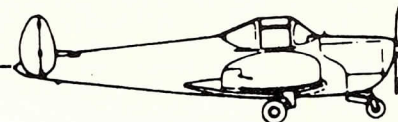


COUPE CAPERS

NEWSLETTER OF ERCOUCPE OWNERS CLUB



VOLUME 9, NUMBER 2, JULY 1980

Editor: Skip Carden

RICE TWINS TO APPEAR AT BOWLING GREEN

Ralph Johnson of West Palm Beach, Florida, has made arrangements for the Rice Twins to speak to us at Bowling Green. They are the only identical twin Dwarfs in the world! Ralph's letter reads as follows:



Dear Skip,

This is Johnny & Gregg Rice that you have seen on the Real People T.V. Show a few times.

They are now with Paramount and are taping their own show and it will premier in November, 1980 on ABC stations.

If the Lord's willin' and the creek don't rise they will be with us at Bowling Green National EOC Fly-In. And they will deliver a two barrel speech.

They are being paid \$1,000.00 per speech all over the nation, but because, at heart they are Erco Coupe owners too, there is no charge, and also because they want to attend an Erco Coupe Fly-In, they are going to be there.

Since they were little boys (hey, they still are little!) they have wanted to learn to fly and, of course, Erco Coupe is the only way they can go. So, maybe between takes on their shows they will get time to get that special Erco Coupe Pilot's License.

Thank you, Skip,
Ralph Johnson

PALMETTO AIRFORCE TO ATTEND NATIONAL

Palmetto Airforce — Who in the world is the Palmetto Airforce?? This is the question that I asked as J.W. Coleman first told me about the existence of the group. J.W. and friends have 6 coupes in the Squadron and one Cessna 172. Three of the coupes are painted camouflage and the other three are due for paint in the near future. The 172 is also the staff plane and I believe that he said it was painted to match the three.

They have their own decals, patches, uniforms and would you believe, dog tags?? They really enjoy the coupes and fly formation, do water bomb drops, and dog fight. They are becoming quite famous in the south. Their leader, J.W. Coleman, has also volunteered to be the wing leader for South Carolina and hopes to put on a fly-in in the area in late summer or fall. I know we will also watch the skies for these Heros to keep our land free.

Skip

RENTAL CARS AVAILABLE

University Ford, 1089 N. Main, Bowling Green, Ohio. Phone 419/353-5361. Pinto — \$12.95/Day + 12 cents/mile — Fairmont — \$14.95/Day + 14 cents/mile — Mustang — \$16.95/Day + 16 cents/mile.

WIN A FEW LOSE A FEW

Dear Skip,

Got my red flag on Coupe Capers the other day. My, how time flies when one is having a good time in one's little coupe. Enclosed is membership dues and something for Fred's fund.

About the Valve - I was going to tell you about - the story is about 6 days long but I'll shorten it some. It goes like this:

Several times the little C-75 would run rough on both mags when the engine was started and cold and this was over a 1 year period, and, after running a bit it would stop. I checked different things but found nothing. On a trip to Iowa she started to miss in a heavy rainstorm. That was keeping me rather busy, but the missing stopped when I pulled the carb head — ice maybe?

I landed in Des Moines (all but IFR) with a 727 in the clouds somewhere — just after I pulled off the runway I knew where — about 200 yards behind my little tails — radar separation? Anyway, back to Davenport, Iowa and then to Lincoln, Neb. the next day — ran like a top. Stopped for fuel, but they were out and with 1/2 gal. We were there until more arrived - the next day - still no gas so we talked 2 gals. from another pilot's plane. Cranked up & "the bad fairy had camped on our little Coupe during the night - 'cause she tried to shake the little 75 from her mounts. The first plug I pulled, No. 1 left bank, was full of oil. My heart sank - 300 hrs. on major - this isn't happening - she ran great yesterday. Gloom set in! The airport was a North-South small airport, but it seems like large crowds gather when something does - so they did when the little Coupe coughed up her cookies. The Mech. there wasn't really too concerned & went about his business but handed me some tools and I set about doing major surgery on the jug. When removed the intake valve was wide open.

The FBO let me use his car (for 4 days yet), thanks, Owl Aviation, and I took the jug to Lincoln Aviation at the Big Airport 7 miles away. They had to DRIVE the valve out with a very big hammer. The guide had very little carbon in it. The problem - the guide had never been reamed to size. Parts came next day, re-installed jug - no valve clearance on intake valve. (Understand I'm building a home built - but I've never had an engine apart before). Removed the jug again and put the hyd. lifter in my built in aircompressor (mouth) and flew - a piece of junk flew out and it now worked fine - begin reassembly.

NOW - stage right - enter Mech. — meaning well — wants to pull rocker tower off of left rear jug to check the springy---ness- of the push rods. I voted against it, but too late. Out came the push rods, and unknown to me, along came the little cup insert in the cam follower. Mech. turns prop when he couldn't get the push rod back in - out comes the cam follower and crushes itself on the fallen cup. Now - mech. exits - Stage Right - me; I had no idea what had happened inside my little engine (nor did I know this was going to be a 3 page letter).

Well, I couldn't get the push rod in either, so I finally pulled the back jug - when I saw what was wrong - my gloom turned to boom and five letter words began to flow as my brain kept the 4 letter words from making people think I was upset. (Stay tuned, the worst is yet to come). Back to the big airport for advice, as I didn't want to pull the engine and split the cases ooooooh! The advice was as follows: use a pair of pliers and make the cam follower round again. Now I ask you, what have you ever returned to roundness with a pair of grippers? Especially something that has 2-5 thousandths fit. More 5 letter words and 6 letter thoughts. This was Saturday morning - close at noon - the big airport had a metal lathe - back to town for a punch the same size as the follower - no luck - so I bought a big one and was going to have them turn it down and taper it to fit the cam follower - no luck - just brake our small chuck and the other one takes 4"-8" material - more 5 letter words. Finally (it's going to get worse in a moment) I found a Sears socket that was small enough and the taper looked eyeball perfect.

Sooo — back to the little airport, put the socket on a long extension and began to tap. I knew it. It worked and the cup slipped right in neat and nice - got it made said I. Jeppers, page 4, actually day 5.

Sunday morning I cranked her up while holding my breath. She started as I was just a pale blue. Good girl 'Coupe, guess we showed the 481,963 people standing around waiting to see you blow up. Shut down, check things out, load up and we'll only be 2 hrs. late for the time we told Grandad we'd meet him for Sunday dinner. Couple more run ups - and - here comes the WWI fighter Ace burning down the runway - up - up & away - and good bye little airport and little birds (the ones that kept bombing my coupe as well as me - on the head,

while I worked.) 300-400-500-600-700-750 ft. in no time at all—and then—I watched the tack wind down to 100 RPM in just 2 secs. Doo Doo (my wife) and I looked at each other and then out the window and below as (1) houses (2) trees (3) power lines (4) tall buildings (5) cars (6) towers—but no place to park one Coupe. Finally - a 4 letter word..... S--- We've lost power and total quiet - 30 LONG, LONG, LONG seconds of pure quiet. Now what? What looks like the safest spot to pile us? I was checking gauges, pulling knobs, pushing primer, you name it - Suddenly - for no reason, the roar I sometimes grew weary of, was again in my ears - God what a wonderful sound!

Reason & Lesson: the 5 days on the ground were hot days & cold damp nights. And I didn't shake the wings as usual to get the drops of water off the tops of tanks. Maybe[hat wouldn't have helped either since they only 1 gal. each.

Well, I'm going for page 5. Must be love - never wrote my girlfriends this long a letter.

During the 30 sec. of FLAME OUT my mind raced through all I had done to the engine in the past 5 days. It took about 5 sec. - as time seems to slow down during a crisis, and your life doesn't pass before you - and I quickly decided that there was nothing wrong and that this could not be happening. Not the entire engine going dead. But - water won't burn - and even as good as Fred made the Coupe - the Coupe won't burn it either.

I'm really proud and happy that God has picked the Ercoupe as the plane he enjoys riding in. He's not my co-pilot - He's my pilot - and I enjoy riding with him.

Sorry this letter got so long, but it didn't take near as long to write it as it did to live it.

Keep the Capers coming. Next best thing to flying.

Dr. R.K. Seng

"COAST TO COAST IN A CHEROCOUPÉ"

(Before I begin I would like to preface this article by telling you the great services that were provided me by the AOPA. I was able to obtain all the maps and charts that I needed from them. They also provided me with a complete flight plan - at no cost - and went out of their way to help me. I would recommend that anyone who is not a member join! I got my year's dues in this one trip that they planned).

Flying coast to coast is no longer an unusual happening. Large planes zip back and forth daily in very dull and routine trips. But to fly your own aircraft coast to coast is something else! With the excellent flight plan provided and a super high over most of the U.S., my navigator and flying buddy, Stuart Henderson, and I departed early Saturday morning bound for Sulphur Springs, Texas, we hoped. Other than the area over the mountains, the first day passed in relative ease with our covering the distance to Sulphur Springs just as we had planned. We landed just before dark and caught a cab to the motel. On the way in we learned that a Rodeo was being held that nite and being raw easterners, we thought that would be worth seeing, even if we had flown for 9½ hours that day. Well, we were not disappointed at all. We saw them ride bulls, rope steers and wrestle bulls to the ground. A real treat for two easterners.

We had decided to get an early start and climb to 9500 and overfly the Dallas TCA. The weather reports the next morning were less than encouraging. 2500 scattered, 3000 overcast, lite rain, visibility 10+ miles. As we departed we decided to contact Dallas Approach and get vectors through as we could not climb over. The closer we got to Dallas the worse it got. Finally, at 1500 feet in rain with lowering visibility, we asked for vectors to any nearby field. As we landed, we noticed that the wind was increasing and it was beginning to worsen. A call to Flight Service confirmed this and we decided to wait it out. After several hours things looked as if they were improving, so we called FSS and they told us if we could get .30 miles west of Dallas, all was clear. So off we go, but the controllers refused to work us as they said that traffic was too heavy and weather too bad - so back for a landing. When we got back I called FSS and was told I could stay under the floor, fly north and then west and would be clear - off we go again. My navigator gives me compass headings and we look for check points - all checks - a time SW and the weather begins to clear and in 15 minutes all is clear and we are on our way, after losing 3 hours of valuable flying time.

We begin to notice that our ground speed is slowing and weather reports confirm our suspicions of strong winds, but we press on. Approaching Abilene, Texas I see what appears to be a reddish brown cloud and the closer I got I realize it is a dust storm. A quick call to Abilene Tower and we land to check it out. After lunch we were told that 40 miles west it was clear, so we get our trusty maps and see a railroad around Abilene going our way - so away we go 500' AGL over the railroad. The further we go the better it gets and sure enough, in about 30 minutes we are out of the dust. Ahead are clear skies and good flying - or is it? We begin to notice a steady drop in airspeed and increased turbulence. The ground speed drops to 75 knots. We continue to press on and wonder if we will make El Paso by dark. Stuart makes some hasty calculations and says there's no way we can make El Paso today. We decide to land, rest up and hope the wind will let up by tomorrow. We decide to land at Midland, Texas. This is where we were given a car to use by Mrs. Browne of Browne Aviation. After a shower and a good steak, things began to look up.

The next day we were up early and ready to leave at 7:00 so we could make up for lost time. The wind even seemed abated, but bad news - no gas available at Midland. No sweat, there were several fields along our route and we had about 1/3 tanks. We soon landed at Wink, Texas for fuel and a FSS briefing as the wind was increasing. Topped off and with the bad news of severe winds and turbulence between 12,000 feet, we began to climb. With a ground speed of 65 knots I raced a red V.W. for an hour before I could pass him. We reached 12,500 just before the Guadalupe Pass and it was smooth as glass except for the slow ground speed. Soon El Paso came into view and decided to fly lower and see if we could pick up some speed. About halfway to Cochise VOR we lost Columbus and couldn't find Cohise! Ahead were mountains with 8 and 9 thousand foot peaks and we were at 3,000. Up we go trying to climb and hold a compass heading as now the radio wouldn't pick up a thing. As we cleared the Peaks, Cochise came inland and when we called FSS they were quite concerned as we were 24 minutes overdue on our flight plan to Tucson. We advised them of the severe winds and told them to amend the flight plan. When we landed in Tucson we had only 7 gallons of gas left - about one hour. As it was still early, we decided to visit in Tucson for the evening and leave for LA the next day. The rest of the flight to LA was relatively uneventful except for lunch stops in Palm Springs and the steady winds. We landed at San Fernando and had two lovely days in LA, while trying to call many of you, but couldn't catch up with you - Maybe next time. Leaving early Friday, we left LA for Phoenix and would you believe, the winds had shifted and again we had head winds and severe turbulence. 40 knot winds in the Banning Pass! We pressed on and made Phoenix O.K. The severe winds on Saturday prevented them from having as good a turnout as they had hoped, but we had a real great time anyway.

We decided to go home the northern route, hoping for better weather, but the High had moved to mid US and the winds were easterly and again no ground speed. On into Albuquerque for a full stop and a snack and off eastward again into Texas and then to Oklahoma and an overnite at Will Rogers in O.K.C. We had heard reports of a frontal area that we were overtaking and were advised of snow and some icing at 4000 feet, so we left OKC with hopes of Ft. Smith and then to Leonard Page's. Well, with lowering ceilings and temperatures we landed at Ft. Smith to wait out the weather. After a two hour wait we decided to press on to Leonard's. After leaving Ft. Smith we began to notice the ground was covered with snow (they had had 2" overnite). At the Danville intersection we found the airfield Leonard had told us about. We made several low passes to determine if it was muddy. It looked o.k., so down we went. On landing we couldn't find a phone to call Leonard and after a while decided to press on for Little Rock. At Little Rock we learned that Memphis was broken and some lite rain so we decided to go for Memphis. My navigator laid out a course and away we went. We soon arrived at Memphis in a lite rain and were vectored right in for a landing. Another overnight in Memphis and hopefully on to home. When we arrived in Chattanooga, we were told of snow to the north and lowering ceilings. After a brief discussion we decided to head further south over the mountains and then north to Carolina. By early afternoon we were on final for Mebane International Runway 3 (grass) and home after 10 days of flying.

Now, some observations for anyone planning a long trip such as this. First, find a good co-pilot navigator. Stuart told me where we were, how far to the next VOR, how far we had been, ground speed and time in flight. He was virtually an on board computer and all I had to do was steer the plane. He would even tune in the radio and check the frequencies. Don't be in a hurry, have plenty of time and be prepared to wait! Also, file a VFR flight plan, it is well worth it and is free for the asking. Don't take chances with the weather, it kills. Be sure your airplane is in good condition and all radios and electrical gear are in good order.

Some facts about the trip. We used 356 gallons of gas, 4 quarts of oil and flew a total of 48 hours. Not bad for a Piper with 2000 T.T. Would I do it again? Well, when I got back I said no - but if I had more time, I am sure I would go again.

Skip



Norman Mege, Region 11, Grand Champlon

ball (2) possible corroded aileron push rods (3) a possible weld point in the control column that should be die-checked not to mention fixes for these problems and fuel feed problems, fuel contamination problems, mixture clogging problems, gascolator problems, starting problems (to mention a few that I can remember without checking my back copies)? In *Coupe Capers*. NOT in *Pilot*. Not in *Sport Aviation*.

Capers is devoted exclusively to YOUR type of plane. The hazards YOU may encounter are pointed out and suggestions for correction are given.

Coupe Capers gives you a forum from which to seek help. In fact, the very letter, in which you made your judgment YOU asked for advice about shoulder strap installation in a coupe. You didn't ask AOPA or EAA.

AOPA *Pilot* has had only one Ercoupe article in years. . . and IT was written for non-coupe owners. *Coupe Capers* readers have had all the information in that article for years.

Need personal advice on a coupe matter? Larry Blauvelt will answer your question, and then publish the question and answer in *Capers* to help everyone.

Coupe Capers has Ercoupe fiction, Ercoupe cartoons, Ercoupe history, Ercoupe performance data, Ercoupe modifications, Ercoupe advertisers.

Ercouping is a social event. An Ercoupe is more than a way to GET THERE. It is a reason for going. Oh, Oshkosh is bigger by far, but for me, Tahlequah and Bowling Green are more fun. . . just plain fun. (And helpful, too)

Ercoupe Owners Club has a nationwide network of regions and wings. Need to talk to an informed owner about a problem you are having with the mechanic from the local FBO? Call your regional director. You can even place a call to Skip Carden, if you like. He will talk to you. Will Paul Poberezny do the same?

Bill, I'm a member of EAA and AOPA, too. But their memberships aren't 60% as valuable as Ercoupe Owners Club. . . not even close.

Chuck Ferris
Ercoupe Owners Club
Public Information Officer
13264 Tripoli Ave.
Sylmar, CA. 91342

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

1948 Model E, 960TTAE, 360 SMOH, Annual Due 10/80, Irish Linen wings, hangared since new, strobe, clock, KX-150, believed to have original interior (fair) excellent paint regularly waxed, log books since factory. Call 312-892-0988 after 4:30 p.m. C.D.T. No collect please. \$5500.00. Randy Harvell, 805A No. Gladstone, Aurora, IL. 60506.

FOR SALE

1946 Ercoupe 415D, 85 hp, 900 SMOH, 1400 lb. gross, new ceconite, Randolph urethane exterior, new interior with bucket seats and sound-proofing, bubble windshield, large rear windows, new exhaust, rebuilt mags, new battery, rebuilt brakes with stainless discs, bellvue springs, wheel pants, new tires, 90 ch. radio with intercom, two headsets, strobe, gyro panel, very clean. \$6200. Larry Job, 996 Emmons, Lincoln Park, MI 48146 (313) 383-9309 any evening.

FOR SALE

1970 Mooney Cadet, good condition — \$10,000. Call 309-473-2934.

Starduster — ready for cover, "O" time I-O-360, constant speed prop. Call 309-473-2934.

WANTED

(1) Metal climb prop for an 85 hp 415C Ercoupe. Must be yellow tagged or otherwise in perfect condition. My 71-50 won't get me out of a short airport on hot days without overworking my adrenalin pump. Write or call with specs and price (No collect) Betty, 215-639-6536 or P.O. Box 164, Cornwells Hts, PA. 19020 - Charles J. Schrey Jr.

WANTED

Rear case for C-85-12. Call 309-473-2934.

HINTS "N" TIPS

Dear Skip:

I have experienced some of the problems of members as reported in the May *Coupe Capers*.

I had compass problems similar to H. Coval Conant. I installed a brass Tee handle on my starter cable and still had it. The steel square tube that forms the upper windshield support had become magnetized. It was necessary to borrow a TV repairman's de-gaussing loop and use it as he directed to de-magnetize the steel member.

Earl Meyers' Ercoupe sounds like it is grossly out of rig. The control rigging should be re-done religiously from scratch according to the Ercoupe Service Manual. (Univair item UC-1721 for \$7.00). Perhaps Jon Hiles of Springfield, Ohio could recommend a mechanic in that area.

Anthony Cervone probably needs new main gear rubber shock pads (do-nuts) to begin to correct his low tail problem. If the top of the fin is still not up to 75 inches he needs to shim up the main gear by adding 1-1/8" I.D. washers under the upper clevis of the main gear pistons. I had to shim up my main gear in this manner after converting to the double nose fork which raised the nose of my coupe over an inch.

Anthony Cervone's shimmying single fork nosegear needs a progressive analysis. It most likely needs a nosewheel bearing replacement, but before flight the scissor and steering collar area should be examined for excessive looseness. Lost motion in one or more of these areas can contribute to the tendency to shimmy. Disconnect one end of the steering scissor and verify how loose the knee joint is. If the knee part of the scissor is sloppy, the scissor needs replacement if it is the steel type, since it is not feasible to re-bush it. If replacement is necessary, the forged aluminum conversion is the best way to go. If the steel scissor knee is O.K. then the scissor end bearings are to be verified. The upper and lower scissor connections consist of steel sleeves rotating in micarta bushings. The steel sleeves have tiny notches at the ends to keep them positively locked to the steel scissor member. I have seen nosegears where someone has ground those notches off. The scissor end thru-bolts on the steel scissor must be firmly tightened and cotter pinned. There should be no visible or feelable motion as you try to move the scissor from side to side relative to the fork or the steering collar at the upper end. If there is movement between the attached components the micarta bushings need replacement. If the steering sleeve and steering collar assembly can be moved up and down more than a few thousandths of an inch it needs correction by shimmying or replacement. 1/64th of an inch is 16 thousandths. The steering ball tightness should be examined. It is easily adjusted although conversion to the rod-end type makes more mechanical sense. Last, but not least, is to verify the wear between the nosegear cylinder where it fits in the large brass bushing at the bottom of the outer cylinder. If you have the non-chromed inner cylinder, a little rust can wear this bushing in a hurry.

Maybe a letter this long should have been in serial form.
Yours truly, Bert Ellegaard, Minesota Wing, E.O.C.

Dear Skip,

Please pass the following information on to: "J. Pat Kennedy of Alaska."

Pat, I had to replace the bottom skin from firewall aft to battery compartment with the help of A/C mechanic. I did most of the work. I bought .040 aircraft aluminum, replaced part of firewall (lower) as well. I riveted with a bucking bar back up and pop riveted with pop riets when I couldn't use bucking bar for a back up. Cut your aluminum to fit the same as putting plywood in boat construction. I used .040" aluminum in my plane in that area and it is stronger than ever. Add a few lite .020" ribs and gussets where practical.

To Anthony Cervone — (1) Add 2-1/4" alum. discs (washer shape) same size dia. as your present steel donuts (2 per gear); (2) Nose shimmy most times is due to unbalanced tire or tire out of round.

To A. Blumberg — I flew along side of my friend in his Coupe. He rolled 4 Straight times and made a loop also. He said his loop is a little sloppy due to limited up control.

Sam Steele
1321 Aztec Ave., Metairie, La. 70005

HINTS "N" TIPS

Skip,

A special thanks to you for publishing such a fine paper and to those who are contributing the great maintenance articles.

My 415D received a partial heart transplant (one chamber) a week ago. So he's now in good health and we expect to see you all in Bowling Green.

I want to pass a maintenance tip of my own along to all of you within a couple-three hundred air miles of Kansas City. The BEST mechanic I know of has taken up residence a few miles SE of Lawrence, Kansas. Last fall he bought a small turf airport called Vineland Valley. The airport had been almost closed for a few years and hopefully he will be able to make it blossom again.

The owner's name is Dave McFarlane. A year ago Dave was the mechanic at Ekman Field at Des Moines. He did a fair amount of work on 3802H both before and after I bought it. His work is always of excellent quality, completely thorough (as you'd expect of a ten year crop dusting veteran), and reasonably priced. Dave knows that many of us Ercoupe drivers are not listed with Dunn and Bradstreet, so I've always gotten five hours of good work for five hours on the bill. And he understands the aircoupees themselves.

If you need work done go there! If you live near K.C. Mo. Dave's got hanger space and a good home for your Coupe (or Cherocoupe).

P.S. We rerouted the crankcase breather tube over the engine before it goes down: No more oily belly.

Ed Burkhead

HINTS 'N TIPS

Problem

Dear Larry,

Since you so generously indicated a willingness to help with Ercoupe problems, I have one or two that are puzzling me. This is a 1946, 415D main landing gear concern.

I'd like to continue using the rubber shock pads (doughnuts) but can't seem to get the tail up where it should be. When I got the plane it had 5 washers (about 1/2" thick overall) above the bell-housing (see drawing). This raises the tail just fine BUT reduces the shock strut piston travel by that same 1/2". I removed the washers which really lowered the tail. I next added washers between the shock pad spacers to take up some slack that existed there. That raised the tail a bit but it is still 3" or so too low. My pads are fairly new and no slack now exists. Do you think the washers can go back on above the bellhousing without adversely affecting shock action? Any other ideas?

About the shock strut itself, I've heard that the addition of Neoprene cup type seals to the end of the piston, in addition to existing "o" rings, and use of Auto ATF fluid will seal the strut better and improve shock action. This uses the original cup-seal idea but in neoprene so that heavier viscosity fluid can be used. Any comments on this?

Thanks a lot, Larry, for any help you can give me.

Wayne Lawler, 2900 Tumbleweed Lane, Fort Collins, CO 80526

Answer

Dear Wayne:

Re your letter 5/23/80 - washers as shown are in wrong place and wrong O.D. When placed between pad washers the pads compress the pad washers around the small O.D. washers. Effective lift of tail is minimal.

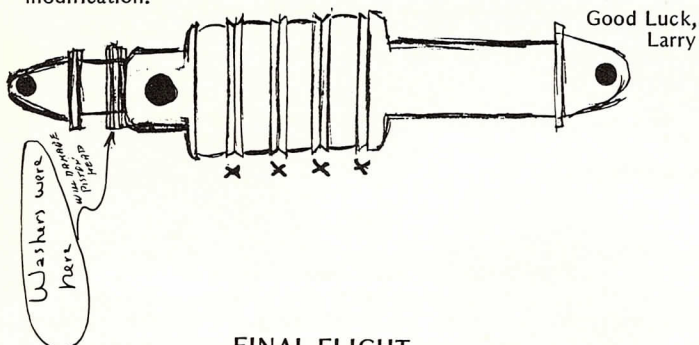
Make 4 - each side - washers - .050 aluminum same hole I.D. as pad but O.D. 1/8" less than pad support washer and place at "X". That will give you more tail lift than the other washers.

Tail height will vary between 6'0" and 6'3"

Also, air pressure and amount of tread on tire will change tail height, also nose tire tread and pressure.

The change over to Skyport strut shock cup kit will improve your landings so much that you will be amazed.

Follow directions issued with kit to the letter. It is a worthwhile modification.



FINAL FLIGHT

I got a call from Glen Becker who related the following to me. Buck Winn a former Ercoupe owner and pilot recently passed away. Buck was a resident of Texas and was acquainted with several of our Texas members. It was his family's request that an Ercoupe Fly-By be held at the funeral. Glen arranged for this and the formation was one that had a missing plane in the formation. There was a single low pass West as a final tribute. To my knowledge this is the first time a formation has been flown for a fallen Couper, but I must say that I like the idea. Maybe it can be expanded, what do you think? Thanks to Glen and the Texas wing for providing this service to Buck's family.

COMING EVENTS

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

National EOC Fly-In July 3-6 1980

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.

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

BUDGET RENT A CAR FAVORED SAVER PROGRAM

"Great News"

We are pleased to announce that Ercoupe Owners Club has just negotiated a money saving discount arrangement with Budget Rent a Car for the benefit of all Ercoupe members. As a Budget Rent a Car Favored Saver Customer you will receive a discount of 20% off regular time and mileage rates (excluding the cost of gasoline, sales tax, collision damage waiver, personal accident insurance, or drop-off charges) for compact or larger size cars at participating Budget Rent a Car locations. This discount offer does not apply to unlimited mileage or pre-discounted rates, and is not available in the State of Florida. Just present your Favored Saver Identification Card along with an acceptable major credit card at the time of rental to receive the discount. With over 1,700 locations to choose from worldwide, and with over 400 in-terminal locations, Budget will meet your needs for business travel, vacations, week-ends, or whenever you need a car. Locally, you will find Budget locations nearest you by looking in the Yellow Pages or for out of town reservations, call Budget's toll free reservation number, 800/228-9650.

For your Favored Saver Card, send a self addressed stamped envelope to Ercoupe Owners Club, P.O. Box 15058, Durham, North Carolina 27704, giving your membership number.

IN CLOSING REMEMBER !

- Plan your flight to Bowling Green Well in advance.
- Be sure you have your Pilots Certificate and medical.
- Be sure you have your certificate of airworthiness and the aircraft registration in the airplane.
- And don't forget are you current with your BFR?
- For any cross country a survival kit is nice to have on board such as the Pocket Tent Emergency Pack available from Aircraft Components for \$3.95.
- Don't take chances with the weather, get there a day or two late, BUT GET THERE IN ONE PIECE!

Skip

AREA NEWS

REGION 1

Skip,

I want to thank Daryle Lessard for the great job he has done as Washington State wing leader in organizing the group of 40 Ercoupees. We are sorry to lose him as a wing leader but hope his new job will eventually give him time to at least fly his plane.

The club would also like to welcome Bob Packett as Washington State new wing leader. I know he and his wife, Dolores, will do great things in the Washington Area. Bob Packett, 4837 Sandra Lane N.E., Bremerton, Wash. 98310 Phone 206-377-6217. (Owns Coupe N99997).

Dear Northwest Coupers,

We were delighted to have company on our flight to the April gathering in Albany. We flew over to Hutchison Airport to meet Mary Ellen Levulett, took off from there and met Jim and Aggie Prosser in the air. It was a rather misty, cloudy day - - not at all pretty - - but the flight was smooth and we found two Coupes there ahead of us - - Tom Newton on the ground and Roscoes on final. Jack Martin and Ken Damewood each drove in, as did Karen DuVal and her Mother, and the Gibsons.

There were quite a few items for show-and-tell - - Tom Newton brought a bank check with the Coupe design now available through many banks; Dick Roscoe had a large picture of Mt. St. Helens erupting steam (available for \$10 from Aerial Photo., 744 Cessna St., Independence, Ore. Airpark); Mary Roscoe had a "Fresh Oregon Flyer" T-shirt, and she and Dick were wearing jazzy red crocheted caps labeled "World's Greatest Pilot."

With the price of gas there was discussion again about the advisability of using locking gas caps when parked. Get three with the same key number from your auto parts dealer. The kinds which fit our Alon were: Edelman EG-752E, Stant G-752E, Gates GAS-416, A-C GT-81L, or DOLE DGL-103E.

Also, Roy mentioned the existence of small plastic inserts for the drip holes in the bottom of the plane which will increase the drawing off of moisture. Roy has a whole bag of these which he will gladly share.

Since the last fly-in we have heard from Walt Seely that he has bought an Alon from the Phoenix area and hope he gets checked out in it soon and can join the outings.

We've also had the pleasure of a few visits by Ken and Dorothy Damewood. Ken and Roy have been trading info and work on their wing levelers and are gradually ironing out the bugs in the compass tracking feature.

Furthermore, thanks to Jim Prosser, who is now licensed to do air-frame work, we have our annual quickly and thoroughly out of the way for another year. It's always a relief to find a mechanic who knows Ercoupees! However, I had the honor of being chosen to be that lucky person who got to slink back into the tail section to spray paint a section with that lovely pea green stuff. I'll never be the same!

The National Fly-in at Bowling Green, Ohio is almost upon us. Prossers will be leaving early, planning to visit along the way. We will leave from Redmond about 6:00 a.m. on Saturday, June 28. Damewoods plan to leave the following Monday. Roscoes will fly commercially. Let us know if you want to join up.

See you all at Sweptwing at Albany on Sunday, May 18, at 1:00 p.m.
Roy & Eileen

AREA NEWS

REGION 7

First I want to thank Ollie Henry for the help he's given us as Wing Leader in the State of Texas. He gave us a wonderful and successful fly-in last year at Taylor. Gene Taylor of Houston, phone (713) 861-4604 daylight hours - will be replacing Ollie as Wing Leader. Gene is also the man in charge of Region 7 Mass Fly-Up to Bowling Green. He will be notifying Coupe Capers shortly of his plans. All Squadron leaders, or coupers not in squadrons, may contact Gene for details on the mass fly-up.

Jerry R. Franklin, Rt. 1, Box 188, Oil City, La., (318) 995-7917, after 6:00, will be replacing Sam Steele as Wing Leader of Louisiana. We want to thank Sam very much for helping us. If you noticed in previous Coupe Capers, Sam has made a number of mechanical recommendations and is an enthusiastic couper. Anyone in Region 7 wishing to be a "Squadron Leader" where you have 2 or more coupes in an area when you can get together and are willing to help. No vast experience or special knowledge required, just a desire to help, please contact your local Wing Leader and volunteer.

I have noticed by Coupe Capers that we have had several accidents regarding fuselage fuel tanks. Please, all coupers do this yourself, or have your mechanic do it under your watchful eye: Stand on the wing, with your back to the cockpit, lie down in the seat, facing up, scott up and with a good light look under the instrument panel, move your

control column fore and aft and check for anything that might touch or bind or might even be close to your control column. If so, properly secure the items away from the control column. Then reach up and shake your fuel tank. If it is loose and if you have the strap type, tighten and "safety" your turn buckles. I further advise that at the first opportunity have your A&P rebuild these straps out of stainless steel. Depending on what you think your life is worth, this is a cheap investment. On several I have added a fore to aft almost center stainless steel strap with a heavy turn buckle to the instrument side. Several points here: (1) those aircraft not having turn buckles replace the elastic stop nuts with new unused elastic stop nuts. Also make sure all straps between them and the tank have 1/8" thick felt or webbing as wide as or wider than the strap.

Region 7 will have an annual Regional Fly-In at Mineola, Texas on August 16 and 27. Activities will be from Saturday morning to Sunday noon. We have found a wonderful small town here with unobstructed runways and plenty of clean Texas air. Several motels in town are the most reasonably priced I know of. There'll be plenty of 80 and a big Texas welcome from the operator and Eddie Hearn, our front man. Call Eddie at (214) 569-2595 or write Eddie, 204 West Front Street, Mineola, Texas, and be sure to send your reservation money at once to Eddie to insure a place to stay.

Mineola is east of Dallas, Dallas sectional. Those in Dallas need only to follow double lane freeway East. I'd like all coupers to call all your couper neighbors and make your plans. Let's make this the biggest Regional Fly-in in the nation. For those who would like to make the fly-in a bit longer, there will be someone there to meet you on Friday. Friday night - you can't tell!

If you want to camp on grounds at Mineola, there will be plenty of room to camp. Bathroom and water facilities available 24 hours a day. In case of rain campers can move into hangar. There'll be a special treat at this fly-in. The famous aircoupe Wasp, mentioned in Coupe Capers, will be on hand, along with its famous pilot of yester year.

The Texas Fly-in will be at Taylor, Texas June 14 and 15. Bring all your log books and current pilot log. Or pictures or history you might have of your aircraft. If you have an old famous flying celebrity in your neighborhood, bind him hand and foot and bring him along and tell us about him when you get there. Taylor has a wonderful cafe, and motel right on the airfield. There's plenty of 80. Mr. Holmes runs the airport and can be contacted at (512) 352-6329. The gentleman here at Taylor is a page in aviation history. It takes a bit of coaxing to get him to talk of yesteryear, but it is well worth the effort. Am looking forward to seeing all of you at the State, Regional and National Fly-Ins.

By the way, there's a "state law" in Arkansas which requires one to check in with Leonard Page at (501) 495-2647 if you get within 100 miles north, south, east, or west of Belleville, Arkansas. There's a paved strip right under the Danville intersection on the sectional, convenient to land to check in.

When you are down in South Central Texas, I am located on the San Antonio sectional approximately 50 miles East of San Antonio. (Beicker Ranch). So, any Couper passing this area is invited to drop in. I'll be seeing you at the fly-ins.

Sincerely,
Glen Beicker

FROM THE MAIL BOX

Dear Skip:

Thank you very much for the reminder card which covered the fly-in at Shenandoah, Iowa. I very definitely plan on making that fly-in again this year. All I can say is I hope I get the new brakes on old 99116 in time to get there. I'm replacing the goodyears with Clevalands. So here's hoping that chore is done in time.

I don't know if you knew that John Clark of Gurnee (?) Illinois got his fanny banged up pretty well in an auto accident. I understand he is a club member so I thought I'd pass this on to you. To put all at ease, I saw him just a week ago and he is getting around a bit - but slowly. That fellow sure has got it all together - he is starting to get the bug to get back upstairs where it is much safer.

Another item I wanted to ask about. Do you plan on publishing a newer and up-to-date copy of the Club Directory? I have worn mine quite ragged from chasing through it everytime I had for a destination I haven't hit before. You can be very proud of your membership. I have never run into a hard nose yet and I don't anticipate doing so after all my past contacts.

Ann and I are planning to be at Bowling Green after we make the Antique Fly-In at Blakesburg. We plan on getting to Blakesburg Thursday evening and spend Friday there and skoot over to Bowling Green for all the festivities. Naturally, weather is going to do a lot of deciding for us. It took us 3 starts last year before we got as far as Springdale, Ark., and there the weather grounded us. We finally got to Tahlequah by charter because it was still solid IFR in Springdale. But - we got there!

Here's hoping this finds all well with you.

Regards,
Bob Dermody

Dear Skip,

Enclosed is my check for membership in the Ercoupe Owners Club. After reading your "Coupe Capers Newsletter," I feel that just the tips from the Ercoupe owners is worth this membership fee.

I learned to fly in an Ercoupe and am partial to the low wingers, so, one thing leading to another, my brother and I bought an Ercoupe 415CD in November of '78. It needed quite a bit of work and I thought that maybe someone might be interested in all we did for good old N2472H. We rebushed the elevator bell-cranks, both fore and aft, and installed new pin bolts, rebushed both outer ailerone bell-cranks, rebushed both rudder control horns, replaced control column universal joints, replaced control quadrant cables, replaced brake pucks, rebushed main gears (modification zerk fitting), rebuilt nose gear, replaced side and rear windows, installed new instrument panel from Univair, added new D.G. and Attitude Gyro which called for a super venturi, took out VHT-3 and installed a Mark III, installed circuit breakers and installed a new landing light in the nose cowl. Through all these things, Mr. German of Skyport of Jackson, Michigan, has been a well of information and parts. Where Ercoupes are concerned, this man has come up with helpful hints and information which only experience can give a person. An example of a helpful hint, after hours of aggravation in trying to bleed the brakes and having no success, was to lift the slanted floorboard to allow the pedal to come all the way up. After this, the job of bleeding the brakes took five minutes. The pedal to cylinder stroke was out of adjustment. Now, this may not seem a big thing to some people but after adding a few words to Webster's Dictionary, it was the greatest bit of information to be had. To go into detail on the things we went through for these repairs would make a book, so if anyone is interested, get in touch and I will be glad to pass on the adventures. 313-231-3392.

My wife and I are just about ready to take the Ercoupe on a trip to Texas to see our son in the Air Force and decided that a fuel mixture control would be advantageous. I took a short trip, after adding this control and found very little difference. If anyone has any tips or information on this, give me a call or drop me a note as I would be interested in anything to do with this control. We did take a trip to southern Missouri and enjoyed our Ercoupe thoroughly and feel that this is the only way to go. We had two problems on this trip, the lack of 80 octane fuel and the lack of good, reasonably priced places to eat at the airports. We are not pop and candy machine people. Any tips on these two things from you other Ercoupe owners???

Thank you for the copy of "Coupe Capers" as we enjoyed it thoroughly.

Sincerely,
Marvin L. Dunlap
8181 E. M-36, Whitmore Lake, MI 48189

Dear Skip,

Here is my overdue dues and a little extra for whatever. I've owned my 1946 (85 hp) Ercoupe since 1977 and have been refurbishing ever since. The Club found me back then and the newsletters have sustained me ever since. It has been with some relief when I read of other members having problems with parts vendors and mechanics for I too have cried. I desperately need a mechanic to install a rudder pedal kit, one who has done the installation before. Many, many thanks to all those experienced members who put on paper their expertise.

Edmund N. Grono
2661 Cedar Avenue, White Bear Lake, MN. 55110

Dear Skip,

I believe I am overdue with my E.O.C. dues. Please find a check enclosed for dues and Fred Weick Scholarship Fund.

In my last letter I requested my Coupe Capers be sent to the S.C. address. Have been getting requests for my coupe parts. Have been actually giving them away to the members. Still have the wings and one main gear left.

Am going back north in May so will read the Caper up there.
Please let me know where and when the National Fly-In will be held.

Sincerely,
Leopold G. Scharf

I have heard of helping another Couper, but giving away parts — What a nice guy.

Skip

Skip:

Just finished the article in the March AOPA on the Ercoupe and had to write. I am one of the new members of the EOC and really enjoy Coupe Capers. I started flying again in 1978 after a ten year absence. When I quit I promised myself I would start back when I could afford to buy my own airplane. In 1967 I saw an Ercoupe and the owner took me up in it. It was love at first sight. So I decided when I bought, it would be a Coupe. Found it in November '79 in St. Louis, a 4 hour drive from here. My brother, wife, and I drove up to get it. Now I do have a private license, but at this time only about 60 hours total, with only 10 logged in the last 10 years. I made the deal, bought the plane

and started looking for someone to check me out. The dealer advised me that no one on the field could fly it and said, "Hell, you've got a private license, fly it home." I did! What a feeling. We left St. Louis, circled the Arch, and headed south down I55 to Tennessee. It only took 1 hr. 45 minutes, but the last 30 minutes was in the dark. Did I mention that I've never flown at night? Forgot to tell you how cold we got too. Heater? Heck, I thought that knob on the right was the rich, lean mixture. I set up my approach at Dyersburg and on final a funny thing happened. The throttle wouldn't go in — to make matters worse, it fell off in my hands. I made my landing by cutting the key off and on. As soon as the Coupe stopped rolling my brother got out and kissed the ground. I'll be the first to admit the absurdity and STUPIDITY of what I did, but boy did I want that Ercoupe and I only had that one day off and was so afraid it would be sold before I could get it.

I now have about 50 hrs. in SR 1193 and am tickled to death with it. It's the only one near here and everyone has to look at it and ride in it. I am teased about "putting it on" instead of getting in it since I am 6'3" and weigh 200 lbs. The articles in Coupe Capers have really helped me especially in my crosswind landings. The first few I made were really hairy, now it's so easy. The coupe handles like a dream, what other aircraft could a person get into and fly with no instruction? (What sane person would try?)

I would love to meet other Coupers, swap info and lies with them, but I don't guess I will get to come to Bowling Green. I would invite any Ercoupers flying by Dyersburg (northwest Tenn) to give me a call. I would love to meet you. I could probably put you up for the night if you needed it. Till Later

Happy flying,
John E. Braddy
Rt. 1, Halls, Tenn. 38040

"A coupe is a forgiving Airplane"

Skip

Dear Skip,

I guess it's time to pay dues again, so if I pay them do I get a prize? Well, we are starting to get back to a more normal activity now that the rain has stopped.

Had to move my Coupe out of the hangar because of the water behind Prado Dam, had 6" of water in my hangar, but was lucky. The guys at the west end at 10' of water.

Got the phone call at 4:00 P.M. on Monday to get my plane out. The Corp. of Engineers said the water would be 6 ft deep on our end by Wednesday. So I went from work to the airport. Had to walk the last 3/4 mile because of all the planes being pulled, pushed, hauled and any other way they could get them out.

When I got to the hangar Gary Walker said "Your plane is already gone." Now, by golly, what do you think of that? My Ercoupe buddy, John Coe, has a key to the lock on the hangar, but where he got the key to the mag switch I don't really know. But he flew 3577H to the Riverside Airport. The greatest people own Ercoupes!

I took the Coupe up to Wayne Olson's and left it in his back yard for about 3 weeks. He took it to the Radio shop at Apple Valley Airport, boy is it great to have a good working radio.

To make a long story short, I finally got old 3577H back home Saturday, March 15, when we returned from Lake Havasu, where we met with the Arizona group for lunch, and a great time we had just shooting the bull. Had 14 coupes. Those who didn't make it sure missed a good flight.

Hope to see you at the National.

Jack Owens

Sure enjoyed seeing you at the Arizona Fly-In. You really have a good group (Calif.) and I always enjoy seeing you.

Skip

Dear Skip,

Enclosed membership fee. Time rolls fast.

Been meaning to pass this one along: I flew down to Mobile night after Frederic hit. Landed at a small field. Saw a newly rebuilt, painted Ercoupe on its back, demolished. Also saw an Ercoupe "dog" which had been there many years nearby and unscathed. A man living nearby told me that the "dog" broke two of its tie-down lines (one wing and rear). It "went round and round, hopping up and down, putting lots of mileage on the tires," but came out undamaged.

Looking forward to seeing you at the Fly-In.

Best Regards,
Cliff Sinclair

Open Letter to Bill Horstman

Dear Bill,

In the May 1980 *Coupe Capers* you stated that *Coupe Capers* was not 60% as valuable as AOPA or EAA memberships. Boy, Bill, did you miss the boat on that! To an Ercoupe owner, *Coupe Capers* and the Ercoupe Owners Club is several times the value of ANY other club.

Capers has probably saved many coupes from dangerous crashes. Where did you first read about the potential danger of (1) weak steering



UNIVAIR AIRCRAFT CORPORATION

(303) 364-7661

UNIVAIR

- FAA TYPE CERTIFICATE H
A-718, A-787
- MANUFACTURERS - ERCO
MOONEY M-10 PARTS UND
CERTIFICATE # 414.
- ORIGINAL PARTS
- SERVICE AND CONVER
- ACCESSORIES
- PROPELLERS - WOOD AND METAL
- TIRES, WHEELS AND BRAKES
- WINDSHIELDS
- MANUALS (BULLETINS AND MEMORANDA, OWN-
ERS, SERVICE, FLIGHT, ERCOUPE
ELEMENTARY FLIGHT MANEUVERS
AND MORE)

Plant, Offices and Warehouses:

"KCF"

Route 3, Box 59, Aurora, Colorado 80011

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.

OFFICERS ERCOUPE OWNERS CLUB

President Jim Fohr
2124 Wawkesha Road
Caledonia, WI 53108
(414) 835-2111 (Office)
(414) 835-1222 (Home)

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.

MODELS

1 Kit \$1.75
3 Kits \$4.25

2 Kits \$3.00
4 Kits \$5.60

Don't Fly a
DOG



DRESS IT UP WITH A NEW *Airtex* INTERIOR!

All Items **READY-MADE** for Easy
DO-IT-YOURSELF INSTALLATION

UPHOLSTERED FOAM CUSHION SETS

WALL PANEL SETS

CARPETS

FIRE WALL COVERS

BAGGAGE COMPARTMENTS

PROTECTIVE COVERS

RE-COVER ENVELOPES

AIRCRAFT FINISHES

RE-COVERING SUPPLIES

- Send for FREE Catalog -

Fabrics Selection Guide \$1.00

Airtex Products, Inc.

259 Lower Morrisville Rd.

Fallsington, Pa. 19054

(215) 295-4115



PATCHES

Cloth Club \$1.50

EOC Wing (Gold Braid)
4 1/2" - \$1.50 11 1/2" - \$3.00

CAPS

Red, Blue & Black \$5.00 ea.
New "winged" or E.O.C. patch-Gold Braid

DECALS

Vinyl (Club) \$.50 + postage Water (Club) \$.25 + postage
Vinyl Fly-In '78 & '79 FREE

VOLUMES

Vol. 3 \$6.00 p.p. Vol. 7 \$10.00 p.p.
Vol. 8 \$10.00 p.p. Some Vol. 5 Hints & Tips \$.75

ERCOUPE JEWELRY

PLEASE SPECIFY GOLD OR SILVER COLOR

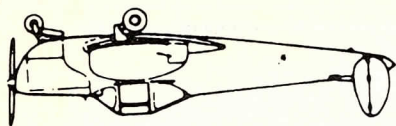
Tie Tacks-\$2.50 ea. Lapel pins-\$2.25 ea.
Charms-\$2.00 ea. Stick Pins-\$2.25 ea.

Earrings-wire; post; clip - \$3.60 ea.

"EOC" WING JEWELRY

Large Wings-\$3.00 Stick Pin Wings-\$2.25
Lapel Pin Wings-\$2.25 Tie Tack Wings \$2.50

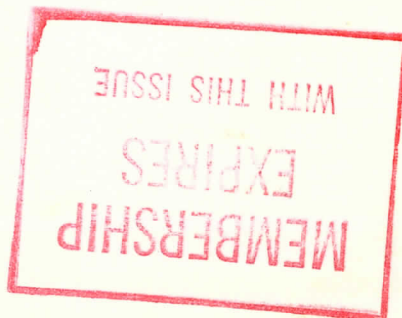
"Free Bees"-Red & Blue Iron Ons; Paint Sheets
& bumper stickers "I Flew The Coupe"



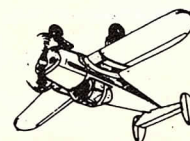
NEWSLETTER OF ERCOUBE OWNERS CLUB

COUPE CAPERS

FIRST CLASS MAIL



COUPE CAPERS
P.O. Box 15058
Durham, N.C. 27704



BLUEMAGIC METAL POLISHING CREAM

Blue Magic Metal Polish Cream is Ideal For:

Chrome	Brass	Stainless Steel	Silver
Aluminum	Magnesium	Plexiglass Gold	Gold

BLUE MAGIC'S SPECIAL SCIENTIFIC FORMULA

CLEANS AND POLISHES WITHOUT ABRASION & SCRATCHING

Send \$5.00 check or money order (No C.O.D.)

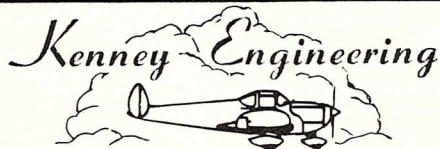
COL. R.W. MOORE AVIATION

Allow 4-6 weeks for delivery

PO Box 622

DEALER INQUIRIES INVITED

Toccoa, GA 30577



MODIFICATION KITS TO UPDATE
YOUR ERCOUBE

- WHEEL FAIRINGS FOR ALL MODELS
- NOSE BOWL FOR IMPROVED COOLING
- "ALON" STYLE INSTRUMENT PANEL

P. O. BOX 1451

TORRANCE, CALIF. 90505

ATTENTION COUPE OWNERS



WU

P.O. Box 19022
Greensboro, N.C. 27410

SERVING YOUR INSURANCE NEEDS
(at Discount Rates)

Out of state calls TOLL FREE: 1-800-334-0061
• In N.C. call collect 919-668-0464

Feel secure and insure with a professional!

National Aviation Enterprises, Inc.

P.O. Box 611462 • North Miami, Florida 33161

Jet Age Features for your Ercoupe

"Don't Take Off Without Them"

- New Style Window System
- Overhead Console
- Instrument Panel Overlay
- Improved Rear Window Kit

Write for Picture Brochure

Skyport
Aircoupe Services



Division, Fox Engineering Company

Skyport is a distributorship specializing in, and
limited to, Ercoupe/Aircoupe.

Skyport service includes knowhow, careful
attention to your order, and attempt to make everything
you may require for your Coupe available from this
single source.

PHONE 517 - 782-9340

1340 FRANCIS STREET
JACKSON, MICHIGAN 49203

The Ercoupe Owners Club is open to anyone
desiring to join. You do not have to own an Ercoupe
or be a licensed pilot to join.

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