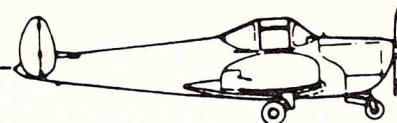


# COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 9, Number 3, August 1980

Editor: Skip Carden

## AREA NEWS

### Region 1

Dear Northwest Coupers,

Such a day! Our May 18 Fly-in was a most entertaining day -- Mt. St. Helens blew early that morning and we watched the TV coverage at the Sweptwing Restaurant while our troops gathered. Many of our regular group were there -- Art Leppin, Ken Damewood, Tom Newton, Hal Looper, Jack Stevens, Ira Dare and his son, Gibsons, Roscoes, Mohrs, Pauls, and Crosleys. Also some of our other old friends dropped in -- Dick Kleinschmidt, Art Doll, and Stan Turel and his family. New to the group were Walt and Marge Seely who recently bought a Coupe from Ariz. and we hope they'll be able to join us often.

Of course, a great deal of interest that day was centered around reports of the volcanic eruption but we did hit upon a few other topics. Roy, Ken and Clark had parts of their wing levelers there and answered lots of questions concerning their development and operation. Clark expects a visit by Don Hewes, who has researched and designed a wing leveler, and we'll try to arrange our August gathering time so he'll be available to speak to us.

Art Doll mentioned that his Coupe had developed a leak in the gas line where it crosses over under the seat. The problem was solved by replacing a short section with a length of neoprene to absorb the vibration which had caused the crack.

Hal Looper has purchased and had erected a portable hangar to house his Coupe. So far it has proved to be quite satisfactory. Hal also had witnessed the crash of a Coupe at the Toledo Airport recently. The pilot, not familiar with the strip, had approached at too high a speed and simply ran out of runway -- which prompts the reminder: don't rule out a "go-round" as an alternative if things don't look right. There is no shame in recognizing and correcting a misjudgement.

For a finale, Stan and Betsy Turel had brought along some movie film of St. Helens which they had taken a few weeks before during one of its "practice puffs" and we enjoyed sharing the view with them.

A few announcements: (1) Clarence Paul has a set of used Goodyear brakes for sale; (2) June 27-8-9 is the OPA Summer Fly-in Convention at Pendleton, Ore. during which our own Tom Newton will be recognized as the new President; (3) July 20 is an EAA sponsored Fly-in -- Swap Meet -- Picnic all day at the Lebanon Airport.

Meanwhile we're finalizing our plans for the flight to the National Fly-in in Bowling Green, Ohio over July 4th. Can't wait! Feel free to join us!

See you all at Sweptwing at Albany on Sun., June 15, at 1:00 p.m.

Keep your Coupes up!  
Roy & Eileen Wright

### REGION 1

Dear Northwest Coupers,

It doesn't seem possible that it's local fly-in time again, but Sun. July 20th is the day. There were 25 folks at our June gathering and the weather was sufficiently cooperative to let most of us fly rather than drive. In addition to the valley regulars we enjoyed the company of Hal Looper who sneaked over from the coast (having recently survived the marriages of two sons!) and also that of Gordon and Mary Lou Shortreed who drove over from Eastern Oregon. Another drive-in, due to an out of annual Coupe, was Ray Coovert who we were glad to welcome for the first time--hope he'll join our group regularly.

We noticed that in the latest issue of Western Flyer there was an extensive article with pictures announcing the installation of Tom Newton as President of the OPA for the year. Also, Mary Roscoe, wearing one of the 99's Fresh Oregon Flyer T-Shirts, was honored for her participation in the Palms to Pines Race and was chosen Pilot of the Year! Our sincere congratulations and admiration to both of these local Ercoupers.

Of course the highlight of our month has been our trip to the EOC National Fly-In at Bowling Green, Ohio over the July 4th weekend. We made the flight in 4½ days, spending the first evening in Prineville with Gordon and MaryLou Shortreed. There we met Larry and Denise Ankrum from the Seattle area and all had a delightful evening getting

acquainted over MaryLou's tamale pie dinner! We and the Ankrums left EARLY the next morning and had a smooth flight to Burley, Id. where we stopped for the night. As we were walking back to our motel after dinner we saw an M-10 Cadet landing at the airport and rushed over to find Ken and Dorothy Damewood. They had escaped a day earlier than planned so were able to catch up and make the trip with us. I must say that they and the Ankrums with their nearly matching M-10 Cadets provided delightful entertainment trooping into each airport like the Bobsey Twins.

Our contingent arrived in Bowling Green the day before the Fly-in actually started and Roy and I flew 60 miles farther to my old hometown to spend the night with friends. Back in Bowling Green on July 3rd we rejoined our gang and discovered Dennis Peterson and his wife who had driven from Bellevue, Wash. -- always glad to meet new Northwesterners! We spend the remainder of the fly-in greeting and gabbing with old friends, making new ones, and sharing info.

Bowling Green was a very good facility for the National and Carl Hall had done a terrific job setting it all up. It seems that every year the Coupes get more beautiful and this was no exception. Seeing them all is really an experience. At the Awards Banquet both Ankrums and Damewoods received long distance awards and Roy received a plaque for being the Best Dressed Pilot (it's that crazy hat!) Speaking of which, Roy had his famous hat topped with a volcano, rigged to puff smoke at the banquet. Also, we presented Fred and Dorothy Weick with the stained glass piece from the Oregon Coupe Group and they thanked you all most graciously and sincerely. The Weicks are a delightful couple whom I wish you all could meet.

When we departed Bowling Green on Sunday morning the Ankrums were heading back to Seattle, Damewoods were going to Florida, and Roy and I dropped south to Kentucky to visit relatives for a day before turning west for Oregon. On our way home we spent one night in Des Moines, Iowa as the guests of Leo and Alice Schuler, the only people I know with a swimming pool in their basement. They extended a real Iowa Welcome and we thoroughly enjoyed our brief visit. We had our share of hot weather, got some wild winds while tied down at Bowling Green, and ploughed through considerable haze a couple of days; but, all in all, it was a great trip.

The day after we arrived home we flew over to Mulino Airport for their annual Pancake Breakfast. We had a nice visit with the Prossers and Brownhills; also got to meet Reli Sutton who, with her husband Jim, keeps their newly acquired Ercoupe at Lincoln City. Hopefully they will be able to get to some of our fly-ins and meet the whole group.

Hope to see you all at Albany for lunch next Sunday, July 20 at 1:00 p.m.

Roy & Eileen Wright

### Region 2

If you haven't heard much from the Southern California Wing, it isn't because they haven't been active. They have. (-Is that a triple-negative-sentence or a quadruple one?-) The San Fernando Squadron has been trying to save its airport from the San Fernando Redevelopment Agency and the Industrializers. The threats come first from one direction, then another. They have been to the city council, put out newsletters, written letters, and been in the newspaper. John and Wanda Buckner, N3660H, have been letter writing demons. Chuck Ferris, N3116H, and Scott Reaser, N2634H, have been active on the COM SAV SFR (Committee to Save San Fernando Airport) and the other dozen coupers on the field take intensive interest, too. The coupe count at San Fernando is now TWENTY. (Seventeen flyable and three in pieces). They still claim that they are home to more Ercoupes than any other airport in the world. New coupe Owners in their Squadron are Gordon Brown, N99723, and Claude Rueff, N93565.

Michael Marmel, N3627H, has moved from the east coast to the west coast to work at Litton Company. He had his plane ferried across the country in a journey that took three months including pit stops for repairs along the way. A new record perhaps. (So also is the time required by Buckner, 3660H, for an overhaul. --A year and a half --). Marmel now ties down at Whiteman Airport, about ninety seconds flying time from San Fernando. (Their patterns overlap).

John Coe's coupe was sitting peacefully at her tie-down in Corona when a low flying Citabria crashed on top of it. Nothing was left of N2807H except the engine case.

The desert can be hazardous to your health. Robert Duprey was just lifting off a desert strip in N2657H. I don't know the particulars,



but there was a disaster in which N2657H crashed into a JOSHUA TREE! Robert and his wife have recovered, but N2657H did not. Wayne Olson bought the remains for parts.

The joint meeting of the Arizona coupers and the Southern California wing has already been reported from the Arizona side, but here are the details from the Region 2 reporter.

Fourteen coupes gathered at Lake Havasu, Arizona, near the famous London Bridge for a Saturday gathering in March. From Arizona were Jim Funk and Fred Allard from Scottsdale, N3123H; Kent and Helen Foster, Deer Valley, N2996H; Mac Moore and his son, Glendale, in Alon 5643F; Bud Warner and Kit, Deer Valley, N51BW; Jack Harkness, Glendale, N9962S; Jim and Marge Duval, Glendale, in Alon 6511Q. From California came Joe Figueras and Belle, Torrance, in his famous speedster N3630H; closely followed by Joe and Kelly Brooks, Torrance, N2074H; Gary Dalluge and Chris, Thousand Oaks, N3040G; Jack Owen, Corona, N3577H; Jim Robertson and son, Michael, Agoura, N2068H; Bud Ford, Fontana, N2070H; Don Berkey, San Diego, N57982; and EOC regional director, who has never missed a fly-in, Wayne Olson, Hesperia, in Cadet 9533V.

In April, the Southern California Wing gathered at California City....another desert community....for breakfast and lunch. The San Fernando Squadron sent Harold Mensing, Scott Reaser, Dix Logan, Chuck Ferris, Dick Groff, and Marge Strahan. Wayne Olson, Jack Owen, Bill Jacobi, Cecil Muchmore, Ernest Dunn and Jim Pryor also made the flight.

Quaint Danish town, Solvang, was site of Memorial day flight. Some participants stayed overnight. Others came and left during one or another of the days. Participants were Gordon Squires, Wayne Olson, Bill Jacobi, Joe Brooks, Joe Figueras, Scott Reaser, Dick Groff, Gary Dalluge, and Jack Owen. Others participated but we'll have to include their names in our next report.

Upcoming Southern California events include June 21, Yucca Valley (once again....the desert!); July 19, Oceano (at Pismo Beach....out of the desert at last!); August 16, Whiteman (close to everyone); September 20, Corona.

The Southern California Wing often meets with the Northern California Wing and the Oregon Wing on Labor Day at the Nut Tree, near Sacramento, CA, but no definite plans have been laid at this time. Chuck Ferris, 13265 Tripoli Ave., Sylmar, CA. 91342

### Region 7

Hello Everybody,

I need a prop for the convertible. Cont. 85-CM7148-50-51. Don't matter about pitch as I can have it twisted.

The Convertible is back together and flying on a borrowed prop.-Look out Bowling Green, here we come!

To Betty who needs a climb prop - why not have yours pitched for about \$20.00?

To anyone who wants to stop overnight here on the way to Ohio. Land at Cedar Creek Ranch "3600 feet turf," at Danville VOR intersection, halfway between Fort Smith and Little Rock. Or you can land 3 miles east at my place "2700 feet turf," land up hill to the north. Cattle are fenced off both places. We have beds, plenty of groceries, and fuel for those that want it, everyone welcome.

We will leave here EARLY Thursday morning, be in Popular Bluff, Missouri about 8:00 a.m., on from there as many stops as needed.

Three cheers for Chuck Ferris' letter.

Laura and Leonard Page  
Belleville, Ark. 72824  
501-495-2647

Dear Skip,

We made it home in good shape, after a layover in Cape Girardeau, Missouri, because of golf ball sized hail.

Fred Shannon, Archie Brixie, and the Red Baron got to our house Sunday afternoon. Fred and Archie stayed over Sunday night and were here when we got home Monday morning. That is the kind of friends to have, that will make themselves at home.

The Wasp ran really good after I got a tomato seed and piece of gasket material out of the carburetor.

Was really proud to get the Fred Weick award. Also for Laura's, Lady Ercoupees award.

Would sell the convertible now that I have the Wasp going. The convertible got the best gas mileage of any and only used 3 qts. oil on the trip, Ark. to Ohio and return. Just rebuilt, new tires, battery and annual. \$5500.00.

Leonard & Laura Page  
Belleville, Ar. 72824 1-501-495-2647

### REGION 8

Dear Region 8 Couper:

For those of you in Mich. and Ohio, welcome to the Indiana Chapter Monthly Newsletter. I would like to take this opportunity to invite you to the Region 8 Fly-In to be held at Connersville, Indiana Aug. 23rd and 24th. We do things simple and easy at our Fly-Ins, NO Competition or Judging of Coupes, you eat what you want when you want. All in all

we try to put together a great week-end for a group of people with the same interest.

Details: Arrival Sat. with a roach coach on field for sandwiches, snacks, etc. Hanger flying and lies, Supper at the Holiday-Inn and then Disco at the Nickelodeon Lounge. Then an all night Pool party. A special room rate has been granted for this Fly-In by the Holiday-Inn people. Twenty (\$20.00) per night and no limit on number of persons per room. Please call in your reservations as soon as possible, and advise them that you are with the Ercoupe Owners Club and that you want a Pool side room. Do it now while you are thinking about it! Sunday breakfast at the Holiday Inn, then departure.

I would also like to make this an open invitation to all Coupers who would like some place to go and have fun in the greatest little airplane ever made. As they say in the South "Ya All Come."

I will not go into the National Fly-In too much. You will read about it in the Coupe Capers about twelve times by twelve people who saw it twelve ways. If you were there you know we had a great time even with the rotten weather. If you missed it, we will be back in Bowling Green next year to do it again.

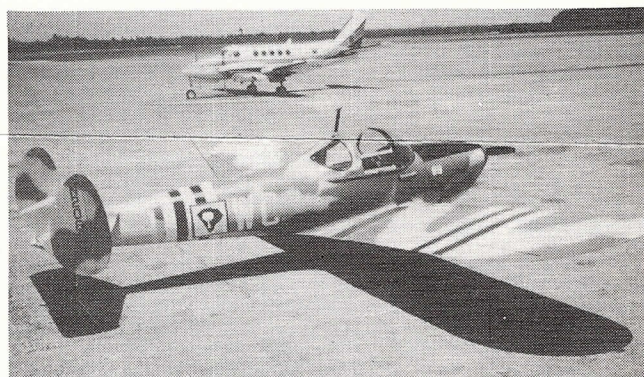
In closing I would like to give a special thanks to my Indiana people who did make the Nationals. You made the work and planning worth it. Thanks!

Respectfully,  
Joseph E. Todd E.O.C. Indiana Wing Leader

### Region 9

Skip,

Enclosed are a few snapshots of aircraft number one (1) of the PALMETTO AIR FORCE. All the others are painted alike with the exception of the last number. (ie: 1, 2, 3 etc.). When I can get a group shot of two or three flying or parked in a good area we will forward you copies.



We are having information printed as regards membership, color sheets for painting the aircraft, I.D. cards, dog tags, etc. This information will also be mailed as soon as possible. Thanks for the mention in the July 2 Newsletter.

Best to you and yours,

Palmetto Air Force,  
Columbia, S.C. 29202, P.O. Box 1023  
J. W. Coleman



## REGION 11

On June 21 and 22 we had our Regional 11 Fly-in at the Saratoga County Airport, Saratoga, New York. We registered 23 Ercoupes for the two day event, but felt that this would have been a higher number had the weather allowed.



Our trophy winners for the Specialized Events are as follows: Grand Champion: Paul E. Irish; Best Engine: Robie Hemmerle; Best Paint: Frank Kretchmar; Best Interior: Norm Mege; Spot Landing: 1st, Ken Lessard, 2nd, Norm Mege, 3rd, Dick Murphy; Bomb Drop: 1st, Dick Murphy, 2nd, Les Hoffman, 3rd, Norm Mege. Special Gift Certificates were awarded as follows: Best Prop: Norm Mege; Lowest Serial Number: Dick Murphy (488); Longest Distance: Mark A. Potter; Shortest Distance: Al Wood (78 ft.).

Our Fly-in didn't end without some noteworthy sideshows too good to let pass by without mention....namely the Polish Colonel with his "Toothless Tiger," the 100 HP Ragwing Coupe which performed very well, the friendly puppy who came along for the ride in it's "parents" baggage compartment, and last, but not least, by far, the Bomb Dropping contest, that nearly wiped out a Cessna 172 (names to go unmentioned).

All in all we had a fine time - the food being more than adequate, the accommodations most satisfactory. High praises to Al Woods on such a fine job!

Next year the Regional Fly-in will take place at the same centralized location. We certainly anticipate another GOOD TIME HAD BY ALL event!

Donald L. Stretch  
Regional Director

## Midwest Fly-In

Hello Skip,

Greetings here from the midwest. The 1980 fly-in is now history and Shenandoah was graced with 18 coupes. We had a real good time and, of course, we were troubled with weather and those planning to come from the East were unable to attend. The whole weekend was practically IFR, the haze was thick enough to cut with a knife. I was pleased with the local ercoupes coming this year. In the past I was quite disappointed as no one from this area attended and probably would have given up the idea to sponsor another fly-in. I guess I am a poor one to complain as I cannot attend most of the weekend functions because my business is on weekends. But have started ball rolling for next year already. I am going to try to get permission to have a group fly-in to Offet A.F.B. Visit the Air Museum, have something to eat and fly back to Shenandoah. This could be accomplished Saturday afternoon if everyone could arrive early enough. I think this would really be great having about 20 ercoupes fly in to Omaha 60 miles and return that same day. Will let you know how this progresses.

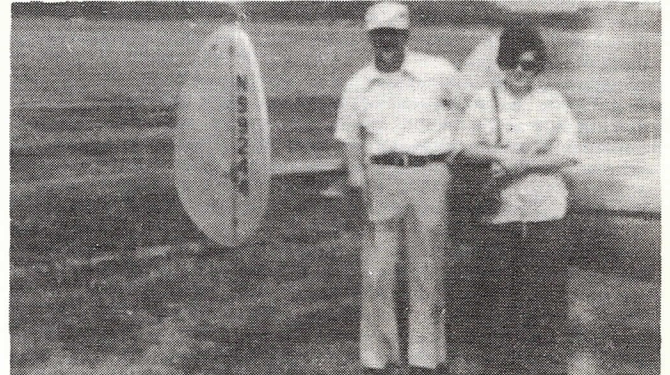
Now to the winners here Memorial Day: Longest distance, Art LeBlanc, 2929H always great to see Art fly in on Friday night for the



Best Forney M.M. Rodenbaugh



Leo & Alice Schuler, Des Moines, Iowa  
Best Alon



Mr. & Mrs. Lee Satterlee, Lincoln, N.B.  
Best Engine



Mr. & Mrs. Goss, Des Moines, Iowa  
Best Interior



Cocktail Hour  
Jim Jackson, Art LeBlanc





Best Cadet J. Clark

barbecue and a beer. Best Paint goes to Oscar Riggold, 93341, with a close second to 99810. Best Interior, and I guess you could say exterior, Mrs. Marie Goss. A beautiful young lady with an ercoupe to match and also presently Mrs. EAA which she won at Oskosh last year. Best Modified goes to Art LeBlanc, 2929H, Most Original, Burt Ellegaard, 94707. Always glad to see Burt. Been here every year so far. Best Engine goes to Lowell Saterlee, who I want to thank for his part in making this such a good Fly-In. Champions were: Best Coupe, Art LeBlanc. What can I say more about Art? Best Alon, Leo and Alice Schuler, 6500Q. A beautiful couple with a beautiful Alon from Des Moines. Best Forney, M.M. Rodebaugh, 3004G, who had to leave early. We were sorry you couldn't stay a bit longer. Best Cadet, J. Clark, 9522V.

And not to say the least, thank Jim Jackson with whom this would not be a fly-in without his smiling face and conquer the road with his van from Airport to wherever. I also want to thank those that were stuck at nearby airports that had to sit it out only to fly back home, yet took the time to call or write. It really makes one feel good about what the potential would or might have been if the weather had left us alone and the assurance that next year might or could be bigger and better.

We also awarded to Ned Powers and his wonderful wife a plaque in tribute to his giving his time and weekend to our cause. Thanks again Ned and Loretta. I am sorry my pictures didn't turn out too great but have a few to send. Hope you can find a few you can use. Hope the National goes well.

Sincerely,  
Bill and Mary

## HINTS 'N' TIPS

Hi Skip,

I read with great interest and some anxiety, of the adventures of John Braddy, after buying his coupe and flying it home and in the dark yet, and not flying for some 10 years. That dealer should have been horse whipped. And John, that's the sort of thing that makes for some very sorry statistics and most often makes widows. All I've got to say is that your Guardian Angel was watching over you.

As to the letter that Jack Owens wrote, I would like to add to it. Jack is right — Ercoupe Owners are for the most part the most generous, helping individuals alive. They will unhesitatingly drop what they are doing to help you out, and give good solid advice. Scott Reasoner who advised me to change the pitch of my prop from 71-50 to slightly less than a 71-48. Jack Owens, who ever so patiently explained the right way to climb to altitude, and last, but not least, Wayne Olson. Wayne's the kind of guy who not only tells you how to do something, but actually does it. And for me that's a God send as I'm one of those individuals that was born with eight thumbs and two fingers.

I would also like to answer Charles J. Schrey, Jr. of Penn. Charlie, you don't need a new prop. Get it re-pitched to slightly less than a 48. It will hardly affect your cruise, but man, will it help your climb out on hot days. Believe me, I know, as I operate out of a dirt strip in the high desert of So. Calif. at Quartz Hill. The altitude is 2467' and you usually take off on runway 23 straight into a hill with high trees. At a temperature of 110 + you need all the help you can get. To get your prop re-pitched shouldn't cost you over \$35.00. That's a hell of a lot cheaper than \$200.00 for another prop.

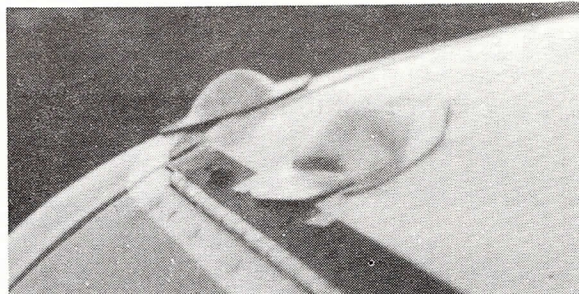
One last thing to add. Received a call from John Riffe of LaPaz, Mexico the other night. He received his first Coupe Capers and was tickled pink.

It was good to meet you at Phoenix, Skip. Come back to the West Coast any old time.

Bill Jacobi  
The Coupe Moose

Dear Skip,

Here's something for those who are tired of the bug-eyed look on Coupes — these are from a (Cessna!) gasp, Skyhawk series; the factory nomenclature is "cup" and the part number is 1250961-5 as you may note. Spark plug covers is what they are, and in 1976 they cost \$3.00 each. But for a wrecked 172, maybe four bits a piece. Note the rear mounting hole is a slot rather than a drilled hole like the front one; to reach the spark plug you need only loosen the retaining screws and pivot the "cup" out of the way. The front screw holds the cup to the cowl and the rear screw never leaves its mount, so you can't misplace it. How's that for neat?



Also enclosing photocopy of Coupe shock strut, credit Lou Buffardi's Ercoupe book "Twin Tail Tiger," by way of Coupe service manual: a couple of years ago there was a discussion about the attendees at the first Tonopah fly-in didn't know about Coupe oleos? Well, I didn't either; although I had read these words many times, their meaning had escaped me. Maybe you could reprint in the Capers for those who don't yet have a service manual?

Enclosing also a "possibly useful" copied from Solider of Fortune magazine — a low-intensity light for map reading. Might be too dim for cockpit use, but Roy Wright or some other talented person might find it to be just the ticket for non-blinding cockpit use.

That's it for now,

KCF  
Elliott Brown

## Main Shock Strut

To work on shock strut, lift wheel clear of ground and remove fairings. Disconnect oleo strut from lower leg by removing lower attaching bolt. Swing or rotate oleo cylinder until bumper pad clears; remove cylinder from piston. This permits servicing of rubber seal without removal of upper attaching bolt. Upper bolt may be removed for work on piston; however, its access is difficult without removal of outer panel.

New piston seals should be installed whenever shock strut is disassembled, and all parts should be thoroughly cleaned to remove any dirt or sludge. In replacing cylinders, care should be taken to avoid damage to rubber seals and they should be lubricated with same kind of fluid used to fill the strut. Correct fluid should be determined for strut (see above section), as wrong fluid will damage seals of strut. Strut should be filled in its fully extended position with bumper rubber removed. Approximately 10 ounces of fluid is required per strut.

A trigger type "Plews" oiler may be used to advantage in adding fluid to oleo strut. Fluid should always be checked with strut in its fully extended position, and level should be up to filler opening. Lack of fluid in shock struts will result in damage to center section on hard landings.

Shock absorbers are rubber compression discs retained by cupped aluminum alloy plates. Plates are centered to discs with Valcalock cement. Shock absorbers and bumper rubber should be inspected for cracks or other signs of deterioration and replaced if necessary. They should be kept free of mineral oil, gasoline and other solvents.

**NO DRIVER HAS DIED** at Indianapolis since 1973, despite several spectacular crashes in practice and Sunday's race.

Part of the reason is lack of fire, which many times is worse than the impact with the wall. Both terrifying accidents in 1973 (those of Salt Walther and the late Swede Savage) involved fire. Since then fuel cells have been required for Indy cars. Goodyear, which makes the cells, says none has suffered a major post-crash leak at Indy.

Hall again showed foresight by designing a new cell used for ground-effects cars. Hall placed the new 40-gallon cell between the driver and the engine. He designed it to be a single cell instead of several smaller ones. The cell is surrounded on all sides because of the design of the ground-effects car.

Almost all ground-effects cars use Hall's design.



Have two Coupes and must sell one! 415-C, 85 HP, 692 SMOH, all metal, polished aluminum, new Airtex interior, bucket seats, large baggage, bubble windshield, Kenney fairings, wing landing lights, new enlarged instrument panel, large rear windows, Mark 8 nav-com. \$5500.00 - Second Coupe has fresh annual, 384 SMOH, 85 HP, restored in 1976 with Eonnex wings, Airtex interior, and painted white with blue trim. Very sharp Coupe with a very strong engine and a great flyer. \$5,000.00. Call Max Lee at 616-854-1610.

1966 Alon Aircoupe A2A 3 control TTAE 1620 STOH 270. New tires and compass. MK 3 radio needs minor repair. Burns no oil. Next annual Jan. 1981. Beautiful condition. Lost my medical, only reason for selling. \$8200 firm. George Williams, 4339 Greystone Drive, San Antonio, TX. 78233, (512) 655-0250.

1948 Ercoupe 415-E N94805, Ser. 4918. Hangered in Northern California. 1290 TT Airframe, 540 SMOH. All metal mirror finish with recessed rivets. Alon nose gear, split elevator, strobe and landing lights. Equipped with rudder pedals, Alpha 200 Geneve Nav/Com radio, New ELT and full panel. Original logs, excellent in and out. Licensed till May, 1981. \$7,900.00. R. A. Chadwell, Star Route, Dobbins, CA. 95935, (916) 692-1352.



1967 Model A2A, 1511 TT, 800 SMOH, 15 STOH, Annual 1/80. Interior Excellent, all new paint, Aircraft really nice. Narco Mark-12, Narco ELT-10, New style DG, Full Gyro panel, Rear Seat Two Plus Two Aircraft. Will deliver if possible. Asking \$11,500. (Will talk). Tom Lubarda, 1457 Wentworth Ave., Calumet City, Ill. 60409. (312) 891-3321 A.M. only, Thur-Fri. P.M. only.

Our C-85-12F is for sale. It has 750 hours since major, 330 since Top OH. It will need a starter assembly as we are keeping it for the new engine. All the logs are complete. \$1800.00. Dave Tornbom, P.O. Box 393, Hayden Lake, ID. 83835.

Good strong 85 hp., 160 hrs on chrome top. Parting out my Coupe. Jerry Sexton, Piedmont, S.D. (803) 895-4246.

Beech Roby Flottorp for Ercoupe, controllable pitch propeller, series R003, like new with flange adapter \$450.00. Fred Wuest, 3802 Covington Road, South Euclid, Ohio 44121, 216-382-8283.

1970 Cadet-896 TTA&E; full gyro panel (incl. 3-in. DG); Oct. 80 annual; CHT and EGT; Mk 8; two fuselage strobes; original paint; new induction hoses, aileron bearings, etc.; \$9500. Call 714-939-3038 days, 714-375-9427 nights.  
Stanton L. Cox, 706 N. Peg St., Ridgecrest, CA 93555.

### WANTED

3 piece side windows. Will trade 2 ea. used 8:00x4 tires or sell for \$20.00 each plus U.P.S. Fred Sampson, 35 Allman Place, New Hartford, N.Y. 13413.

Alon in good condition. N.E. U.S. area. Tom Prutsman, 12 Rockwell Drive, Troy, Penna. 16947. Most evenings after 6:00 P.M. (717) 297-2740.

### WANTED

I am in need of a set of Ailerons for a 1946 415C Ercoupe that I have been trying to get back into the air for quite sometime. Ralph O. Fitzpatrick, 8195 Tucker Lane, Redding, CA. 96001 (916) 365-5157.

### WANTED

Alpha 200, P.O. Box 12072, Research Triangle Park, N.C. 27709 or call (919) 549-8675.

## FROM THE MAIL BOX

Dear Skip,

Enclosed is check. Please enroll me as a member in your Ercoupe Owners Club. I have read several back issues of your newsletter given me by a friend and enjoyed them very much.

By way of information, I am a pilot and an Ercoupe owner (ERCO 415-C, N87091, SN 264, Jan. 1946). Since I purchased the coupe last year I have set it up with landing lights and beacon and upgraded my panel with a DG and a Hobbs. I am currently interested in extending the baggage compartment. Maybe one of the members has the specification and instructions for doing this myself; or do I have to buy a kit from Univair? If anyone has a problem I can help with, I'll be happy to correspond with them.

Sincerely,

J.R. Bruner, Rt. 1, Box 58A  
Mardela Springs, MD. 21837 (301) 883-3722

*The largest baggage compartment is available from Skypoint. See ad on back page.*

Skip

Howdy Skip!

I had a nice flight home, up to a point. You will read that point later.

First! I want to offer my humblest apologies to everyone who attended the Banquet in Bowling Green. I feel that I was completely in the wrong in the things that I said, and if you folks that were there will forgive me, I will never make a monkey of myself again, if I can possibly keep from it.

Now that I have that off my chest, I will come to that point mentioned above.

I think you can recall me saying that the best navigating equipment on my panel is my A.D.F. Boy, how right I was!

Enroute home Sunday afternoon I was cruising along at my usual low altitude of 10,500 ft. when my motor (Er., the Ercoupe motor) started missing a little bit. Well, I leaned the mixture a little and it ran a little better for a little while. Then I noticed it was missing a little again, so I leaned it a little more. That made it run better for a little while and it started to miss again, so I leaned it a little more and lo and behold it was still missing. It missed and missed until it was missing noore. IN FACT IT HAD COMPLETELY QUIT RUNNING.

Well, because of the events just explained, I had to find me a landing spot, and there was Greenville, Tenn. About 15 miles off to the east of where I was and they just happened to have a marker beacon at said field. So I turned my A.D. Finder on this frequency and there it was. I had to work down thru some clouds and if I did not have my a.d.f. I could not have possibly glided to this field. I made a beautiful landing on Runway 5 and what do you know? I had no brakes! I coasted to about the middle of the runway and turned it off in the grass. Then I prayed a prayer, thanking the Lord for giving everything I needed so that I could make it to a field safe. My float had stuck in the carburetor, and the fuel pump flooded the engine.

So 10,500 ft. an Automatic Direction Finder - and last, but not least, THE GOOD LORD is the three foremost reasons I am able to write this letter.

I got a good night's sleep Sunday night, and Monday morning a mechanic whose name was Steve, pulled my carburetor apart, cleaned it up and I got home o.k.

I hopped non stop from Greenville, Tenn. to Jacksonville, Fla., and then on to Lantano, Fla. where my Coupe is tied down. I flew Economy style from Gr., to Jax, but it was getting dark so I flew about 75% from Jax to Lantano. From Jax to Lantano I averaged 134 m.p.h. with a 6 m.p.h. 90% x-wind. I did not fuel it when I got in so I don't know what she took per hour at a speed a whole lot faster than a 172.

Incidentally, if some of you who are reading this letter are in doubt of my 15 miles glide then I will give you a slide rule figure. Uh, my own slide rule that is.

An Ercoupe Solo will glide at 8 to 1 ratio at 80 m.p.h. at 100 m.p.h. it will glide even farther than that. I was at 10,500 ft. altitude when my engine ceased to run, and I glided it all the way at around 100 m.p.h. I have an Aeromatic prop and it went to completely high pitch, that also helped my glide ratio. And last, but by no means, least, if I was not flying at 10,500 ft. I would not be writing this letter. Greenville is 1600 ft. above sea level.

Skip, I will appreciate it very, very much if you will publish this letter in its entirety as I have written it. I am still thanking God for taking care of me when I needed him to. He has never let me down.

Thank you, Skip  
Ralph E. Johnson

Dear Skip,

How time flies. My check is enclosed for another subscription to Coupe Capers. N94141 is flying again after an extensive annual and major overhaul. I had all three gas tanks leaking and the carb leaking around its gaskets. All I can tell you is that this all started after using 100LL for about 3 months. The tanks cost me \$250 to be re-soldered and installed. The engine ran about \$2100. and the only thing re-used



## COMING EVENTS

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

**REGION 8 FLY-IN**  
 Connorsville, IND.  
 August 23rd & 24th

Call Joe Todd for more details (317) 827-0064.

**SIXTH ANNUAL FLY-IN-CAMP-IN**  
 Poverty Flats Flying Club  
 Clinton, Maine  
 August 22-23-24, 1980  
 Official Opening Friday - 2:00 P.M.

Located 40 degrees radial, 28 mi. from Augusta VOR. For more information call (207) 426-3036.

**ANNUAL ARKANSAS PICNIC**  
**LABOR DAY WEEKEND**  
 Saturday & Sunday, Aug. 30-31

Free Hamburgers & beans Saturday night - Happy Hour sponsored by Gillespy Oil Co., Western String Band till 12:00 midnight - Free Pancake breakfast Sunday Morning. If you have a sleeping bag, bring it. Bring your wife and sweetheart - Not Both. If you bring someone else's wife, better stay at the motel. When we run out of beds, will sleep in shifts - No Awards! No Prizes! No Competition! Just Come! To be held at the Page Farm - Land at Woodson (Danville intersection on sectional) or at Farm 3 miles due east. Runway N-S against mtn. Leonard & Laura Page, 501-495-2647.

Sunday, September 14, 1980 - - - Danville, Illinois, 3rd Annual Air Show hosted by E.A.A. Chapter 622 at the Vermilion County Airport (Clarence Carter Field). Fly-bys, military display, parachute jumping, aerobatic displays and much more. Trophies for farthest travels; oldest and youngest pilot. 1st, 2nd and 3rd place trophies for best Antique, Classic, Experimental, and Warbird. Food on field; transportation into town for overnight stay if needed. Contact: John R. Fulton, R.R. 2, Box 99, Covington, In., 47932 or call (317) 793-4028 or 793-4158.

**Chapter 3**  
**EAA ANTIQUE-CLASSIC**  
**FALL FLY-IN**  
**CAMDEN, SOUTH CAROLINA**  
 Woodward Field  
**OCTOBER 17-19, 1980**

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

Would like to see all Region 8 members in N.C., S.C., Ga., Va. attend. Skip

Dear Mr. Carden,

On behalf of the EAA Council of Arizona Chapters, I would like to invite you and your members to attend the Ninth Annual Copperstate Fly-In to be held October 17th through 19th at Marana Airpark, Marana, Arizona.

Marana Airpark, located just west of I-10 Freeway, 25-miles north-west of Tucson, is a former Air Force Base with very light regular traffic, thus making it an ideal location for a fly-in. There will be no tower in effect for the weekend, but traffic advisories will be available on the 122.8 MHZ Unicom Frequency. Food and limited housing are available on the field and camping is permitted.

The atmosphere at the Copperstate Fly-In is deliberately casual starting with an informal hangar flying party Friday night. Emphasis is placed on "Buddy Rides," Educational Displays, Hangar Flying, etc. No formal air show is held, thus allowing the field to remain open for flying at any time. Judging is held on Saturday with the awards presented that evening.

The EAA Council, a federation of all EAA Chapters in Arizona, was formed to help advance the cause of sport aviation. From a beginning with four chapters, it has now grown to ten chapters widely spread across the state. The Copperstate Fly-In has also grown in size and stature during that time, and we feel it has become one of the best fall fly-ins in the Southwest!

Please feel free to include any of this information in your monthly newsletters and do not hesitate to write or phone if you require additional information. Again, we extend our invitation to join us and hope you will make our Fly-In your Fly-In too.

Stan Loer  
 1980 Copperstate Fly-In Chairman  
 3336 East Cochise Road  
 Phoenix, AZ. 85028  
 (602) 996-3694

**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

1970 Mooney Cadet, N9524v, 1127 TT frame and eng., one KX170, Motorola ADF, ELT, ETG, full panel, paint-fair, real nice low time plane. C90, burns 4-5 gal. per hr. at a true 100 MPH over the ground. Firm \$10,000.00. Paul Lewis, P.O. Box 728, Merritt Island, Fla. 32952, Phone (office) 452-4566(305) (home) (305) 636-0746.

1946 Ercoupe 415D N99392. Total time 2200 hrs. 446 since full and complete major on 85 hp Cont. (1800 TBO) Compression on all four cylinders 75/80. Last annual 1-3-80. Alpha 200B, 90 Chan.-Nav. Com. (nearly new) - Pointer ELT with remote - Strobe Ceconite wings - Double fork nose wheel with large tire - Aux. gas tank with 6 1/2 Gal. (over 6 hour range) - Bubble windshield - Large rear windows - new side windows - open baggage conversion - Dual retractable landing lights in wings - 55 Amp Alternator conversion. Most perfect records from factory to present - no damage (hangared 15 years at Sky Harbor) - New battery - ram's horn control wheel - 3 new tires - new Hobbs meter - All Ad's complied with - All factory manuals, parts manuals and Ercoupe manuals. Only \$5,000.00. Richard P. Gaxiola, 2145 E. Ellis Dr., Tempe, AZ. 85282, Res. (602) 838-0260, Bus. (602) 268-3477.



1946 415 CD 85 hp., 176 hrs., top, good compression, new plugs and harness. This is a rebuild project about 97% complete. New tires, brakes and main gear rebuilt, new tinted bubble W.S., new tinted large rear windows, new side glass, bucket seats, Kenney instrument panel and nose bowl, Cessna 150 spinner, good ceconite wings. \$3850 will take it.

Jerry Sexton  
 Greenville, S.C.  
 803-277-7258 after 6 p.m.

N5491E, 1965 Alon, 1170 TT, 320 SMOH, 0-200A Continental, Genave A-200 Nav-Com, Narco 120 Com, Narco 150 Transponder, Canopy cover, Low time generator and starter, just annualized July, 1980. Best offer. Evans Sumner, 1474 Belvedere Ave., Jacksonville, FL. 32205 (Work) 904-389-5672, (Home) 904-384-3835.

Nose Cowl Landing Light Assemblies (\$30.00) per kit, without bulb, shipped postpaid. Can be mounted singular or pairs left and right. Also Cowl Supports for holding cowl up \$10.00 postpaid per pair. Buck Buchanan, 1448 Sylvan Glen, Okemos, MI. 48864. Phone 517-349-2288 after 6:00 p.m.



was the case, crank, cam, rods and oil pump gears. I hope I wear out before this engine does!

I really enjoy reading Coupe Capers cover-to-cover. I don't know how you do it, but I certainly appreciate your efforts.

Yours truly,  
Bill Bayer

Hi Skip again:

I knew I forgot something in my last letter. I need to run an ad for a couple C-90 cylinders: WANTED (2) cylinders, C-90, airworthy, cheap as possible, ASAP. Replies to my temporary address: Elliott Brown, c/o W. Fischbach, 1334 Burbank, Alameda, CA. 94501.

And here's a note for Dr. Seng on his miraculous deliverance:

No, Doc, not for "no reason," you used the primer! A thing my old instructor used to teach as an emergency procedure. "The small Continentals may be rowed along by intermittent use of the primer."

Or as noted in a recent Coupers article (which I can't locate now) throttle near cruise RPM, primer til it runs, leave primer open 1/2 inch or so to prevent fuel starvation.

Either method uses more fuel than "normal flight," the Capers method providing level flight rather than the propoising attitudes induced by the other method, but both of them providing FLIGHT, rather than a roof landing, or worse. Very comforting feeling.

Well, time to take out the garbage,

KCF  
Elliott Brown

Dear Skip,

Well, somebody did the red stamp bit on my last issue so I guess it's time again; however, deep down, I know that there is no possible way that twelve months could have "flown" by this quick.

You know with the rampant inflation we've got today and nearly \$2.00 Av gas, I would imagine all our members are finding themselves a little strapped for extra cash. Still, we all get sorta excited about a "bargain" and that's exactly how we feel about our membership and dues to the Coupe Club - A REAL BARGAIN. I'm pleased to enclosed my renewal check and I've added a little extra for the postage or "whatever" fund.

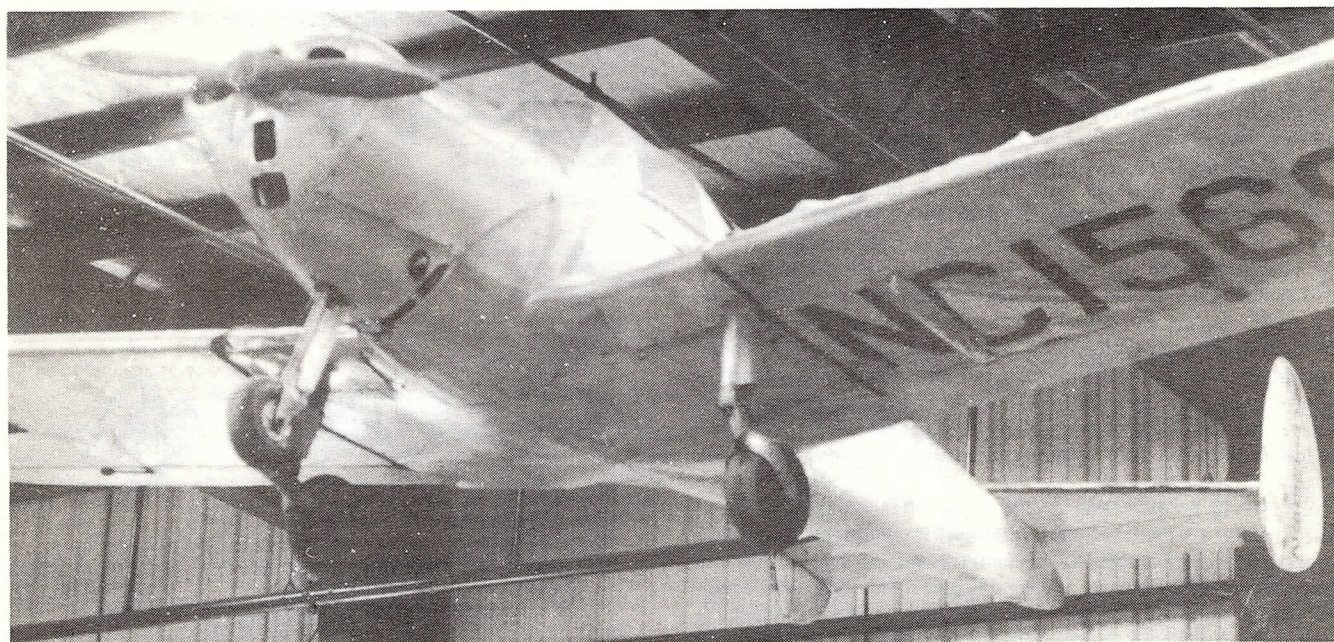
Skip, my youngest son, Mark, 16 years old, is a student pilot now with about 25 hours and looks like he is going to be an avid "Couper" for years to come. I have no idea what our family membership policy is; but if possible, I know he would be pleased to be listed as a member of the club. As long as he doesn't offer too much "constructive" criticism on my flying and landings, I'm going to continue to let him live here at the same address with us so we can continue to share the same Capers. Mark was selected by the National Science Foundation to participate in an advanced science research program at Indiana University this summer. When he received his acceptance letter, I thought he might have some reservations about leaving home, family and friends for two months this summer; but it seemed the only real quandry that he had was whether to stay home and attend our National with me or accept and miss out on all the fun. Rightly so, education won out; but he is already talking about "next year."

Sure thought Chuck made some interesting and valid points in his letter in the July issue. Thanks for a job well done and I'll see you at Bowling Green.

Sincerely,  
Amon Proctor



Ten 'coupes parked together. State-wide fly-in? Nope! Just a weekday afternoon at San Fernando, California. This represents one half of the San Fernando coupe fleet. Another ten are scattered about the rest of the tie-down area. Coupes represent 10% of the planes at the field. Coupes, left to right: Scott Reaser, Chuck Ferris, Kirk Hallam, Dick Homet (twin tail cadet), George Brown, George Stanton, Gene Owens. Back row: a Cessna, Dick Groff, a swift, Harold Mensing, and Dix Logan.



NC 15692 Erco-Ercoupe, hanging in the Paul Garber Facility (as of 6-4-80) formerly Silver Hill Annex of the Smithsonian N.A.S.M. in (near) Washington, D.C. The little bird has great company (underneath), including (and nearby) a Boeing ALCM prototype; the G.E. U.S./SST engine; plus a D.C. 8 model (overhead, like the Ercoupe) and in adjoining storage: the "Enola Gay."

Best,  
Jerry Hannafin



NO MORE 80 OCTANE FROM SHELL. Citing declining sales, Shell Oil Co. has announced that it is stopping production of 80 octane aviation fuel, although it will continue distribution until present inventories are exhausted. The company will still produce and distribute 100LL and is expected to boost dealer allocations to make up for total gallonage shortfalls when 80 octane is phased out.

## SVFR. . . WEATHER OR NOT

A Special VFR (SVFR) clearance may be issued in certain control zones that are reporting IFR conditions. It is a useful tool for the careful pilot who understands the limits of the clearance, as well as his own.

Control zones are established at certain airports, and usually extend outward for a radius of at least five statute miles; they may extend even further in order to include instrument departure and approach paths.

Basic VFR weather minimums apply in a control zone. They call for a pilot to maintain a minimum visibility of three statute miles and remain at least 500 feet below clouds, 1,000 feet above clouds, and 2,000 feet horizontal separation from clouds. When ceilings are less than 1,000 feet, basic VFR operations are prohibited in a control zone.

A Special VFR clearance allows a VFR pilot to operate in a control zone in weather conditions that would normally require an instrument clearance. The emphasis in SVFR is on *visual*, and demands that the pilot remain clear of clouds and maintain a minimum of one statute mile visibility.

A pilot should recognize the kinds of conditions that might warrant the use of SVFR. For instance, a hazy day may reduce visibility on an otherwise perfect flying day to less than three miles. Or an overcast may settle in at 900 feet, yet visibility is 15 miles. In either case the airport control zone is legally IFR.

However, a SVFR clearance may make it possible for a pilot to land at his home base in the haze, or allow another pilot to practice a landing or two under the overcast. Those operations would be legal, and with care and good judgment, they would also be safe.

A clearance must be obtained prior to flying in a control zone under SVFR. Requests should go to the operating tower in the control zone. If there isn't one in operation, then direct the request to the nearest tower that is in operation, or call the nearest flight service station or center.

Generally, the pilot must identify himself, giving his position and stating his intentions. This will be sufficient information to obtain a clearance if it will not interfere with IFR operations. The clearance is not likely to include an assigned altitude or route in an effort to allow the pilot to maintain visibility and to remain clear of clouds.

In those situations where the pilot is given specific altitude or routing instructions, it is up to the pilot to maintain the visibility and cloud clearance requirements of SVFR. The controller must be advised if his directions are going to put the pilot below SVFR minimums.

SVFR flying warrants some caution on the part of the pilot, especially since the flight is likely to be at low altitudes. (The requirements for minimum safe altitudes must still be complied with.)

Familiarity with the control zone will be especially helpful. In fact, that familiarity should be carefully weighed before undertaking a SVFR flight. A pilot unfamiliar with the local area may have difficulty orienting himself when visibility is limited. That may warrant staying on the ground. Navigation by pilotage and using towns, hills, highways and towers will help keep the pilot's eyes outside the cockpit. Major highways that may leave the airport area can provide an excellent route to follow in the event that deteriorating weather calls for a 180 degree turn.

It should be clear that SVFR is *not* intended as a "quickie" license to allow a VFR rated pilot to fly in IFR conditions. Any time a control zone is considered IFR, a pilot should carefully review the weather. He should be wary of leaving the airport and flying into conditions that would call for an instrument clearance. And changing weather may close down the departure airport and leave the pilot with no out.

Getting lost at low altitude, in poor visibility conditions, may be disconcerting. Low altitude operations may be more demanding since radio navigation may not be possible.

Although the pilot will be assisted in the control zone in maintaining separation from other traffic, he is *not guaranteed* that assistance outside the control zone. The pilot will be expected to be alert for traffic in addition to keeping his eye out for checkpoints.

SVFR operation at night requires that the pilot be instrument-rated and operating an IFR-equipped aircraft.

There are hundreds of airports across the country where SVFR operations are permitted. They can be recognized on sectional charts by broken dashed lines, often forming a key-shaped pattern around the airport. However, there are at least 31 airport control zones where fixed-wing SVFR operations are prohibited. They can also be identified on sectional charts by the T-shaped marks (TTTT) that outline the control zone. A listing of those control zones restricting SVFR operations, current as of this printing 8-79, is included here.

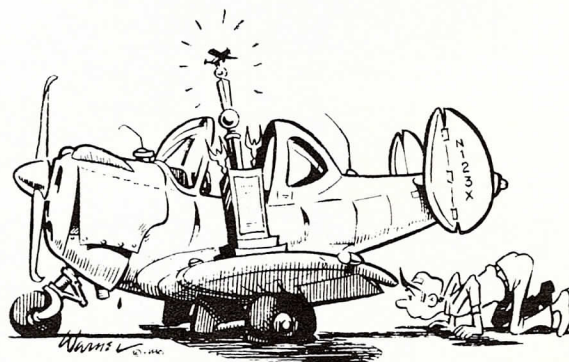
Atlanta, Ga. (Atlanta Airport)  
Baltimore, Md. (Friendship International Airport)  
Boston, Mass. (Logan International Airport)  
Buffalo, N.Y. (Greater Buffalo International Airport)  
Chicago, Ill. (O'Hare International Airport)  
Cleveland, Ohio (Cleveland-Hopkins International Airport)  
Columbus, Ohio (Columbus Municipal Airport)  
Covington, Ky. (Greater Cincinnati Airport)  
Dallas, Tex. (Love Field)  
Denver, Colo. (Stapleton Municipal Airport)  
Detroit, Mich. (Metropolitan Wayne County Airport)  
Honolulu, Hawaii (Honolulu International Airport)  
Houston, Tx. (Intercontinental Airport)  
Indianapolis, Ind. (Wier-Cook Municipal Airport)  
Los Angeles, Calif. (Los Angeles International Airport)  
Louisville, Ky. (Standiford Field)  
Memphis, Tenn. (Memphis Metropolitan Airport)  
Miami, Fla. (Miami International Airport)  
Minneapolis, Minn. (Minneapolis-St. Paul Int. Airport)  
Newark, N.J. (Newark Airport)  
New York, N.Y. (John F. Kennedy Int. Airport)  
New York, N.Y. (LaGuardia Airport)  
New Orleans, La. (New Orleans Int. Airport-Moisant Fld.)  
Philadelphia, Pa. (Philadelphia International Airport)  
Pittsburgh, Pa. (Greater Pittsburgh Airport)  
San Francisco, Calif. (San Francisco Int. Airport)  
Seattle, Wash. (Seattle-Tacoma Int. Airport)  
St. Louis, Mo. (Lambert-St. Louis Municipal Airport)  
Tampa, Fla. (Tampa International Airport)  
Washington, D.C. (Washington National Airport).

Special VFR, where properly used, expands an aircraft's utility. Unfortunately, the environment associated with that type of clearance often presents too great a challenge to the uninitiated or less cautious VFR pilot.

Pilots must keep in mind that they are only out to prove one thing — that they are safe and capable "plane drivers"!

## Coupe Quotes

by G. K. K. K.



"THE WINNER. . . . SPOT LANDING CONTEST. . ."





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JUST AS EVERYONE IS BEMOANING general aviation's safety record, the statistics released for 1979 show record low rates. In contrast, air carrier accident rates rose dramatically. General aviation had only 3,285 fatalities per 100,000 hours, compared with the airlines' 5,148.

Total GA accidents were down 6%, and the number of fatal accidents decreased 17%, to 658, the lowest total in nine years. Statistics were released by the National Transportation Safety Board.

The lowered GA rates came in spite of "increased exposure," as both flight hours and aircraft miles flown increased. For every 100,000 hours flown, the rate of 10.6 total accidents represented a decrease of 7% from 1978, and the 0.84 total accident rate per millioniles flown was down by 7%. Fatal accident rate for each 100,000 hours was 1.65, and fatal accident rate per million miles was 0.130.

Air carrier fatalities more than doubled—from 163 in 1978 to 353 in 1979. Fatal accident rates remained the same as 1978. There were 38% more airline accidents in 1979 (33) than in the previous year (24).

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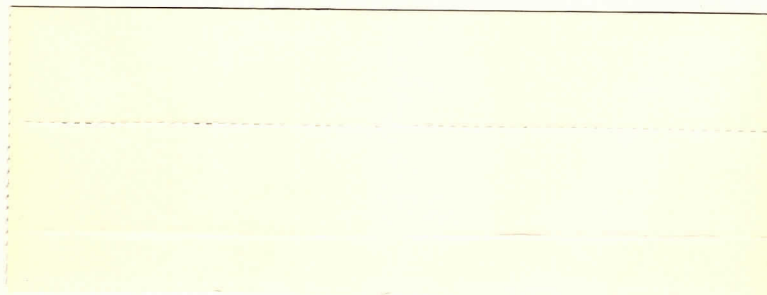
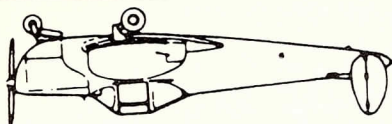
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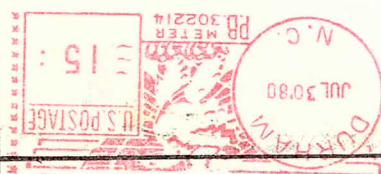
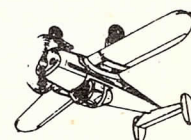


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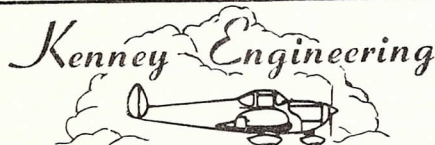
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