.50
dye	red	none
lead scavenging	yes	none
others anything	anti-oxidant	

The lead scavenging additives used in many motor gasolines may contain a chlorine compound which under certain conditions can be very corrosive in aircraft engines. Chlorine cannot be used in Avgas.

#### V Storage

Avgas specifications require a test of potential gum formation (to insure stability while in storage), where Mogas is only required to meet a maximum gum at the time of the test.

Now, for the time remaining, I will try to answer any questions you may have about our industry or Texaco.

1) There are several additives used in Mogas such as TCP, Boron and Texaco's own additive -- Petrox. Petrox is not a chemical such as some of the others, but is a petroleum derived product and is not available commercially. Texaco believes that, because it is derived from petroleum, it is more compatible with gasoline than some of the others.

2) In answer to the question of using 100/130 Avgas (instead of 80/87) and small amounts of TCP as a lead scavenging agent, the best procedure would be to find out what recommendations the engine manufacturer had, and this is a matter of individual responsibility since Federal regulations apply.

3) Concerning oil additives, Texaco's stand is that brand name oils are manufactured to meet specific requirements. If used as recommended, then no other additives are needed. However, this again is a matter of individual choice and preference.

Now to a different aspect of the oil industry and Texaco in particular, and that is profits. This word has become sort of misused and almost a swear word lately to many members of the American community. I think a definition I heard on John Salisbury's comments the other morning is quite fitting, "profits are like sex -- they are talked about more than they actually exist, and everyone else seems to have more." As you may be aware, Texaco's profits for the first half of 1979 were up 105.5%. But up compared with what? Compared with the first half of 1978, a period when earnings were at a very depressed level, among the lowest of the last ten years. In 1978 many factors had an

adverse effect such as losses in foreign currency translations, inflationary increases in costs and expenses, failure to recover increased costs in the marketplace, etc. Texaco's average profit per gallon on all petroleum products sold was only about 1.8c/gal. In terms of rate of return on stockholders' equity, the petroleum industry ranks about the middle of all industry -- or a rate of return on equity of about 13 to 14%.

Texaco in the past two years has invested more than 3.1 billion dollars in capiton funds, but earned in this same period about half that much, or 1.7 billion dollars.

In closing, let me state that we at Texaco believe that a tight situation will remain with us for quite a while as far as supplies of both crude oil and products are concerned; however, we also believe that, given the cooperation of our Government and enlightened citizens working together, the energy problems now facing us and those in the future can and will be solved.

## REGION 2

Dear Skip,

A day before Xmas and I find it is time to renew my dues for another year. My how time does fly.

You asked how the Coupe Group of California was doing. Well, we are all still going. I had a real nice Bar B Que up at my place in Oct. Had 14 show up. Weather was a factor again but we all had a swell time.

As I am writing you this letter I am waiting for a complete new nose strut for my Cadet, yes last Sunday the good old Ground Controllers at the Santa Barbara airport put in the grass where a hole the size of a truck took my front strut, lucky the Cadet is built so strong as nothing else was hurt.

Looking forward to the new year and all the big fly-ins coming up.

By the way, my Cadet is for sale. Enclosed find data on same. Have a good year, Skip, and tell the family hello.

KCF, Regional Director

Wayne Olson

IP.S. Just sold my Ercoupe.

## REGION 7

Dear Skip and Fellow Coupers--

Hope you all had a nice Thanksgiving. We had the pleasure of some good Ercouper Company. Fred and Carolyn Shannon from Dallas, Tx., Eddy & Nita Hearn of Mineola, Tx., Tom & Bev Butler of Limestone, Ark. and Cliff & Billie Sims of Magazine, Ark. All arrived with arm loads of Turkey, Pie, Cake, etc. Even birthday presents for me. Our thanks to all.

I feel the need to say something about the wonderful things some have said about us in the "Capers." Don't figure we deserve all that praise (but we love it)! We are just being us. Leonard has a great mechanical talent which he thoroughly enjoys sharing. We both love planes and people. Leonard gets lots of phone calls from people asking mechanical help and that makes him feel 10 ft. tall.

As for Eileen Wright, she deserves mountains of credit for all the work she does for E.O.C. I think she does a marvelous job. Wish I could be so talented.

And then there is Skip Harris - A GREAT man when it comes to doing the right & just thing by his fellow man.

Hank Rill wrote a very complimentary letter after he was here. No problem treating him right as he was a very pleasant house guest. And we really did put him to work on the farm.

Skip, you and lots of others have said nice things about us, but I can't go into it all as would take forever.

I'm not much at words but I do hope you all understand. We love you all and E.O.C.

Leonard & Laura Page

## REGION 8

Dear Indiana Couper:

I would like to take this opportunity to introduce myself as the new Indiana Wing Leader for the Ercoupe Owners Club. I accepted this job in hopes to rekindle the enthusiasm that is needed to fly, maintain and enjoy our common interest, Ercoupes.

As you know from Coupe Capers the National Fly In will be held just next door in Ohio. I'm in great hopes that we can have all sixty-two members from Indiana fly or drive in for at least one of the four days. Before we go to the Nationals I would like to host an Indiana Chapter week-end fly-in. It could be a maintenance orientated, FIX-UP, CLEAN-UP, and PAINT-UP week-end, with a friendly A&P or two to help out with the paper work and legal parts.

As you can see at the top of the page I'm located in Connersville which is East side of the state just below Richmond. We have 5,000 ft. paved and two of the best sods in the state.

In closing I hope you will find time to drop me a line and let me know what you think and if I can help you in any way please call or write. I'm a Policeman by trade and the best time to get me at home is between 8:00 A.M. to 1:00 P.M. and after 10:00 P.M.

Thank you,

Joseph Todd, RR 5, Box 199, Connersville, IN 47331 (317) 827-0064  
P.S. Would you be interested in a P.40 paint job cheap?



## REGION 9

Dear Skip:

A bunch of us coupers within 100 miles of Tullahoma have been getting together lately and have decided to hold fly-in breakfasts and dinners and get a little more sociable. You are our Regional Director, so we would like to suggest you form us into a Wing with Howard Lee as Wing Leader. We asked Howard if he would accept and he answered affirmative.

We have some coupers locally who have not joined the E.O.C. so we will work harder to enlist them. The group we have now are as follows:

Howard Lee, Huntsville, Ala.; Bobby Hall, Huntsville, Ala.; Gregory Carter, Huntsville, Ala.; Bill Lyons, Huntsville, Ala.; Grady Thrasher, Huntsville, Ala.; Ed and Elizabeth Garrett, Athens, Ala. (40 Air Miles from Tullahoma). Charley Goodman, Winchester, Tn., 14 Mi. from THA; Lucy Morgan, Nashville, Tn., 60 Mi. from THA (Lucy has two more coupers she is to bring that I have not met). Herbert Dobb, McMinnville, Tn., 30 Mi. from THA; Bob England, Tullahoma, Tn.

Sincerely,  
Bob England

Dear Skip,

Happy New Year! Enclosed is a check for my 1980 dues. Things have been slow in the Virginia Wing due to the wing leader's Ecoupe being down for a crankshaft. I flew my plane to Front Royal for an annual and subsequently learned that the taper shaft of my C-85 was "suspect," because of some rust. A dye test showed the hub was not a perfect fit on the shaft. This led to my removing the engine, tearing it down (a depressing though highly educational exercise under the tutelage of Jimmy Propps), and sending the crank off to Piedmont. What seemed like a century later, after calling Piedmont several times, I found that my crank was red-tagged. I am now searching for a certified or certifiable crank for my C-85. If anyone can help, I'd most appreciate it. My poor bird looks mightily forlorn without an engine, and this wing leader has let the Virginia coupers down. Hopefully this will change in the near future!

Best Wishes,  
Lou Buffardi

## AREA NEWS

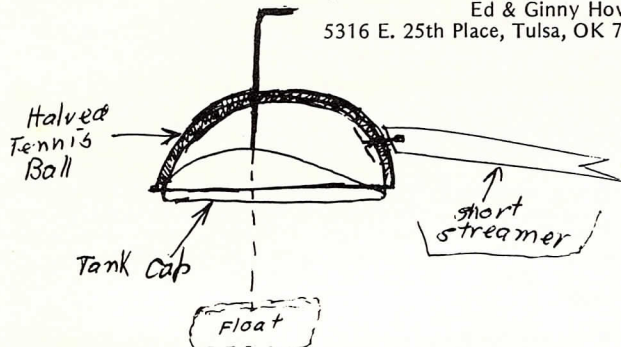
The most recent get-together in Southern California was in December at Santa Barbara. Fourteen coupes made the flight in beautiful weather. Except for one untoward incident which left Wayne Olsen with a twisted nose gear, the fly-in was successful. Participants were Cecil Muchmore (N99853), Bud Ford (N2070H), Joe Brooks (N2074H), Walt Bacon (N2585H), Scott Reaser (N2634H), Dick Groff (N2640H), John Coe (N2807H), Bill Jacobi (N2865H), Chuck Ferris (N3116H), Jack Owens (N3577H), Joe Figueras (N3630H), Gary Dallugge (N3040G), Charlie Darbonne (N5485Q), and as always, Wayne Olson (N9533V) - but I'll bet Wayne wishes he had missed this one.

## HINTS 'N' TIPS

Dear Skip,

I have a quickie and almost "Free" Fix for moisture in the header tank, and any tank with the "wire" gauge. I have always noted water in the bowl after heavy/moderate rain falls, whenever tied down and exposed to the elements. Here 'tis. Procure 1/2 a Tennis Ball (hard to find). Punch hole slightly smaller than wire. Can be punched, drilled, or burnt thru with a hot nail as shown. Attaching a streamer is a good reminder to remove same before departure.

Ed & Ginny Howland  
5316 E. 25th Place, Tulsa, OK 74114

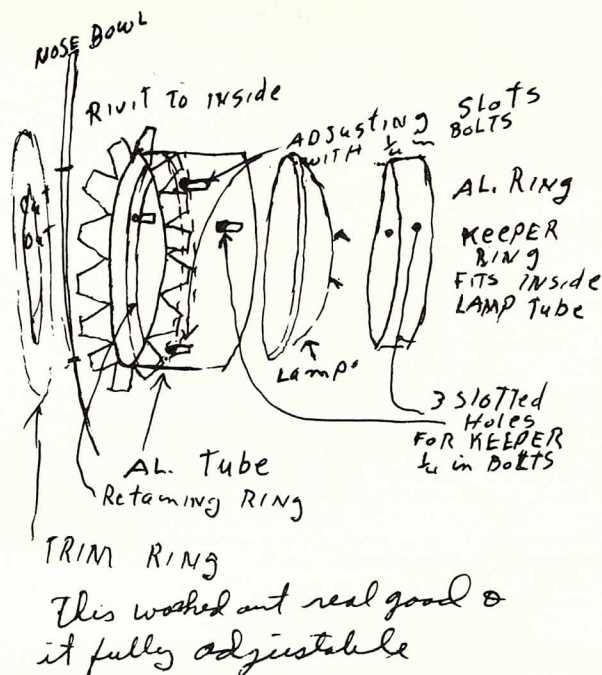


Skip:

Here's the dues for another year. I really enjoy the magazine, especially the information articles. I put the landing lite in the nosebowl this year but I made a different rig than the diagram you sent. The snows are here now so I don't suppose we will fly much till spring. Just had an annual on 99641 and it just was a formality, didn't need a thing.

Ceep Capers Coming

Don Schaltschneider, Detroit Lakes, Minn.



Clearing Off  
The  
Editor's  
Desk

## NEW PRODUCT

BLUE MAGIC metal polish, which is sold by one of our members was recently received in the mail. I tried it on several metals and was very impressed with the results. It seems to work better and faster than met-AL. I have not tried it on an airplane but I would expect that it would work quite well. So why not order some and give it a try.

Skip

## PARTS PROBLEMS

I am increasingly concerned with the difficulty which some members are having obtaining parts, especially new parts from Univair. I choose not to condemn Univair until I can contact them about the problem, but I have had two recent phone calls, which stated that not only were advertised parts unavailable, the sales persons were even rude to the callers when questioned about future availability. I do feel that anyone's customer deserves to be treated courteously and fairly, and I am sure that the owners will be most interested in these recent happenings. I can assure you that I will do all in my power to see that needed parts are available.

Skip

## SUN "N" FUN

Sun "N" Fun is coming up soon and it looks like it will be even bigger and better than before. Bill Morrison and Joe McCawley went over to the Sun "N" Fun site last Sunday and were surprised to see the vast amount of work in progress, like 2 new metal buildings, larger parking areas and new entrances, and who was there helping, Paul Poberezny of the EAA. Bill said he was sweeping and cleaning just like the rest of the troops. When I get back from the Florida fly-in January 19-20 I hope to have more details.

Skip

## LARGE BAGGAGE COMPARTMENT AVAILABLE

Bob Gervan of Skyport would like to announce the addition of a full STC & PMA large baggage compartment for the 415 series Coupe. There seems to have been a lot of stu recently concerning these but thanks to Bob it is now resolved with the STCed and PMAed units. For more details contact Bob at Skyport.

Skip



## CHECKS

I have received several inquiries on the Coupe Checks. Several members wanted to have some made by DeLux check did not keep the cut. If you want you can use the Coupe on the back of Coupe Capers or I will be glad to send you a print of the Coupe to be used for a cut. If you like, you can contact Dave Tornbom at 17728 Los Alimos, Granada Hills, CA 90401.

## SAD NEWS

I received a call from Rita Wright last night informing me that Perry Tanner had had an accident in his Coupe. The fuselage tank ruptured spraying gas all over Perry, which ignited and covered him in flames! He is now home from the hospital, but will return for skin grafts. I am sure he would appreciate a card or letter during his convalescence. Perry and his son were at the National's this year and young Perry was the recipient of our Youngest Pilot Award. Write or call Perry today at: 15625 Myrtle Ave., Harvey, Ill. 60426, phone (312) 333-7977.

P.S. The location of the Fuselage tank could be dangerous in a crash situation. We know that the tank can be removed, as per Jim Folks' coupe. But, I wonder if a bladder could be installed similar to the Pinto gas tank and inserted in the tank. This would lessen the risk of the pilot and passenger being dowsed with gas and/or flames. What about some ideas on solving this potential hazard?

Skip

## TAX REPEAL

In the Holiday Issue I asked for your support in securing the repeal of the Aircraft Use Tax. Since that time I have written to Paul Poberezny of the EAA and John Baker, AOPA, and asked that they support this legislation. As of this date, Jan. 8th, I have not had a reply from either. I am sure that they will also want to join us in this action. If you haven't written your representative yet, do it today!

## HIGH ON GAS

With recent reports of Avgas going at \$1.46 a gallon, I feel that here in North Carolina we are in the bargain basement (\$1.18 AND 80 at that!). We may be facing \$2.00 a gallon by late summer. We have two choices — pay up or develop an alternative fuel. Anyone involved in this? I would appreciate hearing from you and what progress you are making. Mother Earth News, a North Carolina based publication which specializes in Alternatives is working with the EAA in the use of home-made alcohol as a fuel. Any ideas will be welcomed.

Skip

## RULES ARE MADE FOR OTHERS

*from Aviation Mag. Jan. 1980*

AVIATION MAGAZINE reports that LANGHORNE BOND was a passenger in a FAA Helicopter that Violated the Philadelphia (Pa.) TCA several months ago. AVIATION MAGAZINE has learned that indeed a violation had been filed by controller Fred Berkins, whose first contact with the helicopter came when it was only 2 miles off the end of runway 17 at 800 ft. The controller said it is lucky it was on a Sunday and there was no traffic or it would have been a bad situation.

When Aviation Magazine tried to track down the facts involved they immediately began to get the runaround. Finally they got the investigator who said that "Yes, there had been a violation." The pilot had denied it and yes, Bond was in the right seat, and why were they interested anyway. Violating a TCA isn't such a big thing....

If violating a TCA isn't such a big thing no wonder there are more near misses in there than outside. And if the incident is true and even FAA pilots don't follow the rules with the MAN himself sitting in the seat, why establish any more TCA's??

## AIRCRAFT REGISTERED TO W.E. CARNES, ONE OF OUR MEMBERS

An Aircoupe, N99484, crashed, killing two people, at Bishopville, S.C., on Nov. 18. FAA said weather was VFR when the aircraft struck the top of a tree and crashed. DOES ANYONE HAVE ANY DETAILS?

Thanks to Jerry Cook who sent in a complete March 1945 Air Trails which contains a great article called "Mr. Weick's Baby" by Leonard Engle. We will keep this with our other Ercoupe Memorabilia. Again, thanks to Jerry.

## FOR SALE

1946 Ercoupe All Metal 415-D 85 hp. Engine 800 hrs, TT-1600 hrs. New annual, Tinted Bubble. Escort-110, ELT, Plush. \$6500.00. Can be seen at airport, Alturas, Calif. Paul Breshears, Box 769, Alturas, Ca. 96101 (916) 233-2524.

1946 Ercoupe 415-C-85 hp. 600 SMOH, 1700 TT. Fresh license, all original always in the Southwest. New wiring harness, Oleo seals, Doughnuts, new Pointer ELT, Cleveland wheels, Forney nose fork, wired with antenna for Escort 110. Good glass, new silver paint. N87337, Serial No. 510. No damage history. \$4500.00 firm. Darrell Kight, 4530 So. Country Club, Tucson, AZ. 85714 (602) 889-4880.

1946 Ercoupe 415-C 85 hp, 223 SMOH, Ceconite wings in 1977, Tinted bubble windshield, Narco Escort 110, Prop. overhauled 7-15-78, Rams Horn Control Wheels, White w/Yellow trim. In very good flying condition. \$6,000.00. L. E. Santo, 15 Gamble Lane, Port Ludlow, Wash. 98365 (206) 437-2563.

1946 Ercoupe 415-D 85 HP engine. Annualized May, 1979. Good compression on all cylinders. 360 Nav-Com. Double nose fork. New canopy windows and welts, rotating beacon. All Polished Aluminum. 1600 TT, 600 SMOH, Ser. No. 974, N93651. Price \$5,000.00. Contact Darrell Palmer, P.O. Box 207, Union Springs, AL. (205) 738-4185 (days) or (205) 738-4656 (nights) OR Bill Salter, (205) 738-2080 (days) or (205) 738-2051 (nights).

Eureka! I can see the light at the end of the tunnel. After being ground bound for about four years, N2666H should fly again this spring. Therefore, N87051 will have to go on the block. It is a 415-C, serial No. 224, 85HP with 420 hours SMOH and 60 hours since TOH, Ceconite wings, Cessna 300 Nav/Com, Rotating Beacon, DG, AH, EGT, a pretty polyurethane paint job and a nice interior. Also have some spare parts that go with the airplane. They include an extra 300 Nav/Com, main and nose gear wheels, tires and tubes and a Beta 500 Transponder. The airplane is in excellent condition and the price is \$6,000.00 firm. I would consider delivering anywhere east of the Rockies. George D. Gallaspy, 3104 Kerry Lane, Oklahoma City, OK 73120 (405) 232-2607 or 751-8778.

1945 415-C Ercoupe Serial No. 172 in excellent condition with a T.T. Airframe, 760 hrs, Engine—less than 200 hrs SMOH. It has ELT, Alpha Genave 200B, Nav-Com, Strobe, Dual Landing Lights with Nite Flying console. Food actuated head phones, Double yoke nose wheel, Cleveland wheels and brakes. I am selling this Ercoupe for the low price of \$6500.00. Dr. Thomas F. Yancey, 1815 E. Business Hwy. 98, Panama City, FL 32401 (904) 763-0788 (Bus.) or 763-6857 (residence).

Complete nose gear, with new inner cylinder new large bushing, Aluminum scissors single fork good tire — \$150.00. Roy A. Orr, 4113 Fletcher Ave., Indianapolis, IN 46203 (317) 356-9310.

Ercoupe 415C, 85HP, TT 1659, STOH 251. New stits cover on wings Dec. 1977, Narco Mark V navcom, DG, T&B, Art. Horiz., Clock, bucket seats, landing lights, excellent tires and battery, March annual, Silver with red trim. Hangared at Russellville, Ark., Flies great. Only reason for selling: need money for house down payment. \$5500. Gary Sheppard, 1812 West 3rd Pl, Russellville, Ar. 72801 (501) 968-2584 or (501) 967-3872 (nights).

NEW RADIO EQUIPMENT — KMA-20 Audio Panel with Marker Beacon receiver, List \$630.00, Special—\$380.00 (New). Also Narco Audio Panel CP-125 with push buttons — List \$290.00, Special—\$150.00 (New). Call Marshall Turner, Raleigh Durham Aviation, (919) 596-1393.

GOING OUT OF BUSINESS. Over 250 new and used parts, wings, ribs, spars, cowlings parts, gas lines, rudders, horizontal stabilizers, elevators, etc. Over \$6000 list, will sacrifice for \$1500. Send for list. Sell in lot only. Darrell Kight, 4530 So. Country Club, Tucson, AZ. 85714 (602) 889-4880.

Sigtronics Transcom, Portable, Never Used \$119.00. Gene Mowrey, RR 3, Box 15, Watseka, Ill. 60970 (815) 432-4238.

1946-415-CD, rebuild project, less engine, some damage rear spar and belly skin. Many new components. \$1000.00. Jerry Suxton, Rt. 6, Box 647, Piedmont, S.C. 29673 (803) 277-7258 after 6 p.m.

Needed for updating to G model. 9 gal. aluminum wing tank (right side) also have for sale or trade. Nose tank from Alon, 3 piece Alon panel, 2 Compasses, Gyro Horizon caged, Directional gyro, Altimeter, Air Speed, New 8 day clock. Elevator, Steel 8 gal wing tanks, and an Alpha 200. Call before 1:00 P.M. or after 10:00 P.M. Joe Todd, (317) 827-0064.

1970 Mooney M-10 Cadet N9533-V, 3 years National Champion, 1000 hrs TT since new, 50 hrs. STOH, dual nav coms, 3 lite full Gyro panel, cyl. temp. gauge, G-meter, Rotating Beacon, Strobe, Dual Landing Lights. Wheel fairings, polished prop, chrome spinner ELT, New tires and tubes last five hours, stall warning horn, console light and speaker, aircraft all original paint and upholstery still like new and many other items. Asking \$10,500. Wayne Olson, 6788 Kittyhawk Ave., Hesperia, CA. 92345 (714) 244-9821.

KX-150 King Radio with omni and mounting bracket \$295.00. Danny Holland, 16402 E. 17th, Independence, Mo. 64050 (816) 836-4057.



HELP!! Does anyone know the whereabouts of N-2091-H. Ser. No. 2714. Call collect (803) 277-7258 after 6 p.m. or write Jerry Suxton, Rt. 6, Box 647, Piedmont, S.C. 29673.

1967 Alon A2A. 1200 SMOH on C90-16 approx. 2500 TT. Edo-Air 360 Channel Navcom, ELT, wired for intercom and transponder. Rudder Pedals, standard interior, new battery, prop seal, fuel lines and pump, recent interior. Full panel w/vacuum system. Excellent tires and Cleveland brakes rebuilt last year. Fresh annual in October 1979. One of few sold as twin tail Mooney Cadet. Will outclimb a Cessna 150. \$7,900.00. Call (915) 562-1352 after 1800 Texas time or write Col. Jack Crater, 409 Sheridan Road, Ft. Bliss, Texas 79906.

1966 Alon A2 2198 T.T. KX 150B Radio, Continental C90-16 Engine 387 S.M.O.H., Spring Gear, factory Pedals, New Tires, Excellent condition. \$7200.00. Call (314) 729-3083 after 5 PM or weekends. Jack Herndon, Rt. 5, Salem, Mo. 65560.

1965 Alon Serial No. A-27 1200 TT, 400 SMOH, Blue & White, Narco Mark III - out of license. \$6500.00. Perry Allen (803) 359-5260.

### WANTED

Coupe without engine or a pair of wings, prop & engine, nose mount. Reasonable, of course. Dr. David A. Day, 23 Paul Drive, Texarkana, Tx. 75503 (214) 792-0077.

2 good used metal wings, factory made, if possible, to be used on 1947 415D. Eric Hill, Box 35, Atlanta, Ill. 61723 (217) 648-2817 after 5:30 p.m.

PLEASE HELP!!! We have two basically complete 415-C fuselages on gear, and many extra parts, but NO WINGS!!! If you have, or know of, a pair of sound wings, rag or metal, fresh or in need of recover, we would be anxious to make a trade. Write: Tony & Joel Whitehurst, Box 909, Los Banos, CA. 93635 (209) 826-4001, 4250. Thanks very much.

Aircoupe nose cowl - metal or fiberglass. Stainless exhaust stacks. Black floor carpet, with or without rudder pedals for Erco 415-E. Write or call: Dan Sullivan, 5321 N. Latrobe Ave., Chicago, Ill. 60630 (725-3711)

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.

### HELP NEEDED!

Dear Skip,

Well, I did it again. I let my membership expire. That is what happens when you are trying to get started in a new business. Is it possible to look back in your records and reassign me my old membership number? My address would have been either Douglasville or Winston, Ga. I sure enjoyed the fellowship with all the Coupe people at Sun N Fun and again at Oshkosh. I sure wish I could have found Don Stretch some raspberry pie like he had at Sun N Fun.

Well, as you may remember, I sold my Coupe at Sun N Fun and had to fly the Big Bird home, however, I have bought one of the last Forneys made. The last I think. I have converted the old gear to the Mooney spring steel gear. I picked up 40 pounds useful load. Do you know anyone who may have an STC for this conversion? Also, I need to know how to remove the backing from my windows. The protective covering has aged and will not peel off. How about some help on these problems? Hope to be seeing you again at Sun N Fun.

Sincerely,

Jerry R. Robins, 107 W. Matilda St., Dalton, GA 30720 (404) 226-2269

Come down to Florida 19th-20th, maybe you can get some answers.

Skip

Dear Skip,

Enclosed find my check for renewal to EOC. I own Coupe N87101 and spend a lot of time airport hopping around Northern Ill. and Southern Wisc. I am a paraplegic and haven't been able to figure where I can put my wheelchair in my Coupe. 87101 is a 1946 415-C and has a small baggage compartment. I would appreciate hearing from some of the other wheelchair pilots and how they have solved this problem.

Sincerely,

George L. Humphrey  
400 Russell Ave., Winthrop Harbor, Ill. 60096

### FROM THE MAIL BOX

Hi Skip & Carolyn,

Here is our dues for 1980.

Jan got very sick right after Tahlequah. She had brain surgery and was in the hospital for two months. She's doing fine now.

Dumbo (N2097H) was down for two months for top overhaul. I test flew him this weekend with his new Alon nose gear. Looks like we're all back together again for a while.

Happy holidays to all.

Dan & Jan Dreeben  
N-2097H, EOC 1270

*Hope Jan is feeling better. A nice long trip in Dumbo should help her get well quickly.*

Skip

Dear Skip

Just a short note to commend you and the other officers and directors on a splendid organization and a most interesting newsletter. However, there is something that frustrates me at times concerning the Capers and I am sure that other members must have similar feelings.

The frustration is the lack of a printed response AT TIMES to the questions that some of our member letters contain. If I may, I would suggest a committee of two members to research some of these queries and have the answers printed under these letters when they appear in Capers. This would, I am sure, take a hell of a load from your shoulders.

On the subject of flying instruments which has been asked in earlier newsletters, I own a two control A2A full panel, two VOR's and a 4960 Transponder (no altitude) hung under the dash.

I file as often as possible for flights greater than 1 hr. duration providing (and this is a hard rule) no reports of thunderstorms or low level icing in the area. It is usually a faster trip then VFR and aside from the constant dial twisting it is usually more relaxing. If you have a problem you know someone is always there. There is usually no forgetting to close your flight plan and lastly you usually can fly your coupe where it will give you the most efficiency. For 5496F it is 5000 ft. which is what I usually request and receive from the center. The controllers are generally very courteous, not having any idea what an Aircoupe is. When I call them up I can always expect, "Say again type"

One question on parting. Do you, or any members know of a coupe with a Lycoming 236-112 HP flying?

Thanks for a super club for the gracious little lady the Aircoupe is. Hope to see everyone at Sun N Fun.

Sincerely,

John Coughlin

Box 2174, Ft. Pierce, Fla. 33450

*A Great Idea - Would someone like to Volunteer?? Contact me if you will help.*

Skip

Dear Skip,

As 1979, and our first full year of full-time 'couping both draw to a close, Joel and I have been giving some thought to our Ercoupe-related experiences of the past twelve months. Our January completion of 87267 was thrill enough, but what followed was an unexpected chain of encounters and acquaintances which we will never forget. The wonderful people, particularly fellow 'coupers, their constructive comments and assistance, the natural fellowship on the flight line and at airshows (both formal and informal), all have served to reassure us that our decision to follow our father's foot-steps in rebuilding an Ercoupe, was definitely the best way to go. He rebuilt S/N 46 in 1953.

Our enjoyment and satisfaction have been so great, not to mention family and community interest, that we have decided to embark on a second rebuild project, utilizing the excess parts and assemblies acquired the first time around. Of course, we'll keep you posted on our progress, but I just felt that a vote of confidence was in order for the EOC and its ideals, and that we should let you know how proud we are to be members. All the best in 1980 to you and the EOC.

Personal regards,  
Tony Whitehurst

Dear Skip,

I thought I would draft you a small thank you note for giving me Larry Bleauvelt's address. He sent me a drawing for the 415-C, which will help, but I have an Alon. Larry told me there are drawings for the Alon 9 cubic foot compartment; that Univair had them. I called Bob White and he said he had some other equests for the drawings and the kit, but that neither was available at this time. It seems, at least to me, that Univair doesn't make a very big effort to serve us. I have run into a similar problem ordering side arm rest panels (plastic part). The one they sent was broken, and to boot, it was the last one in stock. This was two years ago and they still don't have any more in stock. HELP, does anyone else make or have these parts?

Sincerely,

George M. Moore, Jr.,

2615 South Industrial Park Ave., Tempe, Az. 85282



## COMING EVENTS

### ERCOUPE FLY-IN

DATE: SATURDAY & SUNDAY, JAN. 19 & 20, 1980  
TIME: 10:00 A.M. SATURDAY-SUNDAY AFTERNOON  
PLACE: LAKE LAND MUNICIPAL AIRPORT  
LAKE LAND, FLORIDA (SUN N'FUN AREA)

This fly-in is for you if you're an Ercoupe, Forney, Alon or Mooney Cadet owner, former owner, future owner, admirer, enthusiast, or if you just enjoy airplanes and flying.

Fly-in, drive-in, jog-in, walk-in, this is an informal get-together to look at, discuss, admire and fly our airplanes. We'll also plan future get-togethers, such as informal fly-in Saturday lunches and Sunday brunches at various airports around the State. Let's get some group activity going within our State and double the enjoyment of our airplanes and flying.

Lakeland Municipal, located slightly southeast of the City, is an uncontrolled airport with unicom on 122.8, long runways and a good restaurant. We will also have ground transportation for those wanting to go into town for shopping or to spend the night at one of the many excellent motels.

Come — Look — Talk — Fly — Enjoy a day or a weekend of fun, flying, and fellowship. Fly carefully — bring your tie downs. There will be a surprise prize on Sunday — we're looking forward to seeing you at Lakeland on Saturday, January 19th or Sunday, January 20th, or both!

William T. Morrison, Regional Director, Region 10, E.O.C., Brandon, Florida (813) 689-6449.

Joe B. McCawley, Official unofficial fly-in organizer, Orlando, Florida (305) 894-0066

### NEWS FLASH

Our founder and executive director, Skip Carden, is planning to fly in from Durham, North Carolina to be with us and Fred and Dorothy Weick may well visit us one or both days. Mr. Weick, as you probably know, designed our coupes and is responsible for many aviation innovations. COME! COME! COME!

LOOKING AHEAD TO 1980? These aviation events will be of interest: Mar. 16-22, LAKE LAND, FLA; the Sun N Fun EAA Fly-In; July 17-20, DAYTON, OHIO, the Dayton Air Fair; Aug. 2-9, OSHKOSH, WI., the EAA Convention & Fly-In; Aug 25-Sept 1, BLAKESBURG, IOWA, the Antique Airplane Assn Fly-In; Sept 12-14, RENO, NEV, the Reno Air Races; Oct 9-12, HARLINGEN, TX, the Confederate Air Force's "Airshow, '80."

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Oregon — Roy Wright, 24490 S. Skyland Dr., Canby, Ore. 97013, (503) 266-9777

Idaho — Walter Rettig, 1574 Lola St., Idaho Falls, Id. 83401, (208) 522-7435

Alaska —

## REGION NO. 2

### Regional Director

Wayne Olson, 6788 Kittyhawk Ave., Hesperia, Cal. 92345, (714) 244-9821

### Wing Leaders

Cal. N — Bill Geddis, P.O. Box 5296, Eureka, Cal. 95501, (707) 445-0202

Cal. S — Wayne Olson, 6788 Kittyhawk Ave., Hesperia Cal. 92345, (714) 244-9821

Nev. — Hawaii —

## REGION NO. 3

### Regional Director

Jack Harkness, 4110 W. Lawrence Ln., Phoenix, AZ. 85021, (602) 939-8293

### Wing Leaders

Ariz. — Jack Harkness, 4110 W. Lawrence Ln., Phoenix, AZ. 85021, (602) 939-8293

N. Mex. — Utah —

Colo. — Bob Plegge, 1693 Xenia, Denver, Colo. 80220, (303) 321-4232

## REGION NO. 4

### Regional Director

Reuben W. Jodsaas, Box 396, Colstrip, Mont. 59323 (406) 748-2217

### Wing Leaders

Mont. — Wyo. — N. Dak. — S. Dak. —

## REGION NO. 5

### Regional Director

Jim Fohr, 2124 Wawkesha Rd., Caledonia, Wis. 53108 (414) 835-2111

### Wing Leaders

Minn. — Burt Ellegaard, Valley Haven Pk., No. 20, Shakopee, Minn. 55379 (612) 941-3633 (days)

Iowa — Bill Berning, 523 W. Sheridan Ave., Shenandoah, Iowa 51601 (702) 246-1623

Jim Jackson, 511 22nd St., Spirit Lake, Iowa 51360 (712) 336-2383

Wisc. — Jim Fohr, 2124 Wawkesha Rd., Caledonia, Wis. 53108 (414) 835-2111

Neb. — Lowell D. Satterlee, 8311 S. St., Lincoln, Neb. 68520 (402) 488-4193

## REGION NO. 6

### Regional Director

John Wright, No. 4 Flossmoor, R.R. 6, Springfield, Ill. 62707 (217) 546-0585

### Wing Leaders

Mo. — Lee L. Brown, 11509 Anderson, Sugar Creek, Mo. 64054 (816) 461-4517

Ill. — John Wright, No. 4 Flossmoor, R.R. 6, Springfield, Ill. 62707 (217) 546-0585

Kans. — Rick Middlekamp, 15916 Brougham Dr., Olatoo, KS. 66065, (913) 764-8534.

### Regional Director

Glen Becker, Rt. 2, Box 326, Sequin, TX. 78155 (512) 379-4709

### Wing Leaders

Okla. — Art Maimbourg, 6100 W. 9th, Tulsa, Okla. 74127 (918) 245-7087

Tex. — Ollie Henry, Box 30544, Dallas, TX. 75230

Ark. — Leonard Page, Rt. 1, Belleville, Ark. 72824 (501) 495-2647

La. — Sam Steele, 1321 Aztec, Metairie, La. 70005 (504) 834-7388

## REGION NO. 7

### Regional Director

Carl Hall, 20737 N. Dixie, Bowling Green, OH 43402 (419) 352-8010

### Wing Leaders

Ohio — Bob Staight, 675 Lex-Ontario Rd., Rt. 12, Mansfield, Ohio 44903 (419) 529-2241

Ind. — Joseph E. Todd, Rt.5, Connersville, Ind. (317) 827-0064

Mich. —

## REGION NO. 9

### Regional Director

Skip Carden, P.O. Box 15058, Durham, N.C. 27704 (919) 477-1832

### Wing Leaders

Tenn. — John Stockard, Jr., D&S Distributors, P.O. Box 3157, Jackson, Tenn. 38301 (901) 424-5795

Va. — Lou Buffardi, 10413 Pearl St., Fairfax, Va. 22032 (703) 250-7726

N. Car. — Fred Fisher, Box 816, Elizabethtown, N.C. 28337 (919) 862-3342

S. Car. — Ky. — W. Va. — Del. — Md. —

## REGION NO. 10

### Regional Director

Bill Morrison, 1004 Greenbriar Dr., Brandon, Fla. 33511 (813) 689-6449

### Wing Leaders

Ala. — Greg Cartier, P.O. Box 93, Laceys Spring, Ala. 35754 (205) 893-2097

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Mass.-Conn. - Ernie Baker, 18 High St., Norwell Mass. 02061 (617)  
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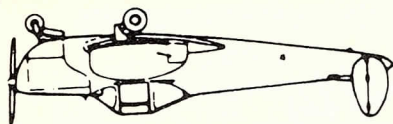
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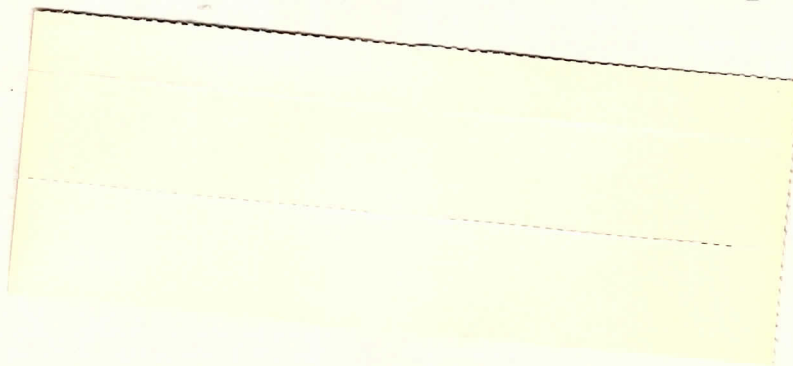
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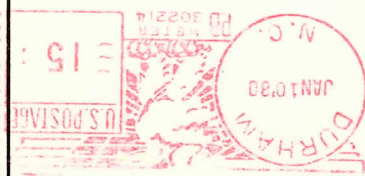
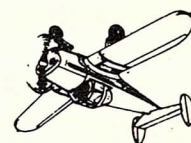
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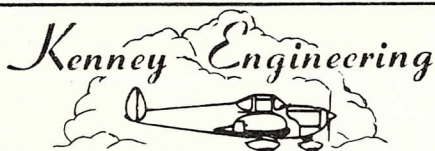
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