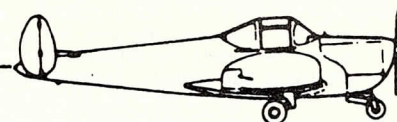


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 8, Number 11, April 1980

Editor: Skip Carden

AREA NEWS

Dear Skip:

It was a genuine pleasure to have you as a guest. I have been planning it with anticipation for two years, and I thoroughly enjoyed our visit.

Now, I want you to do it again! Whenever you want to.

The totals for our February 16-17, fly-in are as follows:

Eight Coupes and a Non-Coupe, including a Mooney Cadet and the 150 horsepower "Super Coupe," and a Cherocoupe (our esteemed leader from North Carolina), six drive-ins from around the state and five who stayed overnight.

We had every kind of plane (Coupes, Forney, Alon, and Mooney Cadet) and a total of twenty people.

As you know, the weather almost wiped us out. Two-hundred-foot ceilings and two-mile visibility throughout much of the state on both Saturday and Sunday morning.

Even though our group was small, we had an exceptional time. Everyone was pleased to meet, or see again, Fred and Dorothy Weick and Skip Carden!

We had long bull sessions over coffee and danish; each telling how fast his Coupe flies. I think some of them even out-flew the Super Coupe!

We will look forward to seeing you at Sun and Fun in Lakeland on Friday, March 21-23.

Come again soon.

Joe B. McCawley, Director

1980 National Fly In

Have you noted the days are getting longer? Well, here at Wood County Airport, Bowling Green, Ohio, things are looking up, we are planning aircraft parking for 250 coupes, space for all the great meetings and events for July 4, 5. Come early, stay late, it's going to be a lots of fun and informative.

Here is one more item from what is planned for you!

Pinch-Hitter's Course Ercoupe

- I. Introduction to the airplane
 - A. Range
 - B. Speed
- II. Attitude Flying
 - A. Aerodynamics
 - B. Useful attitudes in the Ercoupe
- III. Navigation
 - A. Characteristics of the compass
 - B. The sectional chart
- IV. Communications Procedures
 - A. Cross-country
 - B. Arrival
- V. Weather Basics
 - A. Cross-country
 - B. Arrival

Course material will be provided.

Registration \$10.00

Jan. 28, 1980

Dear Carl,

Enclosed is a brief outline of the "Pinch Hitters" course for July 3-4, 1980. Hopefully this will answer some questions for passengers/co-pilots, on navigation, altitude flying, etc.

Currently I hold a Commercial certificate, with Instrument and Multi-Engine ratings and an advanced Ground Instructors certificate. I have logged 500 hours, 100 of which are multi-engine hours. In the Buckeye Air Rally last summer, Bill and I won an award for "Best 99 and 49.5" score (race sponsored by the All Ohio Ninety-Nines). I was sponsor, in 1975, of an Air Explorer Scout group in Toledo (taught ground school, etc.). Then in 1976 I taught the Private Pilot B.G.S.U. Extension Program ground school at Mid-American. I am now employed by National Flight Service (Toledo Express) as a corporate co-pilot. If the gods are willing, I will be a Flight Instructor sometime soon.

Notice I am leaving out the part about cleaning house, ironing, washing two Saint Bernards and getting glue out of the cat's fur. Some-

how I wouldn't want to place a lot of confidence in anyone who is dumb enough to do such things.

But, do include the fact that I have two great daughters who are 10 and 6, respectively.

Sincerely,
Liz Sluhan

P.S. Watch for more and plan to pre-register.

Carl Hall

"GO JUMP IN A COUPE"

Dear Skip:

I may be able to make the Sun and Fun fly in if a friend of mine who wants to buy an Ercoupe purchases fuel that I take him with me. He is an accomplished skydiver and that brings us to another subject — that of dropping a skydiver from an Ercoupe. It can be done safely. However, one should not take up a stranger for such semi-solo flights. I have done some skydiving myself, but I am not, in my opinion, quite good enough at it yet for anything more elaborate than the simple stepping from a Cessna 182 and immediately being in a stable falling position. On longer free falls, I fall with experienced jumpers so that I can watch them and copy them. Usually I fly the Cessna 182 for the parachute club involved but for obvious reasons, another pilot is there when I join the skydivers. Seriously though, before I consider dropping someone from an Ercoupe, I get to know them and I watch them jump from a more normal aircraft for skydiving so that I know they will use good judgement and not do something such as an incident where someone stood on the walkway and stayed there all the way to a crash landing.

The Ercoupe is not the most convenient jump plane to use but if a jumper with at least 100 jumps and someone you know you can trust to emulate a modicum of scatological concrescence does it, it can be safe and it can cause a substantial belly laugh at a drop zone. (The pilot should also have lots of experience in flying more conventional jump planes, too).

The Ercoupe can lose as much as 1000 feet if the jumper leaves slowly and wears a high drag suit. But this may be totally acceptable if you drop your passenger at 8000 feet and take some time to have him look over to edge of the wing and give final turning directions before stepping off. A jumper will require several hundred feet to stabilize his fall after rolling off the back edge of an Ercoupe wing. So insist on at least 5000 feet for someone with a class "D" skydiver's licence, the highest license a skydiver can get. Also, be sure the skydiver has U.S.P.A. \$10' liability insurance.

Since it is very difficult to accurately determine ones spot when dropping someone from an Ercoupe, it is often desirable to fly in formation with a C-182. The Cessna loses altitude faster than the Ercoupe when all four former passengers are hanging from the strut and landing gear waiting to go. I dropped a gentleman who joined the other four who had left the Cessna 182 while they were in free fall. That should give the reader some idea how good a jumper should be before exiting an Ercoupe.

Last summer, a restaurant was opening in Ocean City, Maryland and they were paying skydivers \$100 each for parachuting into the parking lot of that restaurant. I provided approach control and New York Centre with the transponder squawks as I joined two other aircraft, a Cessna 150 and a Cessna 182 to drop six people into that restaurant. The sky filled with people from a motley collection of aircraft. We could have leased a DC-3 and bankrupted them. So it can be done safely! But, get some practice dropping people from a high wing aircraft and make a few jumps yourself first.

When I do go to a fly-in or two this spring, I must advise parental viewing discretion before allowing their children to look into my Ercoupe to look at the instrument panel. You will see what I mean when I meet you at a fly-in.

Sincerely your,
Barney Vincelette

P.S. It is almost impossible to take a picture of a skydiver as he leaves an Ercoupe. The best I could get was a blurred elbow against a wing and the ground.

SUN 'N' FUN MARCH 16 - 23rd.

• • •

Southwestern Regional Fly In April 11 - 13th.

CHECK AHEAD FOR AVGAS availability, as a Texas refinery blast is accelerating fuel problems. Hardest hit area is the Midwest, but the entire country is feeling the impact. The Phillips refinery at Borger, Tex., exploded in late January. Avgas was only a small fraction of total production, but Phillips is reported to be the major supplier to other oil companies in the area through interchange agreements. Phillips' own dealers everywhere will be affected. The company claims it will distribute its fuel in inventory through March at 35% of contracted volume.

A Phillips spokesman says the company is trying to expand operations at its Houston refinery, but the Texas Air Quality Control Board will not allow more than three tankers (about 25,000 gallons) to be loaded each day, because of fumes released in the transfer. Phillips says it has applied for a waiver, and AOPA offered to help.

No explanations have been given by other companies why a different refinery cannot be used for avgas. The amount used by general aviation would never be missed by other markets.

The Phillips explosion is only the latest avgas problem. Storage requirements for FBOs, minimum deliveries of tankerloads, discontinuance of deliveries through jobbers and claims of "quality control" difficulties are just a few of the headaches for general aviation since aviation fuel was decontrolled by the federal government.

AOPA is trying to work with others in general aviation to resolve the problems. Meanwhile, use AOPA's *Airports U.S.A.* to get telephone numbers of FBOs to call ahead for fuel.

HELP WANTED

Now, Skip, my problem does not, thank God, involve my health, because I survived without even diaper rash (from messy pants). However, I did not my fuel pump, power, altitude, nose gear and prop in that order, as I had my first forced landing, and in a gravel pit, in the middle of a wooded area, no less!

Well, ol' 99291 is in my yard now, near Rockville, Md. for a careful examination and return to airworthiness. If there are any Washington, D.C. area coupers who would be willing to offer any hints, tips, guidance or encouragement, I'd be delighted to hear from them.

Maybe someone would simply enjoy seeing an Ercoupe in someone's front yard, they're all welcome.

Home phone is (301) 924-3423, work phone (301) 770-1464.

By the way, I need plexiglass all the way around, if I can get a bargain anywhere.

Thanks for any help and for an interesting and informative "Capers."

Bob Huyck (Hike)

2301 Twin Valley Lane, Silver Spring, Md. 20906

PHOTOS WANTED

Dear Skip,

Since becoming a member of the Ercoupe Owners Club a little over a year ago, I have started a scrap photo book on Ercoupes. At this time I have only about twenty-five photos of which I acquired at a fly-in in Easton, Pa. last summer. Since it's impossible to attend every fly-in I was wondering if other members in our club who are Ercoupe Owners might just happen to have an extra photo on hand that they could send me to place in my scrap book. I'm afraid I am turning into an Ercoupe nut because being an owner takes up much of my time. . . and how I enjoy it.

I'll make this short to save printing space and keep my fingers crossed that fellow coupers assist me in my collection of 'coupes.

Thanking you,

Carl P. Tomasello, Box 224, Pleasantville, N.J. 08232

HINTS N TIPS

A month or so back a member asked how to prevent oily belly. Oily Belly can be caused by excessive oil getting past the front main bearing and flowing back along the inner surface of the crankcase and out the breather near the front main. If you remove the breather elbow and weld a piece of tubing into the elbow so that you are breathing from inside the crankcase instead of from the surface you will get only oil fumes through the breather instead of raw oil. 2 or 3 inches will do fine.

This should work on any small Continental engine which breathes from the front end of the engine. Some apparently breathe from back near the accessory case. The piece of tubing is in an area between the two webs that support the front main bearing and even if it were to get loose, which it shouldn't, it can't get into any trouble.

Sincerely,
Jim Camden

P.S. This, of course, is not an approved mod, but it works.

MORE ON TANKS

This letter is in reference to the problem of "fuselage gas tank."

This problem of the gasoline tank in the fuselage has been of some

concern to me for a long time. Not only do I own and fly an Ercoupe, but I am also restoring a 1940 Ryan ST. The Ryan has a 24-gallon tank which sits in the lap of the front-seat passenger.

I have checked into a number of ways to create an explosion-proof gas tank. I am not to the point in my restoration where I am ready to have a gas tank constructed, but I am going to pass along the background and research that I have done on this topic so that possibly someone with an interest in it, in the Ercoupe Owner's Club, may want to pursue and come up with something for all of us.

The following paragraph is taken from the December 1976 issue of Sport Aviation. This is contained in an article on the restoration of the XT-51 for the FAA. I quote from this article:

"Had an outfit in California, Fuel Safe, Inc., make new ones [fuel tanks]. They make foam filled fuel cells for race cars and have a very interesting manufacturing process. You provide them with your old tank (or a set of dimensions) and they make a cardboard form using the original as a pattern. This is covered with ballistic nylon, the stuff used to make bullet proof vests, and is coated with a polyurethane rubber. Then it's put in an oven and baked. Afterwards, the filler holes are cut out and the cardboard is ripped up and pulled out through them. The tank is then filled with foam, so that you don't need any baffles, ribs, stiffeners, etc. A rigid tank is what you get — one that's explosion proof. The foam displaces about 2% of the potential fuel load but the bladder walls are so thin as compared to the original tank that you gain it all back. Each tank, incidentally, has a capacity of 85 gallons — 170 total."

I was never in contact with Fuel Safe, Inc., however, the EAA told me to contact the following people:

Mr. Henry Krug
AIR TECH
8146 Secura Way
Santa Fe Springs, CA 90670

The Fuel Safe, Inc. address, by the way is: Fuel Safe, Inc., 15545 Computer Lane, Huntington Beach, CA. 92649.

Another restoration project I've read about is the Planes of Fame restoration of a Japanese Zero. In that they had explosion-proof tanks installed as well. Ed Maloney of Planes of Fame gave me the following address: Don Lykins, By Am Corporation, Box 442, Tustin, CA. 92680. Lykins is the person who installed these tanks in the Zero. I have not contacted him.

One further reference to an explosion-proof fuel tank is contained in a reference to the Piper version of North American P-51. They call their aircraft the Mustang III. The reference says that it contains an "ejection seat and a foam fire protection system in permanently mounted fuel tanks." I have not pursued anything in this regard.

It seems to me that there are ample instances and references to creating explosion-proof fuel tanks for aircraft. I think this is an area that should be pursued vigorously by the manufacturers or the EAA, and in their failure to do so at least by the individuals. I'm passing these leads on so that possibly through publication in the Coupe Capers, some member with the time and technical expertise to do so, will research this matter. If the above addresses and names are non-productive, I would think that someone could contact organizations dealing with race cars. I think that they are probably more into the explosion-proof fuel tanks than the people are in aviation.

I hope that this letter will spur others into action.

Sincerely,

Mitch Mayborn, Publisher
Flying Enterprise Publications
3164 Whitehall, Dallas, TX. 75229

P.S. I see that I have a second address for Don Lykins which is as follows: 7000 Merrill Avenue, Chino Airport, CA 91710. At this point I'm not sure which is the correct address.

HINTS N TIPS

Dear Skip:

As long as I am back in 'Coupe circulation I have an answer to leaking fuel tanks that has done me a good job for over ten years.

As you know, leaks start from within the tank, that is where to correct the problem. Tank must be removed, cleaned with hot water with liquid detergent then treated with an internal, non hardening sloshing material. Several companies make it and the most well known is Randolph Products in Carlstadt, N.J. Two coats applied according to directions will fix the most persistent leak and should last indefinitely. Hope this helps someone from losing sleep over a nasty problem. My tanks were done ten years ago and are still holding tight. They were all used tanks and all leaked.

Regards.

Larry Blauvelt
Fla. Phone (904) 767-9668; Penn. phone (717) 226-3367

Dear Skip,

I enjoy the newsletter and look forward to each copy.

Hope to have my coupe, serial No. 664/N93341, a 415-C with 85 HP flying by late June or July.

FROM THE MAIL BOX

Dear Sirs:

While reading a Dec./77 issue of Air Progress I found your address for Ercoupe Clubs.

I purchased a 1961 Forney F1A Aircoupe with C-90-12 engine in December last year and am flying it here in British Columbia's mountain area regularly. It has only 1326 TTSN and is in showroom condition.

I also have a PA 22'S on floats converted gear but find the coupe seems to be a pet. Also my 16 year old son is starting to fly it and my wife enjoys it very much. There is much I would like to know about it, things to changes, updates on items, etc. and just about anything interesting. I had a valve (exhaust) break at the top of the stem last month and went through the pistons, about 10 miles from the airport. She acted pretty rough for a few seconds then got back to normal on three cylinders and flew home at 1900 RPM. We didn't bother to radio in and tomorrow will be test flight day after repairs were made. I had a couple of other small failures last year, a generator seizure, and icing about 300' from the ground after take off, however, it all came out good.

We're living approx. 140 miles from Hyden, Alaska and fly into many local gravel and dirt strips in the area, almost all the flying is in remote areas, about 90 percent.

I guess I could write quite a bit but would like to hear from your end where the closest Club is. Also if a Canadian Club (not the liquid type) exists.

I hope to hear from you in the near future and will correspond with any coupe owners interested in trading stories, etc.

Best to all there,
Bernie Desjardins

Box 100, New Hazelton B.C. - Canada VOJ2J0

Dear Skip:

Enclosed please find my check for renewal of my subscription to Coupe Capers.

Since I wrote to you last, I have moved from Northern California, then down to Southern Cal (Santa Ana) and now back up to Northern Cal. I hadn't too much time previously to fix and fly my coupe, because the last time I wrote (which was a few years back), a lot has since happened. I am now flying for Air California as a flight Engineer on their L-188's and that kept me kind of busy flying out of our base at Orange County Airport.

Since the time around Christmas I have had more time to get re-acquainted with my coupe and do some maintenance as well as re-license her and keep flying her. It has now kind of slowed down for our Airline and so a number of co-pilots and Flight Engineers, myself included, have been furloughed for the time being. Now at least it gives me more time to get my coupe back into shape again.

Thanks for the Special Holiday Edition of Coupe Capers, and again, as before, you and yours are doing one hell of a job in promoting and keeping our Coupes Flying.

Anthony (Tony) Lancia

Dear Skip:

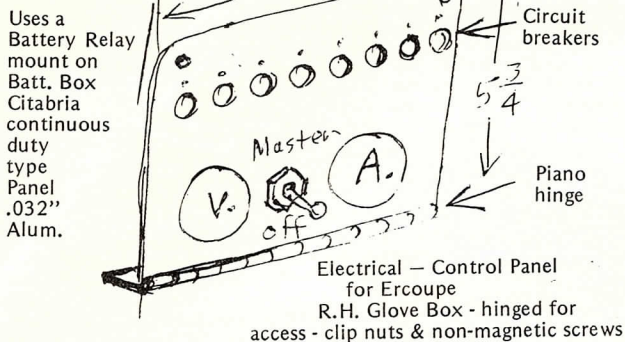
Better late than never, here is our dues for 1980. Certainly enjoy coupe capers.

After three years of hard work rebuilding our coupe, N28932, Serial No. 27, my wife and I with the help of a close friend, hauled the coupe to Corona, CA. Airport, to put her all back together again.

While getting it ready to fly, we have had the pleasure of meeting Wayne Olson and many other fine people who are all coupers. There are about eight coupes on the field. These people are very thoughtful and willing to help each other in any way possible, devoted coupers. Ole 27 passed final inspection with flying colors, Nov. 18. As of Jan. 9 she is 39 years old.

We proudly enclose a picture of our coupe. The best to you in 1980 and to all the members of E.O.C.

Sincerely,
Budd & Belle Philpott



Have done almost a major of airframe and want to paint after stripping old paint but not this year.

I have completely rewired the ship and installed a master switch between a voltmeter and an ammeter mounted on a panel slightly larger than the right hand glove box lid it replaces.

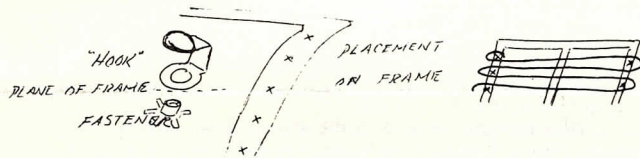
Had room for a row of 8 standard circuit breakers - but I used breaker-switches, above the meters. It has a piano hinge on the bottom edge to gain access to back side of hookup.

Oscar R. Ringgold
New Brighton, Minn. 55112

Hi Skip,

Since David Scott has sent you that accident-rate information, I can save a dime and not xerox the part 2 of it that was printed in Sport Aviation.

Turning now to Coupes: I have long noticed that the bench-type seat in the 415's suffers from a particular malady - the upholstery on the seat back tears open along the top and center seams. The recommended fix, a reinforcing patch, along the center seam, doesn't "seam" to do the job either. I believe, however, that I have found a cure for this condition.



In my 415-C, one of the previous owners had installed a dozen "hooks" (similar to those found on boots and work shoes, but larger in size) along the sides of the seat frame, six on each side.

These were attached to the frame, with the open sides outboard, in the same manner as they are installed on boots, a grommet arrangement fastened from the other side of the frame.

Anyway, I bought a 50 foot length of polypropylene laundry line at the variety store and laced it across the seat frame; it makes a good firm web-support for the seat back, it doesn't weigh much, and it feels a lot better to sit in the seat - you don't sink 'way back in it anymore.

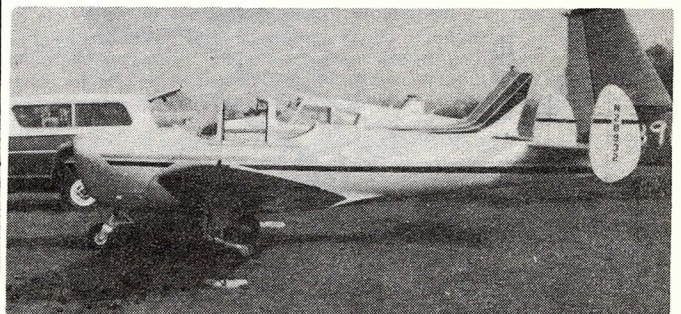
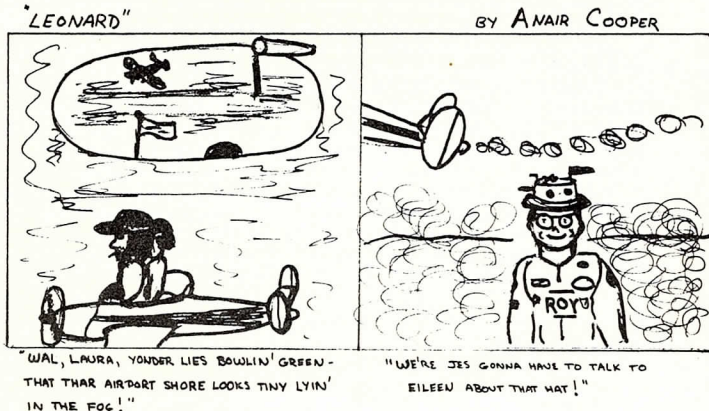
I did have to replace the foam cushion in the seat back with a thinner one - 1/2 inch thick works fine for me - but that only cost a dollar at the foam supply house.

Also, previously installed were some snap fasteners along the top of the seat back; I plan to make a "toungeau cover" like the sports cars use for their cockpits, and fasten it from seat back to instrument panel top (with Velcro strips at the panel) for both shade and privacy.

Well, enough bragging,

KCF,
Elliott Brown, N99401

BY ANAIR COOPER





Joe Ramaker, one of our members above, of Choteau, Mont., is shown receiving his pilot's license from examiner Jack Van DeRiet. Although Joe has flown for many years with over 1,300 hours of flying time to his credit, he just completed the requirements for his license the end of July. In explanation, Joe stated that he started flying in 1928 and throughout the 1930's when it wasn't necessary to be licensed. He logged most of his hours during that time period and quit flying from 1940 until 1976. He is 71 and obviously going strong. Congratulations Joe! We hope you have many enjoyable years of flying.

Dear Skip:

Instead of doodleing the enclosed doodles I should have been getting my RENEWAL taken care of but here's hoping with the enclosed check you can get me reinstated from the September issue. The little extra is for any good use you can find.

I love the photos, stories and hints in Coupe Capers and would like to add my THANKS to you and the other officers for the fine job you're doing.

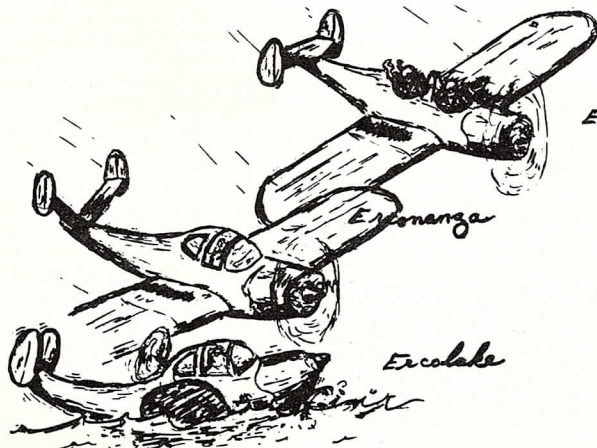
A couple of items of thought- I liked the idea mentioned some time ago (in Coupe Capers) concerning "Honorary Members." I would like to see this implemented for the older pilots. Anyone 65-70 + years old who is still flying a coupe can't be all bad. I think they should be "Honorary" or "Special" members with their dues paid (I would sponsor one myself). Maybe the 10 oldest, over 65, etc. Second, I liked the occasional Close-Up or profile of the people in the club such as Robin & "tweet," (Vol. 5 No. 10), Alverna (Vol. 6 No. 3), etc. and would like to see more short close-ups of the people who made the club - such as officers, wing leaders, special contributors or any member for any reason (if space permits).

Lastly, I just happened to catch an episode of Hogans Heroes in which the prisoners were "rebuilding" an old airplane to facilitate an escape. So what did they roll out and fly away at the end of the program? You guessed it - an Ercoupe!

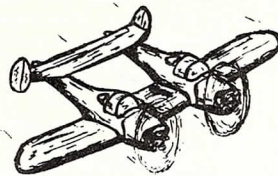
Sincerely,
Duaine Mizer, Rt. 1, St. Louis, Mi. 48880

Thanks, Duaine, for the cartoons. Your suggestions are well taken and I think with the issues you have missed you will note the items you mentioned. As to honorary members - I don't know how we could have them and be fair about it, but am open to any suggestions.

Skip



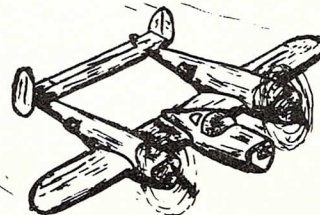
What other planes may look like to people who have flown an Ercoupe!



Twin Ercotang 415-82



Eroursair 415-44



coup 38

Durn You, Skip!!

I had about decided to not renew my membership. I was down in the dumps, worried about the price of gas, hating Michigan's rotten weather, and looking at that two sets of college bills for the girls. Thinking, what the hell, I'm not ever gonna be able to get a Coupe, so might as well quit looking, dreaming and planning.

Then, one snowy night I got to looking at the pix in the newsletter, seeing all those smiling faces and then the phone rang. It was Tom LaForge who asked me to fly the next afternoon in his Coupe.

Made three landings, first and last of which were just perfect. Got the bug all over again.

So, here's the Fifteen....

Also included is a photo and part of a story from QST, which is the ham radio magazine I subscribe to in my other hobby. The owner is not listed in the Capers roster, so he may not be a member. His address is: Rod Hallen, Box 73, Tombstone, AZ.

Now looking forward to the annual down in Ohio. Would invite anyone who is flying in Mich. to drop by Iosco Co. Airport. We'll at least spring for coffee.

Keep up the good work.

John Alexander

Dear Skip,

Enclosed is \$15.00 for renewal of EOC membership.

Talked to Joe Figueras on the phone the other day and told him "joining EOC was one of the nicest things that happened to me." He replied, "Skip would like to hear that!"

I keep N2657H "Dupes Coupe" at Valley Vista in Johnson Valley, CA on the Hi Desert. Learned to fly at 29 Palms and a month after solo I soloed my coupe which I bought before learning to fly.

I am in the center of things geographically here with Palm Springs, Big Bear Lake, Joshua Tree Nat'l. Monument and other places close by. Needless to say, the scenery is spectacular. It's fun flying into the remote ranches with their dirt strips (sand) and meeting the nicest people. To say I love my Coupe is to put it MILDLY. It has given me many hours of unequalled pleasure. My wife supports my enthusiasm for our little twin tailed piece of "Americana" She got me a scrapbook to keep all articles, memorabilia, etc. in. God Bless our Coupers.

Sincerely,
Robert L. Duprey

Dear Skip,

Enclosed are my dues for the coming year. I am sending them now because next week I am going on a seven to eight month cruise to the Western Pacific & Indian Oceans. Of course, it isn't exactly a pleasure cruise; as you might remember, I am a Naval Aviator flying the Grumman A-6 Intruder. I will be aboard the USS Constellation (CV-64). I am giving you my new address so I can receive Coupe Capers while I am at sea. Reading material is a valuable commodity when you're thousands of miles from any port and Coupe Capers is what I am looking forward to most. My new address will be: Lt. Terry Jeffords, Attack Squadron One Sixty-Five, FPO San Francisco, CA. 96601.

Terry Jeffords
Sure, Terry, Don't want you to miss a single issue, and hope the trip is a Pleasure Cruise.

Dear Skip,

I've been using the excuse that I didn't want to return your pictures to you because of the increased risk of them being lost in the extra heavy holiday mail. Well, now that the holidays are over, I guess it's either return them or come up with another excuse. Of course, the real reason I haven't returned them is that I enjoyed looking at all those beautiful Ercoupes so much I simply didn't want to part with them. I sincerely appreciate your letting us use them. They have definitely been helpful in formulating some ideas about paint and interior for ours.

Mark (my 16 year old son) and I have made plans to attend Sun N Fun at Lakeland in March and look forward to seeing you and all the other "Coupers." I have said all along that I wished we had time to fly ours down and when I found out today what Braniff was going to charge for two round trip tickets, I really "wished" we had the time to come in our own. Oh well, I guess the important thing is that we are going to get to attend.

Mark will be starting ground school in the next few weeks and I had sort of thought I would go with him and use it as a refresher. Now he's come up with the idea that the one that makes the highest grade should be designated "Coupe Captain" and fly the left seat. Boy--have you ever got to watch this younger generation. I still think I need the refresher-- but at a later time and unmentioned to any "unnamed" family member. I explained to him that I'm real receptive to him flying our Aircoupe and just as soon as he has his Commercial Ticket and 2,743 hours total time, I'll see about getting him checked out in it.

Skip, I intended to relate some of our wonderful experiences with fellow Coupers around the country, but no sense in making this a book length letter. Just suffice it to say that in our experience you would be hard-put to find another group anywhere in the country as friendly, helpful, concerned and enthusiastic as our "Coupers."

Needless to say, we sincerely appreciate the fine job you and all the other officers are doing. Thanks a lot.

Amon Proctor
P.S. I'm enclosing an advertisement from one of the publications we receive showing that 12-1/2 oz. tumblers are available with the Ercoupe design. We would sure like a set, but the price (4 for \$14.00 plus \$4.00 for shipping) seems a mite steep. Any chance these could be made available through the Club at a more reasonable cost? Just an idea!

I am looking into the glass situation now. Will let you know when I have more info.

Skip

Dear Skip,

Been a while since we've had any conversation, etc., and I thought I should drop you a line.

The Alon made the trip from Virginia to El Paso, Texas with nary a hitch. I couldn't have asked for better VFR weather once I got out of Virginia. For a while though I thought the plan had a soul or at least a will which was determined to stay in Virginia. It's whole life has been spent around Washington, D.C., having been used by the Alon dealer at Freeway Airport in Maryland as a trainer and then being sold to its first private owner, a doctor in Virginia. Subsequently it has resided either at Manassas or Woodbridge.

I dropped a few dollars on it to get a new prop seal and new fuel lines installed before starting the trip and thought all was ready when I came back from Texas to pick it up in August. She started immediately as one would expect from her new battery required during the cold winter, and we lifted off for our first stop in Charlottesville where I was to spend a week on TDY (Temporary Duty) at the university. It was a beautiful clear day for Virginia and I was enjoying the visibility afforded Aircoupe/Ercoupe pilots. After about 40 minutes into the flight I glanced at the little glass tube containing "the wire on the end of the cork" and found there was precious little wire left! Fortunately, I'm fairly familiar with that part of Virginia and could find Orange County Airport before the wire was completely out of sight. As it was late in the afternoon we determined the fuel pump had checked out, but couldn't fix it, so we refilled the fuselage tank and I continued on into Charlottesville. The next day I learned from the mechanic that I had a leak in the fuel line under the seats. This is the second leak I've found in that one and recommend everyone, especially Alon types, check those lines carefully. It appears to be corrosion from water collection. My plane sits more than it flies and I do find water from condensation. Used to leak in rain water too, but the glass tube modification helped that. We fixed the line and thought the fuel flow problem was also fixed, but no luck. The pump was also bad. It turns out that the AC pump used by Continental was designed for a 1936 Ford! You can't just go down and buy a replacement at your friendly AC store! To make a long story short, we called every mechanic in Central Virginia, combined parts from 2 Ercoupe pumps and a third pump I did buy at the store which had compatible inner workings and got fuel to flow properly. (For what it's worth, the mechanic at the Charlottesville FBO is not only good, responsible and fair, he likes Aircoupes.)

Would you believe when I finally got things going it started to rain and the ceiling was down to 600 feet in fog. Naturally, it was Saturday and it always rains on Saturday in Virginia. Finally, about 1330, I got permission for a general VFR departure out to the edge of the control zone, and would you believe the weather was VFR just 5 miles from the tower? (No, I didn't think you would, but that's what I told the

tower, and the next time I rolled my wheels it was in Tennessee). Stopped in Nashville that night after flying over some of the thickest haze I've ever seen. Left next morning at 0600 and really had a smooth ride into Arkansas. There I found what many of us will find more frequently I fear, NO GAS! They had it for the Air Taxi operators, but the distributor was not bringing more until midweek so the FBOs would not sell to transients. I tried three 20 mile hops to successive airports along my route and all were the same. By the third stop my wire had descended down to the "don't go below" marker I'd taped on the glass tube after Virginia and things were getting desperate. I did what any red blooded American boy would do in an emergency, exactly what my Mamma had told me to do, I called the police. After considerable discussion, including giving them my name and aircraft number, they agreed to bring me 10 gallons of No Lead from the local Mobile station and off we went. (Continental really are fine on no lead, by the way). Next stop was Texarcana where a large Coke like we used to get is only 20 cents in the machine. I didn't know they made the bottles that big anymore or that any machines still existed to hold them. Wow!

Texas was something else. After flying over Texas for two hours we finally passed Ft. Worth and then I only had 550 miles to go to get into El Paso! We made it just as the sun was setting over the Franklin Mountains. Seventeen hundred and fifty miles in a day and a half. Who said Aircoupes weren't good cross country planes?

There is a little Airport called West Texas just on the outskirts of El Paso. Six Ercoupes reside there. Father Roland has his perfectly restored '39 model, there are two standard coupes, one of the last Forneys and two in various states of rebuild. With my Alon; we sort of have the complete 'Coupe History' in one very small area. May be able to do a story on it.

Now for the rest of my news. As much as I love my Alon, I think I will sell her for another love. She has served me well and has just passed her annual (last week in October) in flying (excuse the pun) colors, but after three years, I've got to experience a different kind of flying for a while. I've owned and loved an Interstate Cadet, and Mooney right before my Alon and I wish I could have kept them all, but my finances require I sell one before I can have another. Lou Buffardi counsels against it, but with all respect and to the extreme disgust of my wife I'm going to let my little bird go. Please run the ad in your for sale section.

I hope everything is going well for you, and even though I'm selling the Coupe, I want to keep my membership up.

Sincerely,
Jack Crater

Dear Skip,

Enclosed renewal check for 1980 membership is gratefully sent. The Coupe Capers represents a lot of effort and is read cover to cover immediately when received. The information presented has been very helpful in understanding this great creation of Fred Weick and with the cost of new planes skyrocketing, the species does need to be preserved. I am into my fifth year of Coupe ownership and wish I would have made the leap long ago. I don't believe there is a better airplane for the weekend flier/hobbyist which is what I am. My largest expense to date has been hanger rent at \$60.00 per month, but the peace of mind is worth it. At today's gas prices one fuel theft is about 2 weeks of hanger rent.

One thing I would like to see in Coupe Capers is a few reproductions of the ads or even copies made available of some sales brochures. I'd bet your owners would all part with a few bucks if these could be made available.

Best regards,

Al R. Hiti, 2114 Benbrook Dr., P.O. Box 327, Carrollton, TX. 75006

Well, is anyone interested? If so, let me hear.

Skip

Dear Skip:

Just received my Feb. issue of Coupe Capers with a red stamp reminding me my membership expires at the end of the month. Thank you many times over for the reminder because during the last twelve months I feel I have accomplished a great deal as a student pilot, all thanks to a few good friends and last but not least "Coupe Capers."

I hope you have the printing space to allow me the privilege of letting it be known how I came so far in a few short months. It all started about January, 1979 when I was admiring different birds flying in and out of a small remote Southern New Jersey Airport called "Bargaintown International Airport" which is about 15 miles West of Atlantic City, N.J.

All of a sudden a small yellow and white bird landed on the field and pulled up to the gas pumps. The looks of the plane and its design moved me much and I decided to have a closer look-see. As the bird was being gassed I started asking the pilot the usual questions, such as price, hp, gas usage, etc. In addition to having my questions answered I was offered a ride in the bird which I did not turn down. Well, that was all it took -- I became hooked -- on "the coupe" as one would say. Having very little flying experience in prior years in other small aircraft I was elated in the manner this bird performed. To begin with I favor

low wing aircraft. After we were flying a few minutes the pilot allowed me to take the controls and make a few turns and glides. WOW, what performance out of this bird. We landed a short time later with me still asking loads of questions about "the coupe." My new friend BUD LOVETTE of Smithville Airport—which is about 10 miles North of "Bargaintown International" told me about "Coupe Capers" and all the information it contains. He must have believed me when I told him that "I'm going to buy a Coupe." He gave me an old issue and I started from there. I joined your club and after receiving my April issue I found my own bird. N99479-1946 Ercoupe-85 hp was for sale in Wisconsin owned by Duane Baumgart. After several telephone calls and photographs of the bird, I decided to take a chance and bought "the coupe" sight unseen. Two weeks later N99479 landed after ten hours of flight into Southern New Jersey and me waiting. . what a great feeling. . my first airplane. All I have to do now is to learn how to fly it. Needless to say I moved along quick and soloed in eleven hours. I am still pursuing my private license at this time.

In addition to flying "my coupe" I have just as much fun cleaning, painting and just plain "bulling" with other pilots on the field many who are former owners who express great interest in "the coupe."

Well, I've said enough and it's all true down to the letter and all because of a "good friend" and "Coupe Capers."

I wish all future "coupe owners" the luck that I have had with my own coupe.

Sincerely,

Carl P. Tomasello, Box 224, Pleasantville, N.J. 008232

Dear Skip,

Here is my dues plus a little something for the Weick fund.

I really enjoyed the National this year, and was very pleasantly surprised with reserve champion award.

Sorry I couldn't stay for the awards bash but I was pressed for time and had to leave early. I hope to make the 80 National, but that is a ways off so I don't know yet. I also want to thank Fred Shannon for the information he sent me.

Enclosed is a photo of 5455F with the plane my son flies for Coast Guard at Traverse City, Mi. Fits under the wing real well.

Yours truly

Bob Schlabaugh

9315 W. 53rd Ave., Arvada, Colo. 80002



Dear Skip,

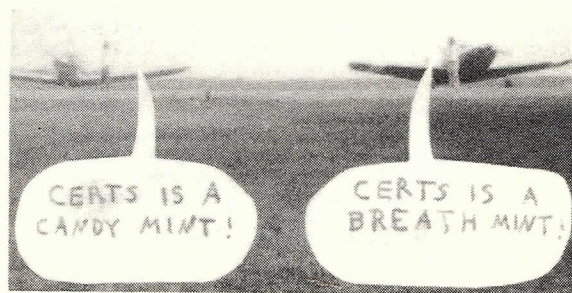
While there has been some controversy over whether or not one ought to fly an Ercoupe under actual instrument conditions, no one has endeavored to capture for our readers what it is really like to be flying in the soup. I enclose a photograph which should help to share this with those who have never done it.

I enclose a couple of other photographs; one which will satirize the rivalry between Globe Swift owners and Ercoupe owners, and the other which will appeal to the maternal instinct of the ladies.

It would appear that Jerry Puckett has moved. Would you know his new address?

Sincerely,

Barney Vincelette



FOR SALE

1946 Ercoupe 415CD, 850 TTA, 250 TTE, 85 HP, 5 GPH, NDH, Dual fork nose, bubble windshield, beacon, Com 120, KX-150A, 60 Amp. system, split elevator and all Forney mods. Red/White/Black, Jan. '80 annual. N104B, one of the cleanest coupes around. \$6200. Richard E. Wiegand, 521 James Avenue, Rockford, Ill. 61107. 815/399-3687 — No Collect Calls.

I have a Genave Alpha 200 Nav-Com for sale. It was reconditioned at the Genave factory and hasn't been used since. Price is \$475.00 or trade for a good transponder. Walt Bacon, 805/481-0115, Grover City, CA. 93433.

1947 415D N3962H Ser. 4663. 675 SMOH. All metal, rudder pedals, double fork nose gear, bubble windshield, tinted glass, all new engine cowl & nose bowl. Recent Imron paint and interior. Custom panel, VSI, DG, CHT, ELT, A200 NAVCOM, overhead console, rotating beacon, wing landing lights. \$6,800. Jim Van Over, Box 793, Fort Mill, S.C. 29715. Days (704) 527-4380, Eves (803) 548-0072.

KX 120 radio with mounting bracket, VOR (separate) and power pack \$350.00. Also used inner tubes. Jasper J. Bowman, Jr., 35 Gillette Ave., Southwick, Mass. 413-569-5122 after 9:00 p.m. weekdays.

1946 415D N-99831, all metal, 85 hp. 1400 lb. gr., rotating beacon, nav., landing lights, Genave 200B, ELT, Hobbs motor, rate of climb, dir. gyro 9 cu. ft. baggage. \$5,000.00. Call Bob Huyck (Hike) after March 31 at 716-876-2160.

ERCOUPE PARTS FOR SALE

1 2100I Assy. Stabilizer (used) \$150.00; 1 2400I Assy. Rudder minor damaged used (fair) with Horn Control (used) right \$60.00; 1 2400I Assy. Rudder with Horn Control (used) right \$60.00; 1 2400I Assy. Rudder Left (used) \$60.00; 3 31010 Assy. Lower Frome C (new); 1 31010 Assy. Lower Frome C (used); 6 31215 Center Brace Windshield Support (new) \$7.20; 1 51083 Instrument Panel (used) with Holes \$40.00; 1 51083 Instrument Panel (used) with holes \$40.00; 1 31245-5 Skin attached to Instrument Panel (used) \$10.00; 1 31145 Channel Upper (new) \$14.00; 1 00014 Fairing Wing (used) \$6.00; 1 00015 Fairing Wing (used) \$6.00; 10 40038 Assy. Cowling Support L.H. (new) \$16.00; 12 40038 Assy. Cowling Support R.H. (new) \$16.00; 1 14068-3 L Rear Beam Stiffner (new) \$5.70; 15 assorted ribs; 1 13048R Beam Rear Walkway Box (new) \$18.00; 1 13114 Assy. End Rib Walkway Box (used) \$26.50; 1 13015 Outer Walkway Rib (used) \$16.50; 2 14051-2R Rib Diagonal (new) \$23.00; 4 14051-1R Rib Diagonal (new) \$24.00; 2 14005L Rib Diagonal (new) \$24.00; 1 14052-R Rib Diagonal (new) \$24.00; 3 14051-1L Rib Diagonal (new) \$24.00; 2 14051-2L Rib Diagonal (new) \$24.00; 2 14009 L & R Rib Former (new) \$15.00; 1 14012-10R Assy. Rear Bow Zip (used) \$51.00; 1 13105 Assy. Diagonal Rib Center Section (used); 2 Service Ass. No. 5 Diagonal Rib Assy. (used) \$24.00; 1 13004 Assy. Diagonal Rib Assy. Right (used) \$12.00; 1 14012-9-10-R Diagonal Rib Assy. Right (new) \$51.00; 3 14019 R & L Diagonal Rib Assy. (new) \$18.00; 3 415-14017L Diagonal Rib Assy. (new) \$12.00; 4 415-14017R Diagonal Rib Assy. (new) \$12.00; 1 0411371 Cover Seat Pon Insp. (used) \$4.00; 5 31105L Lower Support (used) \$12.00; 3 415-14010 Rib Former (used) \$12.00; 3 14030 L & R Rib Trail Edge (new) \$4.00; 1 Lot Small Ribs (15) (used) \$30.00; 10 13056 Stiffner Belly (new) \$6.00 ea.; 5 13018R Rib Trailing Edge

(new) \$24.00 ea.; 7 Fairing (wing) (new) \$8.00; 3 415C Brake Handle & Cable (used) \$20.00 ea.; 2 31014 Frame G Bulkhead (new) \$54.00 ea.; 1 31013 Frame F Bulkhead (new) \$39.00; 1 31009 Frame B Upper (new) \$42.00; 1 31012 Frame E (new) \$54.00; 2 31015 Frame H (new) \$24.00; 3 Rear Shelf 415C 53071 (used) \$20.00; 3 1405512 Skin Assy. Tip (used) \$25.00; 4 53070 Plate Floor Board (used) \$12.00; 3 13049 Splice in Service Assy. No. 5 (used) \$12.50; 1 31017 Assy. Frame J Bulkhead (new) \$36.00; 5 333211 Fairing Oleo Strut Bar (new) \$6.50; 1 31018 Assy. Frame J (used) \$36.00; 1 31114 Assy. Stiffner (used) \$6.00; 2 31113 Assy. Stiffner (used) \$6.00; 2 31019 External Longeron (used) \$30.00; 5 00002-44 Fairing Stabilizer (new) \$6.00; 5 31133 Stiffner Assy. Frame E to F (used) \$12.00; 13 Misc. Brackets (new) \$52.00; 1 0422263 Angle Aileron (used) \$10.00; 4 13052-3L & R (new); 7 52036 Assy. Push Rods (new) \$32.00; 3 52034 Push Rod Assy. (used) \$40.00 ea.; 1 24001 Assy. Rudder Right (used) \$150.00; 1 33220 Assy. Upper Leg (used); 1 33202 Assy. Lower Leg (used) \$350.00 U & 1 33202 Assy. Lower Leg (used) \$120.00; 1 33220 Assy. Upper Leg (used) \$120.00; 1 33202 Assy. Lower Leg (used) \$100.00; 1 14007 Assy. Front Beam (Spar) (new) \$180.00; 3 22037 Elevator 415C (used) \$160.00; 1 13055 Rear Wing & Fuselage Fairing (used) \$30.00; 2 13055 Rear Wing & Fuselage Fairing (new) \$30.00; 3 40256 Assy. Nose Mount (used) \$119.00 ea.; 1 Left Wing Metal (Forney) Complete with Landing Light and Pilot (excellent) with Aileron \$1,000.00; 1 New Pocket with Metal Holder (new) \$35.00; 2 Original Rear Backs (Maroon) \$20.00 ea.; 1 Cloth Baggage Compartment Original \$9.95; 2 Service Assy. No. 3A & 4A Walkaway Boxes (used) Part No. 415-13147, Ser. No. 813 up \$399.90 ea.; 1 Lot Gas Lines (new) \$100.00; 1 used Left Wing Damaged - Rebuildable \$100.00; 1 Used Control Column. All of the above can be located at Lastchance Aeroplane Supply Limited, 112 W. Cota Street, Santa Barbara, CA. 93101. (805) 966-0835.

WANTED

Left Wing (fabric) for a 415-C Ercoupe. Dean Paschal, MCG Box 627, Augusta, GA. 30912, (404) 736-3330.

Altinator from Cessna 150 (gear driven) to fit my Continental 90. Donald A. Nichols, 1036 Glenview Dr., Manitowoc, WI., 54220.

COUPE AVAILABLE

I was rebuilding a 1946 415C Ercoupe, spent little over 4 years in complete rebuild. On July 31, 1979 attempted to test hop from Logan field Billings, Montana. Taking off after landing 727 encountered wake turbulence, and attempting to land hit ground obstruction and flipped aircraft over, extensive damage.

A settlement is taking place and I don't have any concern over it, other than that I'd like to see someone in need of a rebuildable Ercoupe that was completely rebuilt and complete overhauled engine with 100 Octane valves and such only 2 hrs. grd. run break in on the Engine C-85.

Aircraft salvage has a bid of \$1875 on it at present. But, I would like to see another fellow Ercouper have access to the all overhauled parts or aircraft thru Coupe Capers to have a chance at a bid on it thru the following:

Billings Claims Service
Insurance Investigation & Adjustment
3615 Montana Avenue
Billings, Montana 59101
Don Wicker - 1-406-248-1576

If this will help a fellow Couper to attain parts he otherwise would like by this method, it is a good rebuildable airplane. I am unable to repurchase it thru the insurance unselementment.

Enjoy receiving the Coupe Capers.

Paul R. Buzalsky
16812 S.E. 1st St. No. 59
Vancouver, Wash. 98664
1-206-892-9396

TROPHY WINNING COUPE FOR SALE

415C, 85 HP, 625 SMOH, Escort 110, Cleveland brakes, many custom mods: Panel, Interior, Baggage, Bucket Seats, Wing Lndg Lites, etc. \$7,500.00. Fran & Ken Heath, Ph: 918-224-0644.



FOR SALE

1968 Alon Mooney A2A, Two Control, 780TT Ac & E. Imron Paint, KX 145, KX 170B, New DG, New Transponder, Intercom, Spring Steel Gear with Wheel Pants. \$12,900. Call after 6:30 P.M. G. Mowrey, 815-432-4238.

TRADE

Am looking to trade my Mooney Cadet for a 2-control Alon.

Jon Hiles
7409 E. National Rd., S. Charleston, OH 45368

FOR SALE

Narco Mark V NAV-COM with power pack and connector for VOA 8. Just reconitioned - works fine \$100.00. Contact Paul E. Irish, 30 Princewood Ave., Staten Island, N.Y. 10309 (212) 984-0447.

Single fork wheel 5x4 and tire, extra bearings for 415-C 1946 Ercoupe - all for \$50.00. No phone calls please. Write Walter Wolberg, Grand Marais, Minn. 55604.

62-PA22-108 H.P. Colt - 2200TT - 198 SMOH. Nov. annual. Wheel pants, 36 Gal. All Ad's - Logs to date. Full Panel. Hangered. New Ceconite 4 Yrs. All new 1979 - Head Liner - Stroble - L.L. - Bat-Gen - R.Eg. Gas Gauges and Sender's - Compress - Quick Oil Drain - 90 Ch. Radio. Nav-Lites. No damage. 4 owners since new. Excellent condition thru-out. Have 8300 invested. Will trade for Ercoupe in excellent condition + Dollars. Gene Smith, P.O. Box 387, Wickliffe, Ky. 42087, Days 502-335-3361,

FOR SALE

Aircoupe A2A, this bird may be a collector's item. N3061G appears to be the first Twin-tailed Cadet produced. Log Books read, Used for research and development by Air Products, (Alon Flying Club). Original A2A interior excellent condition, paint fair, 1600 hrs TT, 800 hrs since major, 5 hrs since Top Overhaul, Narco Mark 12-360, Fresh annual 2/80. Selling because I want bigger bird. \$10,500 will deliver, photo for self addressed stamped envelope. Write: Thomas A. Luberda, 1457 Wentworth Ave., Calumet City, Ill. 60409.

PARTS for 415-C, C75-12: Muffler, carb heat wrap, cabin heat wrap, 2 flex tubes for cabin heat, 2 muffler exchange clamps, 4 Blo-proof gaskets, 8 brass exch. nuts, 2 original control wheels, 2 chrome control shafts, 4 shaft taper pins, 2 U-joints (control shaft), carb. air filter, 8 C-26 spark plugs, 2 Eiseman plates (mag caps) AMX (H24-923), 2 sets plat. pts. H 27-149, 2 condensers (H 24-924), 3 gaskets for mag. covers, 8 MLG shock abs. donuts, 2 MLF "O" rings, C-2300 compass, wheel bearings & races (4) 13889 - (5) 13830, nose fork bearings (double) (2) 08125 2 caps 08231.

All parts factory new and listed in 1979 for \$573. I'll take \$450 for package deal - for all parts listed. Call after 6:00 P.M. L.C. Guilbeau, 314 W. Main St., New Iberia, La. Phone (318) 364-0084.

First call takes all!!

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.

COMING EVENTS

SUN 'N' FUN - MARCH 16-22
LAKELAND FLORIDA

We will have a booth in the commercial area, prizes, awards and a forum scheduled for Saturday. HEADQUARTERS - DAYS INN - See Ya There!

APRIL 11-12-13 SOUTHWESTERN FLY-IN
PHOENIX, ARIZONA

Trophies, awards and programs - Food on the Field - Banquet Saturday nite - Litchfield Airport - HEADQUARTERS - RAMADA INN - For further details contact: Jack Harkness, Regional Director, Region 3.

As part of celebrations marking Alberta's 75th Anniversary as a Province, the Airdrie Country Club of the Air is sponsoring a "Diamond Jubilee Antique/Classic Fly-In." It will be held at Airdrie Airport, 8 miles north-northeast of Calgary International Airport, September 12, 13 and 14, 1980. All aviators, aviation enthusiasts and aircraft are welcome.

We would appreciate it very much if you could include this function in the calendar of events portion of your publication.

For further information, contact Airdrie Airport or myself at the address and phone number given below.

Thank you for your courtesy and cooperation.

George B. Pendlebury, Vice-President, Publicity Chairman
304 Manora Road N.E., Calgary, Alberta. T2A 4R6
Phone: (403) 272-4383

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."

National EOC Fly-In July 3-6 1980

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Plexiglass Gold	Gold
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Copper	Polyester Varnishes

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PO Box 622

DEALER INQUIRIES INVITED

Toccoa, GA 30577

REGION NO. 1

Regional Director

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

Wing Leaders

Washington — Daryle Lessard, 635 S.W. 142, Seattle, Wash. 98166, (206) 242-6119

Oregon — Roy Wright, 24490 S. Skylane 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

REGION NO. 7

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. 20005 (504) 834-7388

REGION NO. 8

Regional Director

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

Wing Leaders

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

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

Mich. — Buck Buchanan, 1448 Sylvan Glen, Okemos, Mich. (517) 349-2388

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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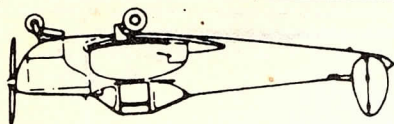
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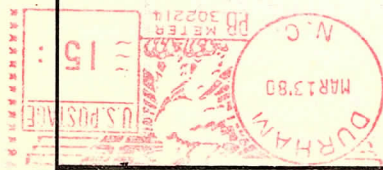
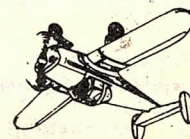


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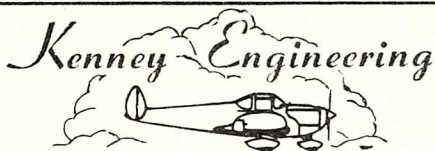
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