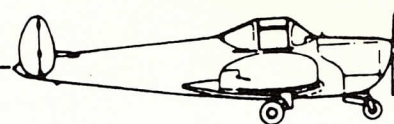


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 9, Number 4, September 1980

Editor: Skip Carden

BG/80 THE NATIONAL FLY IN

Carl Hall had really done his homework and had made every effort to see that everyone would have the best possible time available. There were Movies, Forums on maintenance and care for your Coupe, flea markets, food and fellowship. If you didn't get there, then all I can say is that you missed it. The weather was less than cooperative causing us to cancel the predicted log competition and also keeping a large number of Coupes at home. We were still able to muster up 125 of Mr. Weick's beauties, and as one member said, "not a dog on the field."

The real highlight of the Fly-In was the appearance of Leonard Page's project. We had all heard about this project for the last two years and it had been the subject of much discussion for some months. Some didn't believe that it existed except in Leonard's mind. Others came away from the Arkansas farm sworn to secrecy. Others just got pale when the Project was mentioned and Leonard just smiled when asked about it and rolled another of those funny cigarettees he smokes. I had not even been told about the Project other than he was building something...but what??? When Leonard arrived at Bowling Green it was after dark, but Joe McCawley, Bill Morrison and I ran to my car and burned rubber for the Airport. We took my flashlight and walked up and down the rows of Coupes looking for the Project which Leonard had reported to have flown up. We looked and looked and felt silly because we couldn't find it. And then, shrouded in the early evening mist, we found it! It was not like anything we had ever seen before. Mostly Coupe, but a lot of Leonard and a magnificent job it is. Next morning you could hardly get close to it due to the crowds that were flocking in to see it. When I got up close and saw Leonard he told me how he built this truly outstanding airplane. Seems that when I wrote the ERCO WASP story several years ago, Leonard liked my ideas on the WASP so he decided to build one as a result of my story. You don't know what an Honor that was when he told me that, because so few people ever commented about the story, I felt it had bombed out. But not so. Here in all its glory WAS THE ERCO WASP, almost as I described it in the story and there painted across the nose was WASP. For me a dream come true. Then Leonard asked if I wanted to Fly it. Well, I almost wet my pants but I restrained myself and told him I would fly it in a few minutes. In the meantime Wayne Olsen received an invite to fly it and he did, but shortly after it developed carburetor trouble and was down for the rest of the Fly-In and I never got my flight. So, I hope to get Wayne to give me a flight test and evaluation for the next Coupe Capers. The Wasp has a narrowed fuselage, shorter wings and re-worked tips. There is only one seat, with a stick and rudder pedals. The canopy slides ala fighter, the wings have less dehydral, the controls have greater travel and up front is a 125 HP Lycoming. Oh yes, it also has a smoke system on it. If you can get Leonard to tell you the story about him and the Government and the Wasp, you will roll on the floor — and it is true! As usual, we enjoyed the fellowship with the members which has become the trademark of our Fly-Ins. We had a special treat as we got to drive the Weicks all the way to Bowling Green from Kitty Hawk, N.C. where they had had a small auto accident which disabled their car. We also had the pleasure of their company part of the way back, as we carried them to Columbus, Ohio, to catch a flight home. I really enjoyed being around this wonderful couple and hope that I can live half the life that they have. A really wonderful relationship that they have.

Highlights of the discussion meetings and the business meeting are as follows: It was voted to have the next National at Bowling Green and then move the Fly-In West as it was felt that it would take two years to set up and execute a Fly-In in the far west because no immediate site was available. It was also decided to have a Fly-In no more than two times at any one location. Also, it was decided to put less emphasis on Trophies and judging and more emphasis on fellowship and seminars. There was much discussion on getting more regional and local people involved in having local fly-ins. It was reported that the Fred Weick Scholarship Fund was within \$500.00 of reaching our goal of \$5,000.00. Airtex donated a complete interior and it was auctioned off for \$500.00. The interior was bought by Joe Messerly. Mr. Whipperman (former owner of Serial No. 1), donated a Hobbs meter which was auctioned off twice to Leonard Page who kept giving it back making up another \$100.00. Joe Todd finally bought it for \$35.00 and Jim Jackson donated his Gas money to the Fund bringing it well over the \$5,000.00 mark. Mr. Whipperman also gave some items to the Club to be held in our permanent collection of Coupe Memorabilia. Col. R.W. Moore established a new award this year called the Blue Magic Award. It will be given to the best polished Coupe along with a Cash award which will be increased by \$10.00 a year until it reaches \$100.00 and it

will stay at this level. Thanks to Col. Moore.

This was the first Fly-In that I could really enjoy as I didn't have anything to do except give my Treasurer's Report. It was really a joy to be able to come and go as I pleased with no real responsibility, all due to the great job done by Carl Hal. We owe Carl a real debt for his work to make this the Best Fly-In yet. Also, I want to thank Fran Heath who, with the help of Vi Goldsmith and Nevada Monday, took care of selling our Club items. Also, I want to thank Jon Hiles, John Wright and Bob Strait who helped with Forums and other arrangements. And, as usual, I am sure I have forgotten someone who also did a great Job but we really appreciate you also.

Skip

AWARD WINNERS

Grand Champion Ercoupe, Herb Potts; Reserve Champion Ercoupe, Carl Hall; Grand Champion Forney, Gene Taylor; Reserve Champion Forney, Jack Trnovec; Grand Champion Alon, Eric Ken Anderson; Reserve Champion Alon, Cyrus Jenks; Grand Champion Mooney, John Clark; Reserve Champion Mooney, Sid Adams; Longest Distance Flown — Seattle, Washington; 2nd Longest Distance Flown, Eugene Oregon, Ken Damewood; 3rd Longest Distance Flown —; 4th Longest Distance Flown, Phoenix, Az., Jack Harkness; Most Original Ercoupe, Vern Brown; Most Modified Coupe, Steve Price; Best Panel, Joe McCawley; Best Interior, Jim McKinley; Best Paint (Application), David McPhearson; Most Unique Coupe, Ralph Johnson; Lowest Serial Number, George Gillespie; Lady Ercouper, Laura Page; Longest Distance Driven, Dennis & Carol Peterson; Fred Weick Award, Leonard Page; Longest Distance Commercial, Dave Kenny, California; Fly-In Queen, Janna Ross; Oldest Pilot Award, John Thoms; Youngest Pilot, Don Bonem, IV; Best Dressed Pilot, Roy Wright; Hard Luck Award, Glen Becker, lost paint in hail in Ky.; Best Engine 87308, Buz Kimball; Regional Director Best Attendance, (Ill.) John Wright; 2nd Best Attendance, Region 8, Carl Hall; Safety Award, Fred Weick; Blue Magic Award for Most Polished, \$20.00 cash, Burt Ellegaarde; Highest Serial Number —; First Annual, Ralph Johnson.

Our \$700.00 in Door prizes were donated by: Blue Magic, Univair, Skyport, Airtex, Kenny, WAG Aero.

Also thanks to AIU who donated the Happy Hour.

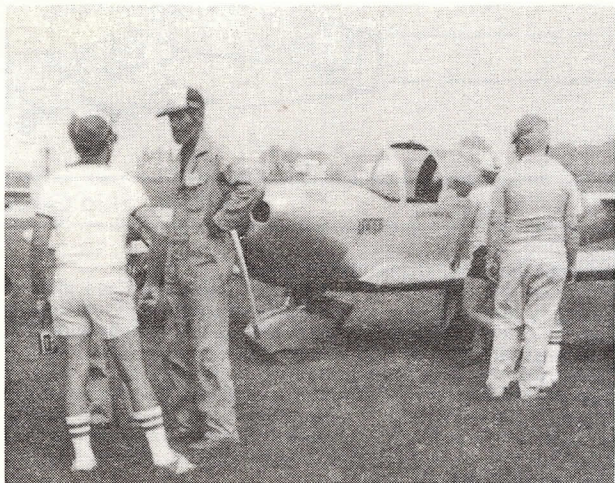


*Please, Please let Wayne and our
Wasp return to the Earth in one
Piece, Gently!*

*Laura, not shown—she'd fainted
dead away!*



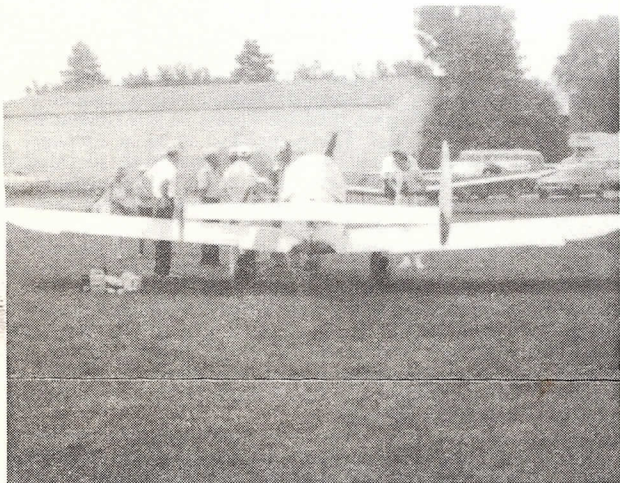
Donater of Ercoupe 1 Meets No. 1



*Stung by a What? Where?
Wasp being viewed by
"Sexy Legs" Carden*



*Carl Hall, BG/80 Head Honcho,
Overseeing Judge's Final Deliberations*



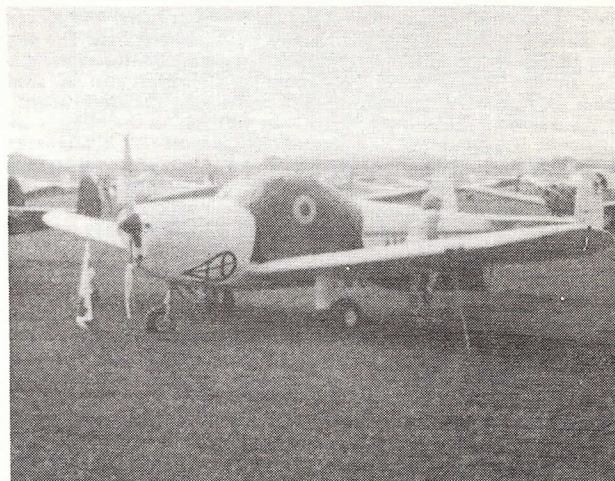
*Leonard Page "I washed my Coupe with
a new Detergent and it Shrank!
(Me thinks Leonard needs a Shrink!)"*



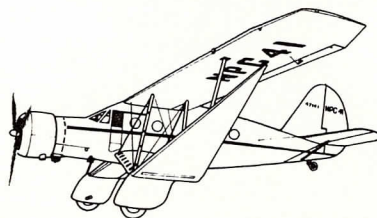
*Leonard Page (with Laura looking on)
receives Fred E. Weick Award from
former recipient, Roy Wright*



*"The Stomach"
Onlooker's Comment: "Nobody, but
Nobody can eat that much at one meal"
(They don't call him Don Streeetch
for Nothing!)"*



U.F.O. (Unknown Funny Object)





*"Uncle" John Thoms entertaining the
VIP'S – John, aged 79, flew his
Coupe in, solo*



You're Kiddin!!



*B. Morrison reaching for...
"Hey, Watch It, Buster"*



*Judges hard at work, lead by
Beauteous Judy (LaBash) Marquardt,
Chief Judge*



*Former Prez Roy Wright "Erupting"
for our Founder and Head Money-Minder,
Skiparoo Carden*



Speaks For Itself



Clearing Off The Editor's Desk

OSHKOSH BY ARROW

As most of you know, I had not planned to attend the Big One at Oshkosh this year, but when Jim Fohr called and offered me free lodging in his Winnebago and suggested that Joe McCawley might come, if I asked him, it was too much to resist. I put in a call to Joe and told him of the plans. He said that he would like to go, so he flew up to Durham in his newly purchased Piper Arrow and away we went to Oshkosh, my first time to Fly-In. We got there around 7:00 and had to wait for the field to open. It was a real thrill to be in a line of planes all bound for the airport. With their usual smoothness we were all routed down to a safe landing and were soon all tied down and ready to find the Coupers. The only directions were, that they would be in the same place that they usually were. Well, after a long hike lugging two sleeping bags and our suitcases, we got to the bus stop area across from the main gate. I told Joe that they had buses in here to take the campers to and fro, much like the buses used to transport the Pilots to their planes. Oh, by the way, we were parked on row 97 when we landed and lots of planes arrived after us! Well, after a 15 minute wait, we were told that there were no longer any campground buses and we would have to walk. Off we go to the far side of the campground where the Coupers usually stay...guess what?...they weren't there! I walked row after row looking for the campers, but no luck. It was now quite dark and we had no flashlight and we hadn't had any supper. I told Joe to wait where he was and I would go up to the registration booth and find where they were. After a long wait I got a chance to plow through the many registration cards...but no Jim Fohr. In fact no Fohr's at all! As despair began to set in...what was I going to tell Joe?...I decided to look up Jim Jackson as I had heard that he had been there since Monday...Sure enough, there it was — James Jackson-Spirit Lake, Iowa, camping in Pauls Park. On the way back I felt better because I now had a positive location and felt that I could find someone. Joe and I began to pick our way into the wooded grove known as Pauls Park. As we stumbled and groped in the now complete darkness, we came upon a row of Porta Toilets and as we approached we thought we saw a familiar figure enter one of the Fiberglass cubicles, Joe said, "That looked just like John Thoms." "You're right, I said, but I hadn't heard that he planned to come." Well, we waited till the person completed his stay, and guess what? It was Uncle Jon, as we so fondly call him. After a few hand shakes, he led us to the area that Jim Jackson had staked off for the Coupers. There were Fred and Dorothy Weick, Jim and Bob, Uncle John, John and Rita Wright and Chuck and Ellen Ray. We were home at last! The reason I couldn't find Jim Fohr is he let Bob Wink register the Van, it wasn't in Jim's name. Also, I hadn't been to Oshkosh last year and they had changed their campsite on me. Well, we got there on the opening day and got to see lots and lots of people. There were several nice Coupes on the field and Don Stretch and his lovely wife, Carol, had their coupe on display with its new cloth wings. Don also installed an interior on the field for those who wanted to see just how it was done.

Since I hadn't been to Oshkosh for several years, the following are some of my reflections: First, there were several fatal crashes the first two days, which will probably tarnish this years record. The crowds were unreal...200,000 people to see the Airshow on Sunday with at least one or two hundred more on the field. The exhibit area was so crowded that you could not fall down if you had had a heart attack. So many that you couldn't see what you wanted to. We tried it several times and still huge crowds. Food was plentiful and also plenty expensive. I also noted that this year the EAA seemed to have the complete concession business. The Airshows were outstanding as was the War Birds who flew only two days this year...guess the gas pains are getting to them also. Most notable were the ultra lites which have really developed into a force to be noted. They had more aircraft on the field than homebuilts or classics. The many composit homebuilt and ultralite aircraft. The vast numbers of airplanes and people in one spot. In closing, we were able to sneak out of Oshkosh between thunderstorms and flew south into a large high that allowed us to arrive home at 8:30 Monday evening after a pleasant two days with some swell people that have a good time wherever they are. Jim, thanks for the hospitality and thanks to all who made our brief trip worthwhile. As I write this, Tuesday, the 12th of August, I called President Don Stretch and learned that he is still weathered in in Milwaukee. Hope he gets home soon.

Skip

PRODUCT REPORT

I have always wanted an ADF so last fall I made the plunge and purchased a used Bendix T12C which had been reconditioned and included a new installation kit. I had to pay \$500.00 for it which seemed like a fair price. When I received it, I was very pleased as it looked like brand new, not even a scratch and it was also guaranteed for 30 days with a return clause. This is one advantage of buying used Avionics from a dealer. Well, I set about the task of installing it and found that it takes a good deal of time to route all the cables and mount the loop and long wire antenna. Having never flown with an ADF, I only hoped that it worked like I had been told it would. Well, after getting it all hooked up I turned it on and was surprised at the number of Broadcast Stations that could be picked up which I was parked on the ground. Well, needless to say, I am more than pleased with my ADF and would rather fly it than the OMNI, because it is more accurate and contrary to a common myth, you can fly from a station just as good as you can to one. Of course, the stronger the station, the more distance you can receive it.

For a practical illustration, I base my plane 40 miles from Radio Station WPTF in Raleigh, a 50,000 watt station. I fly to my place at the coast using this station as my sole navigation aid. I fly to the station which is located in Raleigh, N.C. I then take a compass course of 125 degrees and let the ADF needle point to a heading of 180 degrees or off the tail. This gives me a direct shot to the Morehead Airport. When I come home as soon as I get up I can receive WPTF and fly to it and home, a distance of 170 miles, much better than an Omni.

Why don't more people use the ADF??? I don't know, except that the average pilot doesn't understand how it works. A lot of people will tell you that there is no correction for a cross wind and that you fly an arc when homing in on a station. Not true, because as the distance shortens you have to make more correction to keep the needle pointing ahead. In fact, in the new issue of "Proficient Pilot," printed by the AOPA, there is a complete chapter on the ADF and in it they said that up to a 30 knot cross wind can be ignored and just home in on your station. They also give good examples on how to recognize and deal with a cross wind when flying from a station. Also, have you ever tried to find an airport in poor visibility? You knew that you were close, but you just couldn't seem to see it. Well, an ADF will point the way if the Airport has a low frequency beacon, and a lot of them do. A real comfort, and as you read last issue, it probably saved Ralph Johnson's life when his engine quit.

I have flown my ADF for almost a year and would not part with it at all. In fact, I would rather give up my VOR than the ADF. The ADF shows an immediate change of course causing you to fly a straighter course, not chasing the needle. There are more broadcast stations than VOR stations and a good ADF will pick up a 50,000 watt broadcast station for several hundred miles. There is almost always a broadcast station or LF beacon anywhere that you may be going as opposed to the scattered VORs. You can use the ADF in mountain valleys as it is not a line of sight device. In February I sat on the ground in Sanford, Florida and tuned in a station in Jacksonville and flew all the way there on the ADF. And, as an added bonus, you can listen to music and news as you fly along.

MORE ON THE ADF

As you read above, I am sold on the ADF and its use as a navigational tool. But I soon ran into a problem with its use. Where do you find a listing of Broadcast Stations? I found a few listed on the sectionals, all the LF beacons but not enough BC stations to suit me. I found that the Jeppesen Manual listed a great many, but as I checked I found that they were not necessarily the strongest stations. Also Skyprints had a listing but it was not as complete as I wanted. I learned of a publication called "Olivers ADF Directory" published by G&O Publishing Co., Box 225, Garwood, Texas 77442 at \$7.95. It is more complete and had bearings from the station to the nearest airport and the distance. So you could fly to a station listed, leave it on the published heading for a given number of miles and be at the airport. Not a bad book to have, but still not what I wanted. I then found what I was looking for. You would be surprised that no one other than the AOPA had ever heard of a book that listed the BC stations, and they told me where to get one. The North American Radio and TV Guide is available from Sportys Pilot Shop or from the publisher, or a local book store can get you one if they are given the name and the publisher which is Howard W. Sams Co. Inc., 4300 W. 62nd St., Indianapolis, Ind. 46268 and sells for \$6.95. In this book you will find ALL BC stations in North America. They are listed by state and city, by call sign, by frequency and the power and other info is given. This is truly what you need for complete use of your ADF.

PLAQUES

I have had several people ask if we could get any Fly-In Plaques like the ones that we have had in past years. I can and will have them available soon for ALL YEARS for those who collect them. Will probably be a month or two. Watch CC for availability.

STILL MORE ON THE ADF

Well, they say one thing calls for another and I believe them. In order to really enjoy your ADF if it is an older one like mine, you have to tune it by ear listening to the station to be sure that you have the correct one. Not too bad except some stations go a long time between id's. Joe McCawley suggested that I get a digital read out for my unit which would bring it up to the most modern levels. Well, I checked into it and found that for less than \$175.00 I could buy a digital frequency indicator with automatic dimming and only three wires to connect it to my present ADF and besides, I had some empty holes and this would look good in one of them. The add was right and in just a short time I had it installed and working. Now I can tune in a station long before I can hear it and don't have to hunt on the dial and wonder as the Indicator gives a positive read out on station frequency. This really makes an older ADF much better. I would recommend one to anyone with an older ADF.

SMOKE!

Skip

Yes, there was smoke at the National this year. I don't mean a fire or anything like that, but the Smoke came from two of our members Coupes! As you might guess, Leonard Page had Smoke on the Wasp and Gene Taylor had Smoke on his lovely Forney. To my knowledge, other than The Twin Coupe, which was used in airshow work, these are the only Coupes to have Smoke. Really looks neat and maybe Leonard and Gene will share their Smoke installation with us for those who might want to install one. Wonder if you can give smoke signals in a Chero-coupe???

BLUE MAGIC

As mentioned earlier, Col. R.W. Moore, who sells Blue Magic, has established a special Blue Magic Award for the most polished Coupe. This is really a good product and one that is being widely accepted by motorcycle buffs, who also do a lot of polishing. I asked one of our members at Oshkosh how he got such a nice polish on his Coupe and he told me Blue Magic. Col. Moore is quite a character. If you haven't met him, you should. He is connected with the last old time medicine show. This group was recently featured on National TV. They go around the country presenting their Medicine Show in small towns across the country. They do this so that the youngsters of today can get an insight into what this part of Americana was really like. So, in the Coupe Group, you just don't know who you may meet next.

SAVER CARDS

We now have a good supply of BUDGET FAVORED SAVER CARDS. With this card and a major credit card you can receive a 20% discount on time and mileage rates. We are pleased that BUDGET has allowed us this discount and would encourage everyone to send in for your card, IT'S FREE! Just send in a self addressed stamped Envelope and we will be glad to send you one of the discount cards. I would also say that on my California trip, we used several rental car companies and got ripped off both times, but BUDGET was the most reasonable and the most courteous that we dealt with, and I would encourage you to rent from BUDGET whenever you have the opportunity. Send for your card today — it's FREE.

GRAND OLD MAN

I don't normally get personal about our members, but I think that from time to time I will begin to recognize those members of our Club who, in my opinion, deserve to be brought to the attention of the membership. There are lots of these members, who are just good solid folks and are a joy to be around. This month I would like to bring to you attention John Thoms. John is 78 years young and is one of the most active pilots I know. When I arrived at Sun N Fun, he was the first person I saw. He had flown in and planned to stay for the whole week. He had rented a car which he put at my disposal and was on the field everyday. Then I saw John again when I got to the National. He had flown in but had stopped short of Bowling Green due to weather. Again, he was sole, from his home in South Carolina. Then as I recounted earlier he was the first Couper that we saw at Oshkosh, having driven up and pulled a small camp trailer, once again he put his car at the disposal of anyone who needed it and even drove those around that needed it. I think that Uncle John, as I call him, is a truly remarkable person. At 78 he goes and does more than those half his age. He is a joy to be around and I have never heard him have any bad comments about anyone. A REAL PERSON and a true credit to ERCOUPERS. If you have the chance to meet him, do so. You will always remember Uncle John. (The reason I call him Uncle John is that at the first National Fly-In in 1976, John was dressed as Uncle Sam. He has also flown to every National Fly-In).

CLUB DIRECTORIES

I have found a box of 1978 Club Directories. This was the last year that a directory was published. If you want one, send \$.50 to Fran Heath to cover the postage and handling and she will be glad to send

you one. I hope to be able to get out another Directory soon, but it is a huge task, as we no longer have the Computer capability. This means that all information has to be sorted and prepared by hand.

POSSIBLE BATTERY SOLUTION

While at Oshkosh, Joe and I found what we think is the solution to the Alon battery problem. Joe needed a battery so he purchased one of the new Gel-Cel batteries which measures the correct size for the Alon battery box. If it fits we will contact the manufacturer and try to get a Club discount on them. There are several advantages to this type of battery in that they do not require a battery box and do not have to be vented as the electrolite is a gel. Also, they will not spill when you loop your coupe! We hope this is the cure for this problem and will have more on this as soon as Joe McCawley gets it installed and working.

Skip

A lot had occurred since the last issue of Coupe Capers, such as the National Fly-In, Oshkosh, the Region 8 Fly-In August 23rd and 24th, and the Fly-In at Leonard Page's on August 30th and 31st. I am sure you will want to attend one of these fine get togethers and enjoy the fine times and fellowship.

FOR SALE

1946 415-C, N87267, S/N 440, Merced First 1980, Vintage Airplane, Aug. 1979. Complete rebuild Jan. 1979, Stripped, alodyned, all new paint over chromate inside and out. New interior and carpeting, original panel, new control wheels, many instruments. Beautiful nose strut w/polished original nose gear. New tires, bearings, bushings, plexi, wiring, fuses. Strobe, nav, int. lites. Wired for Idg, taxi, com & nav radios (antennas inst). Art horiz w/extra 4" venturi. 100 hrs. on air-frame since rebuild, TTE 700, less than 20 hrs STO. New Slicks, harness, starter, gen, fuel pump, hoses, plugs, batt, ELT, lg spkr in hatrack. All documents, factory manuals, logs, receipts, just annualled. \$6500.00 or neg. on trade of needed parts. Tony Whitehurst, Box 909, Los Banos, CA 93635 (209) 826-4242 — 4250 (eves.) Serious Coupe lovers only, please.

1965 Alon Aircoupe (N6362V) 1300 TT, 550 STO; Dec. 1979 annual. Cessna 300 Nav-com (90 ch.); Narco 31 ADF; King KT78A Xponder; Telex headset; ELT & full gyro panel. Custom canopy cover, new seats and interior with hat-rack assembly. NO damage history. Very good exterior with original Red on White. Good compression on all cyl. Runs and flies great. \$7,300.00. Mitch Raiborn, P.O. Box 4320, Lubbock, TX. 79364, 806-742-3170 (days).

1947 415D, 1430 TT, 650 SMOH, all metal, recent Imron paint, tinted glass, custom interior with overhead consul, new Alpha 200 radio, rudder pedals, double fork, wing landing lites, RB, fresh annual. A beautiful plane - \$6,000.00. Call 919-756-3963.

WANTED

Fuselage tank for 415C. I have a stainless steel welded nose tank for later model Ercoupe. I will sell or trade for older type tank. Wilburn Wann, P.O. Box 1256, Westwood, CA. 96139, 916-256-3109.

Ercoupe Wanted, Condition more important than price.

Earl C. Kegg, 8215 Burnley Rd. Towson Md. 21204

FROM THE MAIL BOX

Dear Skip:

What a great fly-in that was! By my estimate, there must have been at least a hundred 'coupes there, despite the thunderstorms that kept many others from making it. It was especially gratifying to see so many 'coupes in such superb condition - there wasn't a doggy one in the bunch.

As I mentioned at the fly-in, I will not be able to supply any more wheel fairings until I can make some new molds. My present molds have deteriorated to the extent that they can no longer be patched or re-finished, and therefore, must be replaced. I think this would also be a good time to completely redesign the fairings. This, of course, will entail a new STC. I estimate it will take about a year to accomplish all of this, but I think the end product will justify it.

When I spoke to Ken Heath at the fly-in, I told him how distressing it was to me to see his beautiful prize-winning Coupe, which he recently sold to a fellow Californian, sitting out in the hot sun and smog at the Compton Airport. Since I own a hangar, I told Ken that if I knew the new owner, I would be tempted to let him use my hangar just to keep that magnificent 'coupe as pristine as when he and Fran had it. Well, the new owner, Dan Falconi, got in touch with me last week, and the upshot of this is that N2522H is now safely ensconced in my hangar and I am now part owner of the plane.

Enclosed are my dues for the coming year.

Sincerely,
Dave Kenney

Dear Sir:

The print enclosed is the Alon that Max Conrad owned in 1965, was to break a time in air record sponsored by the City of McPherson, Kansas. Reason for not doing the flight was as Max told me, the C-90 Cont. used so much oil that they had to build or make a special engine C-90 with tapered cylinders. By the time this was completed 3 years later, the Alon factory folded. I bought it from Max, less engine, August, 1975. Be nice to see this print in your flyer. Someone will comment.

Yours truly,
Stanley Gerlach

P.S. I am 67 years old, have flown 8,000 hrs. Started in 1932. No mishaps, have 4 flying planes now all in hangers!

Dear Skip,

Enclosed find my check for dues and a little extra for the Fred Weick Fund. While at Bowling Green I ordered a new interior for my coupe N3615H from Don at Airtex. Had a problem with shipping and didn't receive it in time for Oshkosh. But, Airtex to the rescue. Don said get the plane there and he would install it on the field, so I did and so did he. I am very happy with it. I also had a problem with housing. Again, Ercouper to the rescue with a generous offer. Luckily everything worked out and I didn't have to impose on John and Rita. Ercoupers are the Greatest People in the world. Go anyplace and find an Ercouper and you have a friend. If anybody gets up here, look me up.

Thanks,
Vern Brown
101 W. Sycamore, St. Paul, Minn.

Dear Skip:

Thanks for the reminder. I still almost forgot to forward dues for another year.

Just got ole 99419 back in the air. I blew a mag at 2500' on April 17th. I had a heck of a time finding a new one. She purrs like a kitten now.

Keep up the good work. I really enjoy Coupe Capers.

One problem — does anyone know a cure for a leaking prop (C/shaft) seal? I have replaced it three times and it still leaks. Engine only has 445 hrs. since major. Any help would be appreciated.

Thanks
G.E. Bowers

Hi Folks:

Just a note to thank all those responsible for the hard work that made the Fly-In such a success.

Mary and I enjoyed all the new and old Coupers.

We got off from B.G. at 8:45 a.m., arrived 8:38 P.M. WVL, Me. same day.

A little tail wind at first, then heavy cross and headwinds the second half of the trip home.

Sincerely,
Webster Fox

Dear Skip,

Just thought I'd add a little note to our membership renewal, to bring you up to date. After having completed the total rebuild of our pride and joy, N87267, in January, 1979, we have spent a thoroughly enjoyable year and a half participating in the wonderful world of 'Coupes. We've found real proof in the old saying that "Getting there is half the fun." No one can diminish the terrific fellowship one finds among fellow Coupers, both informally, and at organized functions, but as we reminisce about our rebuild project, we always seem to agree on the great satisfaction received from watching your immeasurable efforts turn a parts collection into a prize-winner. We'll always cherish the first place trophy we won for "Best Coupe" this year in Merced, California, particularly in the presence of such formidable competition as Walt Bacon (Best Coupe at Watsonville), Joe Figueras, and Scott Reaser (Lastyear's winner in Merced).

Well, the "bug" has struck again! While rebuilding '267, we accumulated a large collection of extra parts from cables to cowl, spinners to trim tabs. Since we got so much satisfaction from the first project, we've decided to try it again. Of course, we'll need a few major items, such as a pair of serviceable rag wing frames, and some brake parts, but the rest is pretty well covered, except for one major item, CASH! The only alternative we can find is to sell our first coupe to rebuild our second. We have mixed feelings about selling '267. On the one hand, it's near impossible to part with anything that represents so much blood, sweat, and tears. On the other hand, we can foresee even more satisfaction in perpetuating the Ercoupe Saga, by returning yet another 'Coupe to the ranks.

And so, Skip, you'll find below the information we'd like you to enter in the Coupe Capers Want Ads. It wasn't an easy decision for us, but we're already looking forward to the enjoyment of our next project, and that half of the fun that "getting there" brings. Many of our fellow members sign off with "KCF" (Keep Coupes Flying). We'd like to add "RAC" (Rebuild a Coupe):

Sincerely,
Tony Whitehurst, RAC

COMING EVENTS

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

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

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MIDWESTERN FLY-IN

September 27th. and 28th. 1980
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For More information contact: John and Rita Wright
4 Flossmoor R6, Springfield, Ill. 62707, (217) 546-0585.

Chapter 3
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Skip



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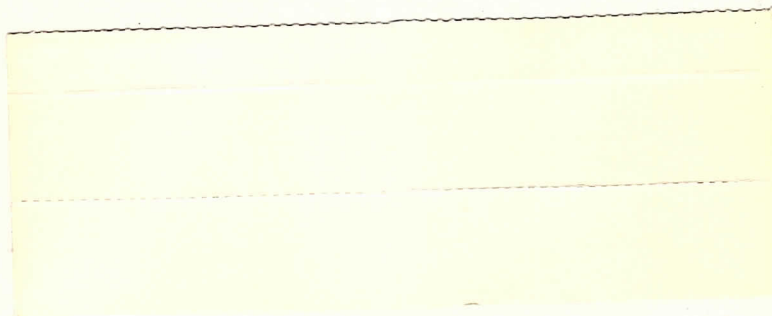
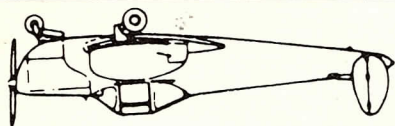
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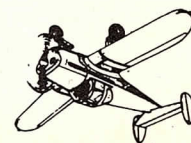


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