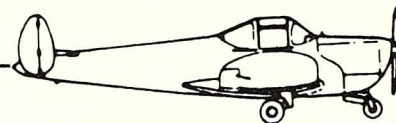


# COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 8, Number 12, May 1980

Editor: Skip Carden

## SUN N FUN '80

Sun 'N' Fun 1980 truly lived up to its name. Lots of Sun and lots of Fun. We had a total of over 70 people sign in and 32 Coupes register through the week. The fun was overshadowed by the sudden death of Shannon Carney, a new member from Arkansas. Shannon and Phyllis had driven down from Arkansas and were camping on the field for the week. I had the pleasure of meeting them both and they were truly Coupe People. We had a Coupe dinner on Friday evening with the Carneys attending. Shannon remarked after the dinner that he was the happiest he had been in his life and that the Coupe Group were the nicest folks he had ever met — he passed away at 4:00 Saturday morning. Our deepest sympathy is extended to his lovely wife, Phyllis, and the entire family. With sadness in our hearts for our departed friend we met Saturday in a forum and trophy awards. The winners were as follows: Oldest Pilot, John Thoms, 78, who flew his Coupe in for the week. Longest Distance, Burt Ellegarde, who flew in from Minnesota; Most Original, Bill Shields; Most Modified, Ralph Johnson; Best Paint, Art White; Best Paint Scheme, Lucky Morgan; Best Engine, Don Stretch; Best Interior, Red Baron; Grand Champion, Jane Best; Reserve Champion, Tom Hurley; Honorable Mention, Moon 9793M (don't have owner's name); Youngest Pilot, Don Stretch. I want to thank Marvin Funk and Buddy Martin, who assisted me in Judging. Below are some photos made by Joe McCawley.



*"Yes, that's right — We're going to start building the Ercoupe again!"*



*Single Tails, Double Tails, V Tails  
"Takes Your Pick"*



*SUN 'N FUN '80  
30 Coupes, Fun, Food, Fellowship  
Waitin' for '81 Fun*



*"Hands Across the Table"  
Indicative of "Good Coupemanship"  
among our members*



*The Chief, Vice-Chief and other  
Loopadaries of the E.O.C.*

## FORMATION FLIGHT TO BOWLING GREEN

Well, the final plans are made!

Here is the itinerary for the formation flight from Florida, Georgia, Alabama, Tennessee, North Carolina, South Carolina and Kentucky to Bowling Green, Ohio.

We will fly loose formation, picking up new planes along the way. We'll check weather at each gas stop and everyone will stay together if any problem develops.

Wednesday, July 2, 1980 (9:00 A.M.) Leave: Herndon Airport, Orlando, Florida, (Showalter Flying Service). Arrive: Approximately 12 Noon or 12:30 P.M. Dublin Airport, Dublin, Georgia. Leave: Dublin



Airport, Georgia approximately 1:00-1:30 P.M. and arrive Collegedale, Tennessee airport at approximately 4:30 P.M. Here we will gas up and spend the night.

**Thursday, July 3, 1980 (9:00 A.M.)** Leave: Collegedale Airport, Tennessee, Arrive: Cynthiana-Harrison County Airport-Kentucky, 12 Noon for gas stop and lunch.  
Leave: Cynthiana-Harrison County Airport at approximately 1:30 P.M. Arrive: Wood County Airport - Bowling Green, Ohio approximately 4-4:30 P.M. for the fly-in.

The first leg from Orlando, Florida to Dublin, Georgia is just under 300 statute miles. The next leg, to Collegedale, Tennessee is 230 statute miles. From Collegedale to Cynthiana-Harrison County Airport, Kentucky, is 240 statute miles.

The final leg from Cynthiana-Harrison County Airport to Bowling Green, Ohio is approximately 230 statute miles, for a total of 1,000 miles.

**Dublin-Georgia** Airport-4 miles northwest of the city of Dublin. There are two runways: 1-19, and 8-26, each 5,000 feet long.

**Collegedale Airport-Tennessee** Approximately 18 miles east of Chattanooga and 2 miles southeast of Collegedale, Tennessee. The runway is: 3-21 and is 3,300 feet long.

**Cynthiana-Harrison County Airport-Kentucky** Is: 50 miles southeast of Cincinnati, Ohio and two miles south of Cynthiana, Kentucky. The runway is: 11-29 and is 3,200 feet long.

**Bowling Green, Ohio (Wood County Airport)** Is: 1 mile northeast of Bowling Green, Ohio and has 3 runways: 6-24, 18-36 and 9-27, varying in length from 2,500 to 3,000 feet.

I am looking for a passenger to share the trip with me. If you are interested, please contact me.

We will depart Bowling Green on Sunday, A.M., for the return trip home.

We invite anyone interested to bring your tie-downs, meet us at one of the above locations, and join with us in a fun formation flight to our biggest and best National Fly-In ever. See, examine, photograph and drool over: 250 ERCOUPES, FORNEYS, ALONS AND MOONEY CADETS, at one place at the same time!!!!

The world's largest collection of the world's finest airplanes!!!

Joe B. McCawley  
615 Irvington Avenue  
Orlando, Fl. 32803

Office: (305) 894-0066—Home: (305) 851-0990

## 1980 NATIONAL FLY-IN

This month let's look at the Wood County Airport. The enclosed chart and field information will help you when you get to the "Big One." There will be aircraft parking in four areas, when these fill we will close the turf 9-27 runway for more parking. Unicom is 122.8. There will be ground control to aid with parking on 122.9. You will need your own tie-downs. Fuel will be by truck to your aircraft.

As there are no taxiways, we will ask you to make use of wing walkers for everyone's safety. The air scouts will help as will those in the area. We will chalk the parking areas to give better order and safety.

All fly-bys will be done over the active runway. However, these should be done during times when traffic is very light for safety.

We want everyone to have a really good time safely. There will be vans for ground transportation. These will move on a system of perhaps every 30 minutes, to get you from dorm to field and other points of interest.

One final point, I will plan a bus trip on Sunday to Dayton and the air museum which will only go with a full load of about 35 people. Drop me a card if you want to go or sign up when you get here. There will be a small fee to pay for the bus. The trip will take all day. So, if you can depart for home the 7th, join the trip.

Sincerely,

Carl Hall

Design Department

Bowling Green State University

## 1980 NATIONAL FLY-IN

The forum for Friday, July 4, 1:00 P.M. will be "Univair the Ercoupe Parts Factory." As you will see from the information Mr. Stewart will be interesting and help you know more of what they can do for you.

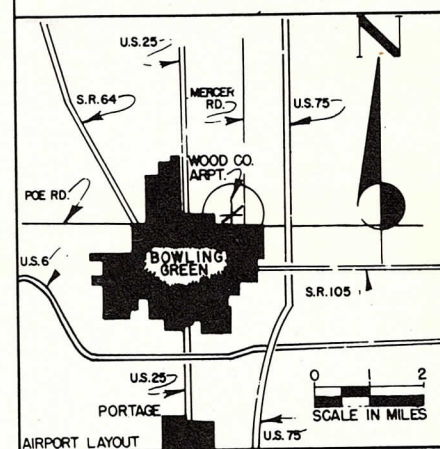
Al Hall

Dear Mr. Hall:

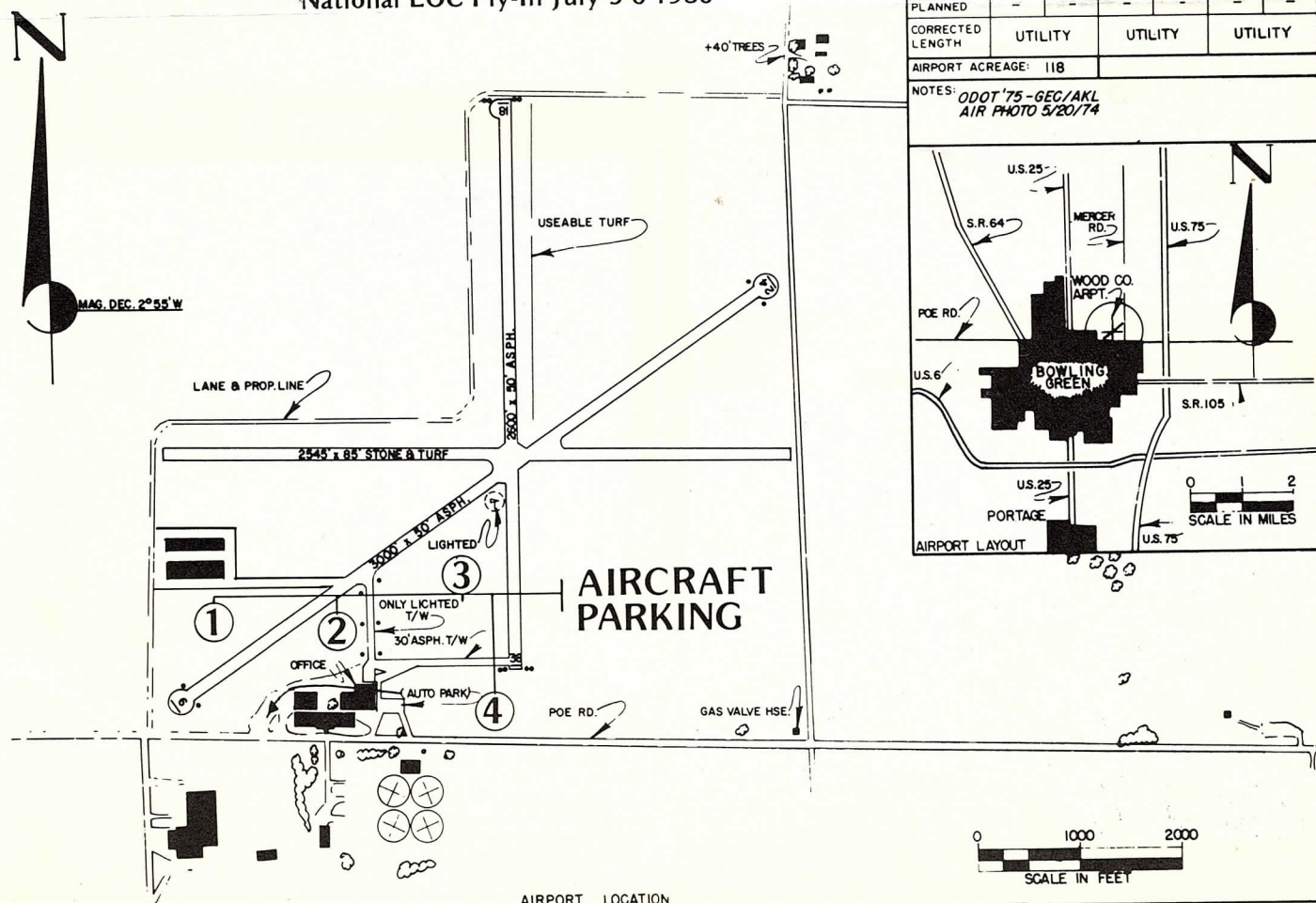
We will be sending Mr. William P. Stewart to the 1980 Ercoupe National Fly-in as our representative. I have enclosed biographical data on Bill per your request. Bill will make a presentation about Univair during the time period on Friday that you have assigned us and will be available during the Fly-in to field questions, etc.

NAME WOOD COUNTY AIRPORT				S.N. 17620		
RUNWAY	6	24	9	27	18	36
EXISTING	U-V	U-V	U-V	U-V	U-V	U-V
PLANNED	-	-	-	-	-	-
CORRECTED LENGTH	UTILITY		UTILITY		UTILITY	
	AIRPORT ACREAGE: 118					

NOTES:  
ODOT '75-GEC/AKL  
AIR PHOTO 5/20/74



## National EOC Fly-In July 3-6 1980





I don't know if I can tell you anything new about Univair or not. The company was founded in 1946 by Steve's father, J. E. Dyer, and was called Universal Aircraft Industries, later renamed "Univair" and run by Veda Dyer (Williams), then by Steve Dyer. The Ercoupe Type Certificate was purchased from ERCO in the early fifties and subsequently sold to Forney, however, we continued to make replacement parts for the Ercoupe and later each of the variants. In 1974, we bought the whole program back from Mooney to include Ercoupe, Forney, Alon, and Mooney Cadet.

Please let me know if I can be of any further assistance.

Very truly yours,  
UNIVAIR AIRCRAFT CORPORATION  
Janice Marie Dyer  
Special Projects Engineer

## BIOGRAPHICAL SKETCH OF BILL STEWART

*Bill first flew at age 12 - pumping gas and degreasing a Waco 10, Wright J-65 "Belly" for rides and dual lessons. Retired from the United States Air Force after 27 years as a pilot and operations officer. Flew a variety of military aircraft such as: B-24, B-25, C-47, C-45, C-124, C-130, T-33, RB-66, B-57, and B-57F, a high altitude pressure suit recon aircraft. Last military assignment was flying Lockheed C-130 airplanes on hurricane reconnaissance in the Caribbean. After retirement has been employed in general aviation and has owned and operated a Cessna 180 and a Beech Bonanza. He is an avid glider pilot who still actively instructs at Black Forest Gliderport. He holds a Commercial Airman Certificate with Certified Flight Instructor - Instruments - Airplane SEL - Glider ratings. He has been employed at Univair for the past three years as a sales representative in the parts division.*

## NATIONAL FLY-IN

Rooms for the National Fly-In will be available at the following rates: Single rooms \$9.25 per night, which includes all linens and maid service. Double rooms \$14.50 per night with linens and maid service. More details will be available in the next issue of Coupe Capers.

## AREA NEWS Arizona Coupe Scoop

Cliff Eddleman and Jim Cox recently acquired another Ercoupe, adding to the ever growing population of this craft in the valley. It is a 1946 415C, silver and blue with green accent trim. The wings are rag and the registration number is 87339 and is based at Glendale.

On March 15th, six airplanes from the Arizona Coupe Group flew to Lake Havasu to join the California Ercoupe group for their outing. Eight planes from California attended. Arizona members included the Harknesses, Duvals, Warners, Fosters, Moores, and Funks.

## SWAP SHOP

For Sale: 2" venturi ideal for turn & bank, \$7.50 Jim Cox, 973-6118 home, 261-7771 business.

Wanted: Brake disc, DB, artificial horizon, and suction gage. Ron Kilber, 942-1363 home, 264-0634 business.

For Sale: 2 McCrury tires with tubes. 6x6 - \$38.00 per tire with tube. Kent Foster 993-8487.

For Sale: Remote indicating compass. Ron Kilber, 942-1363 home, 264-0634 business.

For Sale: Plantronics slender boom mike with push to talk switch. \$50 negotiable. Jim Cox, 973-6118 home, 261-7771 business.

For Sale: 1975 Cessna Cardinal, Blue & White, full avionics, IFR instrumentation, 1500 hours total time, well below book at \$16,000. Bud Warner, 1-465-7301.

## SAFETY TIPS

This column is featured in the interest of safety for fellow ercoupe pilots and owners. Your contributions are eagerly solicited.

### Brakes

The retaining buttons on the inner flange of each Goodyear brake assembly must be pushed well into place to prevent the clips from falling out. Without the clips, the disc will bind causing bending or breakage. It's a good idea to check the integrity of all clips too. . . . Jack Harkness.

Reminder: For those that have not changed the nose gear steering ball stud, consider doing so in the near future. Complete loss of ground control occurs when this component fails.

Jack Harkness

## REGION 2

### Places to Meet in 1980-81

The group overwhelmingly voted to meet on the third SATURDAY of each month, and by popular vote selected the following named places to meet. These gatherings are un-sponsored, uninsured, and without any official sanction. There is no program or schedule. Most of us feel that the fun is in getting there, swapping Coupe adventure stories, and talking. The projected time of arrival is ten a.m. In light of

the number of gatherings that were weathered out last year, I suppose we should declare that if the Saturday is weather out. . . try the following day, the third Sunday.

March 15, Lake Havasu, A nice airport, many tourist attractions, maybe some Arizona Coupers will meet us. April 19, California City, Meet for lunch. May 24, 25, 26, Santa Ynez, Overnighter last year was very popular. This is *not* third Saturday, but is Memorial Day Holiday. June 21, Yucca Valley, The runway here may be a problem, but the Red Baron is nice. July 19, Oceano, Nice month to go to Pismo Beach. Beach and seafood restaurants within walking distance. August 16, Whiteman, Close to everyone. We should get a big turn-out here. September 20, Corona, Should be dried out by then. October 18, Santa Paula, Everyday is like an air-show at Santa Paula. Look closely, you may see a Gypsy Moth, a Wright pusher, or even a Bleriot. November 15, Hesperia, Home-base for our EOC regional director. Drop in on him. December 20, Bullhead City, A resort, the river, and a nearby gambling hall are the pertinent sights. January 17, 1981, Apple Valley, A pretty time of the year on the desert. Time to select future sights. February 21, 1981, Harris Ranch, If the Valley fogs permit, a nice place for an overnight. March 21, 1981, Catalina Island, 21 Miles over water!.

## REGION NO. 8

Dear Indiana Couper:

The last letter was that of an introduction. Now that we know each other better, let's get down to business.

First at hand I would like to thank those of you who called and wrote a note last month. The enthusiasm and fellowship is already starting and that's great. If you have not called or written yet, please do so. You are as much a part of this wing as anyone and I need your input.

After talking with a few of you last month the first week-end in May, Sat., the 3rd and Sun., the 4th, seem to be the best dates for our chapter Fly-In. The weather will hopefully be good and we can finish before the Indy 500 traffic gets too heavy.

I have already described our airport at Connersville but I failed to say that we have a 120 room Holiday Inn just a half mile down the road and I will get a school bus from our local Boys Club to shuttle us back and forth for those who would like to spend the night. To keep it from becoming complicated I think we should eat at the local restaurants. We have everything from the nice atmosphere, big check type, to the Wendy's, Burger Chef, MacDonalds type. I'm sure we'll find something you will like.

I talked with Willard Mosley of Napstown who liked my art work at the top of the page and said we should have patches made. He is going to check into this and let me know the cost.

In closing, plan on the weekend of May 3rd & 4th for our Chapter Fly-In. It will be a nice weekend fun trip without costing an arm and a leg.

Joseph E. Todd  
EOC Indiana Wing Leader

## REGION 1

Dear Northwest Coupers

Our February 17 Coupe-in was another rainy one but there were a dozen hardy souls who sloshed in. Since Jim and Aggie Prosser rode down with us our drive went quickly and we found Art Leppin, Ken Damewood and the Gibsons already waiting. We missed Dorothy Damewood (down with the flu) and Mary Leppin (recovering from their daughter's Saturday wedding). Before long Karin Duval and the Mohrs joined the gang.

There were no Coupes to admire, so we entertained ourselves with extra chatter. Ken had some of his wing leveler parts; and Clark Mohr, who is building a two-axis auto pilot, had some of the parts and the literature, so there was quite a bit of discussion about that. Also, Malcolm Gibson had brought along information on the Hybrid Electric Car which he is starting to build, hoping to cut his driving costs so he can afford to keep flying!

Speaking of cutting costs, Karin Duval says she has bought out some shop stock and will be seeling it for bargain rates. This includes such items as hardware, lights, manuals, instruments, ELT's, O rings, strobe lights, etc. If you are looking for this sort of thing she should have it pretty well inventoried by now and you might give her a call before you pay full price somewhere. Her phone number is 284-2443 (Portland).

Jim Prosser mentioned that, in tracing down a fuel leak recently, he had taken Roy's suggestion of wrapping any suspicious areas with paper towels, running the engine briefly, and unwrapping the towel carefully watching for fuel stains. He said it worked like a charm and solved the mystery. The same technique should work for locating oil leaks, etc.

Furthermore, be advised that those of you who have the styles of Coupe with the battery under the seat - - Exide no longer makes the only battery that fits. Their closest battery is now of a size that will require a new bracket. You might keep this in mind if you have a battery which will need to be replaced so you allow time for the extra work.

On a slightly different note, we were so distressed last week to hear from JoAnn and Guy McMackin that they have moved to Tulsa. Our distress is strictly selfish, since that area is really home to them and we know they'll enjoy it; but they have been special friends to us and we certainly consider Oklahoma's gain our loss. They asked to be remembered to all of you who knew them and we hope they'll keep in touch.



I know it may seem early to you but do give some thought to the National coming up July 4th weekend in Bowling Green, Ohio. We can't wait to get with the old gang again and hope some of you can plan to join us. The Ohio contingent is going all out to make it an interesting get-together and, weather willing, it should be the biggest yet.

See you all at the Sweptwing, Sunday, March 16 at noon.

Roy & Eileen Wright



## Clearing Off The Editor's Desk

### PRODUCT EVALUATION

This month we will evaluate and test the Airtex Carpet. As the carpet in the Cherokee needed replacement, I felt this would be a good chance to test one of the Airtex carpet kits. The kit comes completely pre-cut with bound edges, snaps and heel pads. To put the kit in you will need some upholstery cement or some good grade of contact cement. First remove all the old carpet and vacuum the entire floor area to remove all dirt and debris. Then place the carpet in position and check the fit, sometimes you may have to trim it slightly for your airplane. Be sure to get a perfect fit before you apply the cement because once it is in place, it doesn't move very easily. The carpet for my Cherokee was cut slightly oversize and so I had to trim it slightly for a perfect fit. Be assured that it does fit and gives any aircraft that new look. A well made product, good material, good workmanship. I recommend it to all, but take your time when installing it to be assured of a professional job.

Skip

### MORE HONORS

I guess by now you have all read the article in the latest AOPA magazine on the Ercoupe. Now, according to Hank Taxis, there is another in the 1980 Inflight Annual. The Coupe is rated as one of the 9 greatest classic airplanes. Seems that the public is finally beginning to know what we have known for years!

Skip

### SHOULDER HARNESS

In answer to several letters I wrote to Pacific Scientific about shoulder harnesses for the Coupe, they do not have a set especially for the Coupe, but have several models that could be adapted to the Coupe. As most of their units are sold by Piper, Beech Aircraft, they are willing to sell to us if we are interested. These would not have any hardware and would have to be installed by an A&P with proper paper work. Anyone interested I will be glad to copy the material they sent and mail it to you.

### IN THE WORKS

I have written to ESB Battery Co. and asked them to consider making the battery for the Alons again.

As most of you know, the Alon battery is no longer available and in order to change the battery, will require a new battery box being installed. I have advised them that we have about 350 of these airplanes in service and asked them to reconsider a limited run, more later.

I have also written to Budget Rent-A-Car and asked if we could be considered for a discount on their cars. I recently used them on my coast to coast flight and found them to be the most reasonable of all the major rental agencies. I will keep you posted on any developments.

### THANKS

It is not often that we get the opportunity to say a special thanks to those who have been especially nice to us, but I feel that I must indulge. I recently flew coast to coast in the CheroCoupe and had several nice things happen to me. First, after flying all day in west Texas winds and even a dust storm, we finally gave it up in Midland Texas. We left the CheroCoupe with Browne Aviation and inquired about a car, as we were 10 miles from town. Mrs. Browne told me that there were none available, but that they had a courtesy car we could use FREE, if we wanted it. I assured her that if it had four wheels and rolled, we could use it. We signed nothing, gave no references, only were two pilots in need. We used the car that night and needless to say, when we brought it back the gas tank was full — still no charges. I want to say a

special thanks to Mrs. Browne and her staff who responded so generously to our needs. Again, THANKS.

When we arrived at San Fernando Airport, Chuck Ferris had made arrangements for us to use his brand new car! Not only that, but he took his time to drive me and my co-pilot around L.A. and pointed out the sights. He is a really great guy and a credit to the Ercoupe Group. On the way out we blew an exhaust gasket and had to have it replaced. At Chuck's airport the mechanic was most kind and got to our problem and had it fixed by early afternoon and was most reasonable with his charges. When you are a long way from home with a problem or problems, you can really get to know what people are like, all of our experiences were good and I just want to say, THANKS.

Skip

### SOUTHWESTERN FLY-IN

I flew west to attend the Southwestern Fly-In in Phoenix, Ariz. Unfortunately, I brought with me the high winds that I had been battering for 3 days. The high winds did have a detrimental effect on the attendance, but still the California group braved Banning Pass and severe winds to attend. Everyone had a good time and the fellowship was super. Most of us left early Sunday, trying to escape the winds. I will have a complete report next issue with Photos. Thanks to the Browns, Red Ward, Jack Harkness and all of the Arizona Group who worked so long and hard on this fly-in.

Skip

### COAST TO COAST IN A CHEROCOUPÉ

Next issue I will give you a rundown on my recent flight from Carolina to California and back. It was a real adventure and something I will always remember. Next month I will share my adventure with you.

Skip

### HINT N TIPS

While in Phoenix I was talking to Jack Owens about the condition of my Imran Paint. Jack suggested a little Pledge wax to restore the new looking finish.

### COMING EVENTS

Annual Midwestern Memorial Day Fly-In, May 24-25. Bill Berning of Shenandoah Iowa always hosts this well planned event. This year Bill has asked Ned Powers of the FAA to return as a speaker and also a friend of Ned's who was an Engineer with ERCO. This promises to be a real good event for the midwestern Coupers. Bill asks that anyone who plans to attend drop him a card so he can make plans accordingly. There is absolutely no obligation and he realizes that bad weather can change plans, so help Bill and drop him a card, or phone him for more details. Bill Berning, 523 W. Sheridan Ave., Shenandoah, Iowa 51601 (702) 246-1623. Trophies and awards to be presented.

### DAYTON AIR FAIR 80 July 18-20, 1980

Friday, July 18. . . A special day set aside for exhibitors, their displays and interested clients. Continuous product demonstrations. Public Admission \$2.00 at gate. Hours: 10:00 A.M. to 5:00 P.M. There is no formal air show scheduled on this day. Saturday, July 19. . . A rare combination of product demonstrations and the BEST U.S., Canadian, and International air show acts. 7:30 A.M. . . Hot Air Balloons, Morning Air Show, Opening Ceremonies, etc. Sunday, July 20. . . A repeat of Saturday's program. For further information contact Dayton Air Fair 80, NWS Building, Dayton International Airport, Vandalia, Ohio 45377.

### GREATER OKC AAA FLY-IN June 20-21-22, 1980 Pauls Valley, Oklahoma

For further information contact: Judy & Don Sharp, Fly-in Chairmen, 405-238-7363 (office), 405-238-2505 (home) or David J. "Bud" Sutton, President, 405-732-5919

### AUGUST 17-30 WORLD AEROBATIC CHAMPIONSHIPS Oshkosh, Wisconsin

For further information contact: Mel R. Jones, Director of Public Relations, EAA, P.O. Box 229, Hales Corners, Wisc. 53130



## CHAPTER 3 EAA ANTIQUE CLASSIC SPRING FLY-IN

For Antique-Classic & Custom Built  
Aircraft  
Burlington, N.C.  
Alamance County Airport  
MAY 2-4, 1980

For more information contact: Geneva McKiernan, 5301 Finsbury Pl.,  
Charlotte, N.C. 28211

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

### FOR SALE

1968 Arrow 180, 1600 TT, 30 SPOH, Dual 360 Solid State Nav-Coms with LOC and GS, RNAV, Digital DME, Digital ADF, Proximity Warning Indicator, Transponder, Single Axis auto pilot, Audio Panel, Strobe, 1978 Imron Paint. Fresh Annual. Exceptionally nice inside and out. \$20,000. Will take Alon, Cadet, or Coupe in Trade. Jerry Cook, Rt. 1, Greensboro, GA. 30642, 404-453-2003.

1946 Ercoupe 415-C, N2976H, 1700 TTAF, 280 hrs. since major engine. New Imron-Silver with red trim, full panel, Escort 110, Tip Strobes, Cleveland brakes, Double fork, Landing Light kit. Uses 4½-5 g.p.h. Everything gone over. Excellent! Fresh annual till April '81, \$6,750.00. Further info. Mon-Fri 9:00-5:00. Kenneth Williams, Jr. 3 Williams Way, Oceanview, N.J. 08230, 609-927-2071.

1937 Taylorcraft Model A, Serial No. 34. \$4,650.00. 2½ g.p.h., 35 hrs. SMOH airframe and engine, Cont. engine 40 hp. New wood prop. Ceco-nite with Imron paint. Info. call Mon-Fri. 9:00-5:00. Kenneth Williams, Jr., 3 Williams Way, Oceanview, N.J. 08230, 609-927-2071.

1968 Alon A2A, two control 780 TT-AC&E, Imron paint, KX170B, New DB, New transponder and Intercom, Spring steel gear with wheel pants. \$12,900 or best offer. Call 815-432-4238 after 6:30 P.M. Gene Mowrey, RR3, Box 15, Watseka, Ill. 60970.

Instruments, updated my panel. AH needs OH, \$50.00. DG needs OH, \$50.00. The following instruments are working and in good condition: Altimeter, \$45.00. T&B \$12.00, VSI, \$40.00. Oil Pressure \$6.00. Oil Temperature, \$5.00. Ercoupe Instrument Panel (used) with holes, \$35.00. Call Paul T. Hannon, 315-468-2121 after 6:00 P.M.

Showpiece Ercoupe - 1946, 415-C w/1350 hrs. factory zero w/new chrome jugs & cylinder. Mags, KX-145 Nav com 720 channels - AT 150 XP EIT 110 and goodies too numerous to mention. \$3.00 will bring you picture and mod. list. \$8,000.00 firm. Art Leblanc, 310 N. Dunbar St., Pottsville, Mich. 48876, 517-645-2278.

Will trade in on good Ercoupe or Urta-light aircraft. All the following new in their boxes. Minolta SRT-202 with Rokkor 1:2 lens. Tamron Zoom 80-250 M.M. will fit any camera. Honeywell Strobe 782 with Strobo-Eye E.R. Gossen super pilot light meter. Tripod 64" 52" Gold Umbrelit. Bellows extension. Aluminum case 24x18. Have more. All new. Call Gene Smith, days 502-335-3361, nights after 9:00 502-335-3306.

1946 Ercoupe 415D, 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.

1957 Ercoupe Forney F-1, 90 H.P., 2051 T.T., 121 S.M.O.H., Narco Nav Com 10A, Full panel, double fork nose gear, bubble windshield, rotating beacon, wing landing lights, wheel fairings, 12/79 annual, exterior & interior like new. Photo on request. Max Earl, 2903 North 84th St., Omaha, NE. 68134, (402) 397-8884 or 571-0372 evenings and weekends.

1966 Alon A2A, 1400 hrs. TT, Aircraft and engine. 90 hp Continental. Rudder pedals, new engine mount and firewall, aircraft is complete but wings and engine are removed. Make me an offer I can't refuse and I'll deliver 500 miles. Call anytime (608) 849-7663 or write Ty Reed, 208 Winston Way, Wannakee, WI. 53597.

1946 Ercoupe 415D, 1500 TT, 550 hrs. SMOH, Cont., all metal, Escort 110 radio, full panel, dual landing lights, full gyro, nav-lites and wing strobes, new paint, double fork nose gear, prop freshly overhauled, good rubber, logs to date, great condition. Aluminum gas tanks, 540 lb. useful load. Will deliver \$6000. Call days (212) 255-2530, evenings and weekends (212) 531-3755.

1946 Ercoupe 415-C, 1100 T.T., 130 since major overhaul, 85 hp, fresh annual, dual landing lights, position lights, strobe, Geneva Alpha 200 Nav-com, new windows. \$5,000 or best offer. Must sell. Evenings or weekends, Ted Serafin, (617) 447-4039.

Like New 415-E, 85 hp, 287 hrs. SMOH, airframe 48 hrs. since complete overhaul, Total time 648. Beautiful high performance, MK III 360 Channel Omni-Narco, anti-collision lights, double Forney fork, bubble canopy, rear windows blue tint, new tires/wheel/brakes, wheel pants, 9 ft. baggage compartment, new upholstery, new exterior paint, all instruments overhauled, all Ad's complied with. Located at San Fernando Airport, California. Call (213) 882-9415 on weekends. Will deliver for expenses. George Stanton, 10134 Glade Ave., Chatsworth, CA.

### WANTED

Former Alon owner wishes to buy part interest in Alon based at Dallas Love Field, or would consider buying outright. Please call 214/341-4581 evenings & weekends. Lafayette C. McKay, P.O. Box 20426, Dallas, TX. 75220.

A 90 or 360 Channel Nav-Com, prefer a King 150. Phone 303-527-3613 or write Ernest L. Eubank, Route 2, Box 23, Paonia, Colo. 81428.

Forney 415C parts - engine for Ercoupe, either parts or whole engine, good or rebuildable. Engine mount, propeller, nose cowl, bottom cowl, rag or metal wings, windshield metal frame. Roland Ursone, 39 Dubois St., Darien, Conn. 06820 or phone 203-655-1256 after 6:00 p.m. or 203-324-7363 days.

Want to buy a 415 C or D in good condition (Ohio area) for under \$5,000. Also, I would appreciate any tips that you might know of for sale in the Ohio area.

### HINTS N TIPS

Dear Skip,

N 3595H has been under *renovation* for the last 18 months from the prop to the turn tails. Everything went well until I had a top job done on the C85. Total time on the engine 640 hours S.M.O.H. The engine set up approximately 14 months before overhaul and 3 months after top job. The engine rebuilder recommended that I run the engine for an hour at 1000 RPM's and an hour at 1450 etc. I ran the engine the first hour and upon the second hour I ran it ten minutes and the engine seized and docked up. Upon dismantling the engine, it was discovered that the middle cam shaft journal was galled, which ruined the cam shaft and case. A word to the wise - it was recommended to me that if an engine is to set up for any length of time you should remove the oil screen (the Acorn Nut) and pump oil into the engine to lubricate the cam and all the bearings before starting the engine. Maybe my misfortune will help another coupe owner.

There is to be an EAA Fly-In at Thacker's International Airport, Oil City, LA., June 1st. The rain date will be June 8th. For anyone not familiar with the area, we are located 30 miles north of Shreveport. We will have a Bar B Que, camping grounds available on Lake Dewey (at the airport). Love to see a lot of Coupes fly in. Also, there will be an FFA Safety Seminar April 5th at above location. Phone 318-995-6459.

KCY See You  
Jerry Franklin

Dear Skip:

An odd thing happened to us with N3728H that might be worthy of sharing.

We took the liquid filled compass out to install a new gasket and refill with fluid. Starting a C85 in Maine is sometimes a problem in January and just such a problem arose to coincide with the compass being out for repairs.

The engine failed to start even after preheat but did succeed in draining battery cranking power. Hand propping also wore out the starter; me. Naturally a boost from another battery was in order.

We lifted the right side of the cowl and connected directly to the starter post. Probably not the best method as we did get a quick short as the cables moved. Finally went the long route directly to the battery and got a successful start.

The next weekend we replaced the compass duly repaired. However, the compass did not perform properly by some 30 degrees in various known headings.

We tried the compensator magnets to no avail. Finally removed the



compass again and it appeared to be okay on my bedroom bureau.

A week or so later after a short flight and oil change a long time pilot and electrician by trade came by and I was discussing the compass with him. We took it out of the plane and he held it out of the hanger in his hand and pronounced it to be pretty accurate. Stepping onto the wing and holding it carefully he slid it into its mounting and it promptly moved several degrees from its previous heading. By moving the compass about inside the cockpit it was discovered that the nice shiny chrome T starter handle was a fairly strong magnet.

After some discussion as to how it became magnetized we concluded that the quick short from the jumper cable connected to a 120 volt DC battery does wonders in magnetizing starter cables and handles, which, in Ercoupes are close to the compass.

The old starter cable works fine and we aren't getting lost nearly as often.

Sincerely,  
H. Coval Conant, Cushman Corner, Weld, Maine

Dear Skip:

We have just bought 94194 415-C and have flown it all over the northeastern region. We simply love it. We also find the Capers a welcome addition to our monthly mail. The readers' letters and helpful hints give us a sense of reassurance in the midst of the ever increasing cost of flying. Keep up the good work.

We also have two problems which we hope your readers can help us with. First, the tail sits 4 inches too low and, consequently, makes landings somewhat difficult. What is the best and least costly solution? Second, we have the original nose wheel which, as you may know, shimmies. We have been told that a twin fork wheel is the solution. We would therefore be very grateful to anyone who could provide us with a good, used wheel.

Now, for a tip on how to bleed the Goodyear brakes successfully. Since air moves upward, it is easier to bleed the brakes by pumping brake fluid through the bleed screw of each wheel. First, pump the fluid until it starts coming out of the master cylinder (there's a small screw right on top of it) in order to push the air out, then close the master cylinder screw and continue pumping fluid until it starts coming out of the reservoir. It can be done by one person and it works beautifully.

Sincerely,  
Anthony Cervone & Barbara Tucker  
9 Westerly Ave., Providence, R.I. 02909, 401-942-2299

Dear Skip,

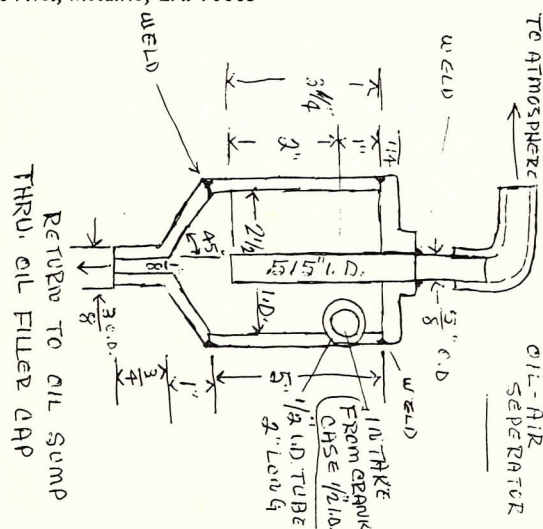
I was glad to meet you at the "Lakeland" fly-in, if but for 5 minutes, as you were rating the aircoupes and very busy.

I had a discussion about my wheel pants on my 1966 bottoming out against the upper fairing.

My point for writing as follows: I machined an air & oil separator for my coupe to eliminate oil belly.

Brief: The crank case pressure and oil goes thru the separator, oil clings to inner walls of separator, pressure goes thru top tube thru pick up in center of cylinder, oil goes thru 1/8" return hole at bottom of separator and back into oil sump.

I machined the separator myself, Cessna, etc. wants a pretty penny for a factory product. Anybody need help, contact Sam Steele, 1321 Aztec Ave., Metairie, LA. 70005



### LARRY BLAUVELT TO ANSWER PROBLEMS

Dear Skip:

Re question and answer note in current Capers, I would be willing to help in any way I can.

Request that the question or problem be sent to me with a stamped addressed envelope. I would send an answer to the party requesting same and also send both the question and answer to you for publication in Capers.

This way all answers would be available to all of the membership. So anyone with the same or equal problem would also get the answer.

As you know, I have two addresses:

Oct. 15 to Apr. 15 — 1259 Constitution Drive, Daytona Beach, FL 32014

Apr. 15 to Oct. 15 — P.O. Box 167, Hawley, Pa. 18428. Telephone (904) 767-9668.

Let me know what you think of this idea, I know I have been in the background for too long and George Moore's experience that I called you about gave me a shot in the tail to get going and do something.

Regards,  
Larry

### HELP NEEDED

Dear Skip,

I've just received and completed reading the April '80 Coupe Capers. Please keep up the good work!!

In regard to the letter from Al R. Hiti from Carrollton, Texas mentioning copies of sales brochures of Ercoupes?? I too would like to see these available and would purchase whatever is available.

I've a question to ask regarding wing heaviness in Ercoupes. I've put about 30 hrs. on our Coupe since last annual and now feel pretty much at home in it. (After flying Piper Seminole's, it was quite a change). I've read the manuals about bending the Aileron, T.E. down 3/15" per 5 degrees of control wheel "offset," etc. My Coupe has nearly 30 degrees of wheel offset to maintain level flight! After 20 minutes, this gets very tiresome! Can you put me in touch with someone around N.E. Ohio that is known to be "Fluent" with Ercoupe maintenance? I can't seem to locate a Mech. (A&P) that is even willing to look at the airframe or even change brake pucks!

My wife wants to start her flying lessons this spring in the Coupe. As I'm a CFI, this becomes no problem especially with an economical 75 hp Coupe. With this (left) wing being so "heavy," she obviously can't get proper control feel. I would rather WATCH an experienced Ercoupe Mech. take care of this problem even though I've got two homebuilts. (We purchased the Coupe at the time of 9/79 annual). Any info would be greatly appreciated.

Earl H. Myers  
119 Moncer Ct., N.W., Apt. 4, N. Canton, Ohio 44720

Dear Sir,

We are just recent Aercoupe owners. Perhaps some of my more experienced colleagues could enlighten us if we can remove the plexi glass panels inside up and down sliding side windows, since they are cracked and need replacing.

I would also like to mention that Parry Sound, right in the heart of the Muskoka and Georgian Bay resort area, has a brand new black top airport. (10 miles South of Parry Sound, 100 miles North of Toronto on Hwy. 69).

We have a summer cottage 3 miles north of the airport on Horseshoe Lake. If any of our club members are flying up this way, please drop in. We are up there most summer weekends. A. Blumberg, Horseshoe Lake, Lioness Rd., On. Parry Sound.

Yours truly,  
A. Blumberg  
1755 Rathburn Rd. No. 83  
Mississauga, Ont. Canada L4W2M8

P.S. Can a Coupe be looped?

Dear Sir,

Please find check to join the Ercoupe Owners Club. I bought Ercoupe 3378H last summer in Wasilla, Alaska. One of my life's dreams has been to own and fly my own Ercoupe. But my dream has turned into a nightmare because I got the ship to Anchorage and found it wasn't as represented when I bought it. It had not been properly annualized so the mechanic that signed it off lost his license and FAA grounded my plane. It's sitting there in a snow drift waiting for me to come rescue it. I have had several mechanics look at it. They say it would cost 6-8 thousand to replace the corroded lower front fuselage assembly, belly skin, etc. Mostly labor. But a back yard mechanic could put it back into flying condition for not so much cash but lots of labor. So, I have decided to become a back yard mechanic. If you know of anyone who has had my same problems with their Coupes I would like to hear from them and what they did.

Thanks,  
J. Pat Kennedy  
Napakiak, Alaska 99634

Can anyone help Pat with this problem? At least the FAA took positive action in this case and revoked the license of the mechanic who signed it off.



Ercoupe Owners Club,

Help! Along with joining your Club I have several questions I hope you can assist with. I am a proud owner of an Ercoupe. However, I bought it from a guy who had it in storage for the last 15 or so years. Needless to say, a major restoration project is in order. I've managed to do a lot myself and had some assistance from others, but I'm stumped on a few important items. I'll list them and hope someone can call me collect with some answers, or perhaps they could mail a price quotation if they have the parts.

My specific problems are:

1. I need a gas tank for the right wing. 2. I need a prop spinner. 3. The big problem is the landing gear. Although my Coupe should have the front of spar mounted main gear used on Coupes up through Serial No. 812 it does not. What it has is a Firestone "Super flex under-carriage." That was apparently put on a limited number of 1946 or so Ercoupes. Does anyone have any information on this? Actually, the gear would be fine if I could just find the rubber shock struts that fit in it since mine are worn out. Can anyone help on this? Further, I've been told the whole gear will have to be replaced. Have other coupe owners done this? To assist I've included a xerox copy of the serial number plate found on each main gear. Next Question — If I have to replace the whole gear, will the gear used on Serial Numbered A/C 813 and up bolt to the spar? To assist, I've enclosed a drawing of the bolt-up pattern used with the Firestone gear.

Again, thanks for any assistance you can provide. I'm looking forward to flying my coupe — perhaps as soon as this summer. I especially enjoyed the article on Coupes in the current issue of A.O.P.A.

Mike Soule  
155 Wurtsmith, Selfridge A.N.G.B., Mi. 48045  
Telephone: 1-313-468-6512

*Mike has the Coupe that has the Experimental Firestone Cross Wind gear and was tested by the CAA, was found to be no more effective than the regular gear. Someone once sent me a copy of this test. Does anyone have it now? And could you send me a copy for Mike?*

## LARRY SEZ

Dear Larry,

I have a 415C with a C90 12f engine and a 72" x 50 McCauley prop.

My question: I live in California where we have a lot of mountains to cross. I would like to get the peak climb performance even though some cruise speed might be sacrificed. What would be the best dia. prop, best pitch and can my prop be machined to suit? What should the static maximum run up be?

Bill Julian, 37490 Los Alamos Rd., Murrieta, CA. 92362.

Answer: T.C.-787 Revision 28 — Propeller and Propeller Accessories

Item No. 4, Fixed pitch metal, McCauley 1A90 CF or 1A90 Cm Eligible on Models M10, 415 D,E,G, F1A, and F1 Static R.P.M. at maximum permissible throttle setting. For models 415-D,E, or G, not over 2225, not under 2025. Diameter: Not over 71" not under 69.5". Your 415-C should be upgraded to a "D" model for use with your 90 hp engine, also, your propeller should be cut to 71" and repitched to give you a maximum static of 2225 R.P.M. Good Luck — Larry.

## NEW PATCHES AVAILABLE !

We now have a supply of the EOC Wing Patches they are available in two sizes: 4½ and 11½ inch sizes. They are Red and Gold on a black background. Fran has them for immediate shipment. Prices small \$1.50 ea. Large \$3.00.

## CAPS AVAILABLE

The EOC caps are also available from our supply officer Fran Heath. They are available in assorted colors, red, blue, black. They have the new EOC winged emblem or the regular EOC patch, and gold braid on the bill, one size fits all priced at only \$5.00 each, get one before the Fly In season.

## FROM THE MAIL BOX

Dear Skip,

My wife and I have a 1959 Forney that we fly, mostly for cross country usage. It's been from Colorado to South Texas once, and 3 times to California in the past 2 years. Also, we fly over the mountains

here in Colorado with it. We operate from Paonia Airport at 5798' and have no problem with takeoff ability.

I am interested in the 337 on fusilage tank removal, and would like to have a copy.

Ernest Eubank, Rt. 2, Box 23, Paonia, Colo. 81428

Dear Skip,

I've just begun the teardown of my Coupe and am looking for any Hints, Tips and Suggestions. I've got a 415-C No. 683. When it leaves the garage it will be a 415-D with tinted glass all the way around including national sliding glass and large rear windows. Also, will have some type of bucket seat, 9 cu. ft. Baggage, Kenney Nose Bowl and Alon style panel and wheel fairings plus much more! If anyone has any suggestions on best type of bucket seat installation, I would enjoy hearing about it.

Thank you

Dennis R. Swan, 360 E. Patton St., Paxton, Ill. 60957  
P.S. I've found many good ideas in Capers & read them faithfully.

Dear Skip,

Enclosed is check for another year. Good newsletter but not 60% (\$15/25x100) of AOPA or EAA memberships.

Any members have any ideas on shoulder strap installations?

Bill Horstman, 1915 E. Willow Creek, Mustang, OK. 73064

Dear Skip,

A couple so called "friends" ran an ad in Trade A Plane saying I was dissatisfied with our Coupe and wanted to trade it. NOTHING could be farther from the truth. We love our "Tweety" and certainly would not part with part of the family. I am sorry for the people that called and apologize for this poor prank.

Keep Coupes Flying forever

Bob Staight

*Who would do such a DASTARDLY thing as this. This is not such a funny joke. Sorry, Bob.*

Skip

Dear Skip,

I encountered a big treat Saturday, April 5 when I flew an old lady for the first time in several years.

In 1965 I purchased AirCoupe 87171 SN 344 in Tulsa, Okla. Restored her and flew it until 1970 at which time I sold it and moved to Florida. This past August of 79 I found her old bones at Conro, Tx. After lots and lots of jaw boning I managed to purchase it once again. I did another restoration job on it and Saturday we had our first flight together in several years. By the way, I am only a beginner in this thing they call flying. 36 years as an A&P and I got my private in the late 50's. I am also an EAA'er and am building a VariEze. So you see, at prime of life I stay busy.

A Coupe Caper Reader

Bob Lokey,

University City, TX. 78148

P.S. Was at Sun N Fun and scrutinized all those beautiful old ladies.

*Sorry I missed you in Florida. Keep up the good work.*

Skip

Dear Skip,

They say a dog is man's best friend but so's the dear old Coupe. It'll almost never let you down, like some people, unless you want it to and will nearly always give you a lift. It will go gliding, banking, soaring, wing-overing and slow-flighting with you on a beautiful day and shade your picnic lunch.

It'll keep you out of the rain and snow, if you're smart, and it will purr to you louder than a kitten. It shouldn't stall on you, but if it does, you can usually cure all that and get it to move along.

If you abuse or neglect it, it'll let you know, and you can't kick it too hard without it probably getting back at you sometime, somewhere.

A good friend the Old Coupe. Treat it well.

Regards,

Allan J. Gelbin

Thanks!

Skip

## SPRING CLEANING SALE!

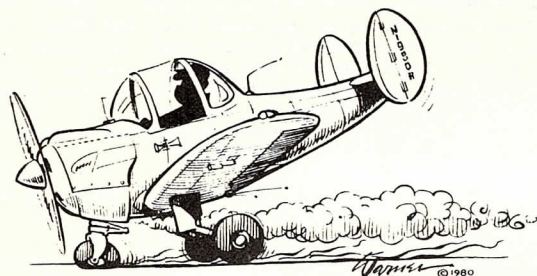
Marshall Turner, at Raleigh Durham Aviation, just phoned me with the following specials, all are new units in the boxes:

(2) KY-92's, \$690; (1) KY-197, 2 channel Flip Flap, \$1053; (1) Narco DME-190, \$1650; (1) KN-53 Nav. \$954; (1) KI-201 Head \$609; (1) Collins ADF-650, \$744; (1) CP-135 Audio Panel \$125; (1) Collins DCE-400 \$708; Several Astro Tec LCT Clocks \$84.18 ea.; (1) LA-7800-VOR-ILS-RMI- \$581. For more information contact Marshall Turner at 919-596-1393



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

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

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. Jodasas, 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 Beicker, 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. 8

### 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. — 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

Ga. — Dan Silliman, 1499 Ellis St., Augusta, Ga. 30901

Fla. — Milt Jobes, 9070 Alena Ct., N.W., N. Ft. Myers,

Fla. 33903

Miss. —

## NOMINATIONS FOR 1980-81 OFFICERS

The following have been nominated as our officers for 1980-81 year.

President — Don Stretch

Vice President — Jack Harkness

Secretary — Patty Fohr

Treasurer — Skip Carden

Any additional nominations will be accepted until July 1st, 1980. Elections will be held at Bowling Green, Ohio, at the National meeting. Those unable to attend may vote by post card, which must be postmarked no later than June 25, 1980.





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#### Wing Leaders

Pa. - Don Stretch, 11 Harvey Ave., Yardley, Pa. 19067 (215) 493-5636  
N.Y. - Al Woods, Washington & West Ave., Saratoga Springs, N.Y.  
12866 (518) 584-9555, 587-0932

Mass.-Conn. - Ernie Baker, 18 High St., Norwell Mass. 02061 (617)  
878-5462

Maine-N.Hamp.-Vt. - Webster Fox, 424 Alpine, Okland Maine

N.J. - Jack Powell, 13 Maplewood Circle, West Dettford, N.J. (609)  
597-4152

### OFFICERS ERCOUPE OWNERS CLUB

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Vice President .....	Donald L. Stretch 11 Harvey Avenue Yardley, Pa. 19067 (215) 295-4115 (Office) (215) 493-5636 (Home)
Secretary .....	Judy Labash RR 4, Lot 71 Swanton, Oh. 43558
Treasurer .....	Skip Carden P.O. Box 15058 Durham, North Carolina 27704 (919) 477-1832 (Home) (919) 477-2193 (Office)
Information Officer .....	Chuck Ferris 13264 Tripoli Ave. Sylmar, CA 91342
Supply Officer .....	Fran Heath 710 S. Woodbine Dr. Sapulpa, Ok. 74066

### CLUB ITEMS

The following Club items are available from Fran Heath, 710 S. Woodbine Drive, Sapulpa, OK. 74066 (918) 224-0644.

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1 Kit \$1.75	4 Kits \$ 5.60
2 Kits \$3.00	10 Kits \$12.50
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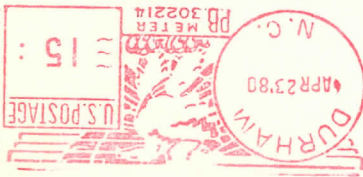
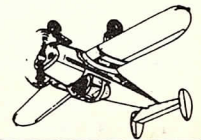
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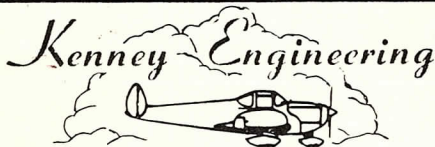
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