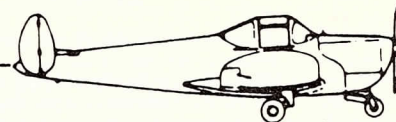


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 9, Number 6, November 1980

Editor: Skip Carden

MEXICAN FLIGHT PLANNED

Hey Guys;

The flight to LaPaz BCS Mexico has been finalized. We will gather in Mexicali, Friday the 7th of November before 5:00 P.M. This will allow us to complete all the paper work that is required by the Mexican FAA in addition to filing a flight plan and topping of our tanks. We plan on spending the night in Mexicali and departing for LaPaz early the next morning.

Don't forget to send John Riffe some money for a deposit on your hotel room. Remember, November starts the tourist season down there and rooms will be hard to find with some reservations. I'm sending John \$50.00. His address is: Sr. John Riffe, P.O. Box 600, LaPaz, BCS, Mexico.

Those who have made a commitment to the flight other than myself are, Joe Brooks, Gary Dallugge, Rich. Morre & Walt Bacon. Let's try to get at least 10 Coupes on this flight.

Our route of flight will be as follows: Depart Mexicali at Daylight 8 Nov. 1980.

Mexicali to Bahia De Los Angeles 285 miles
Bahia De Los Angeles to Loreto 245 miles
Loreto to LaPaz 143 miles

John Riffe says he is going to take us on a flying tour of Cabo San Lucas with a lunch stop at Rancho Buena Vista. The chow is great, as I've been there.

Incidentally, the hotel rooms are \$10.00 a day per person. That ain't too shabby, is it?

There are so many places that we can fly to down there that I'm getting truly anxious to get started.

Some questions have been raised as to the price of fuel down there. Let's clarify it now. 80 octane fuel at all Mexican Government stations is approximately .72 per gal. The only place we are stopping that is not Government is Bahia De Los Angeles and you can expect to pay at least \$1.00 per gallon, maybe a little more.

You will need the following documents to fly in Mexico - Your pilot's license, your aircraft registration, and Mexican flight insurance.*

Come on guys, let's get at least 10 Coupes to make this flight. It's something you will remember for the rest of your life.

The Coupe Moose, Bill Jacobi
38545 Lemsford Ave., Palmdale, CA 93550
(805) 947-9714

*PROOF OF CITIZENSHIP

AREA NEWS

Region 2

Flight to Mexico

A group of Ercoupes are coupling their way to Mexico next month, to visit an Ercouper from Mexico. Recently Bill Jacobi, from Palmdale, CA, met Mr. John Riffe in LaPaz, Mexico. Because they were both Ercoupers, they became acquainted and friends. John Riffe visited California and Jacobi held an Ercoupers get-together barbeque for him and his family. They shared Ercoupe pictures and a delightful two-language party.

Now, Jacobi is sponsoring, and Riffe is hosting, a flight to Mexico. Plans call for the coupers to gather Friday evening on November 4 in Mexicali to complete plans with the Mexican equivalent of the FAA. They will depart early the next morning and head south. They will fly south to Bahia de Los Angeles, 285 miles, thence to Loreto, 245 miles, and then to LaPaz, 143 miles. Six hundred and seventy-three miles south of the border they will meet John Riffe. He has arranged for the motel rooms.

While they are there, Riffe will take them on a flying tour of Cabo San Lucas with a lunch stop at Rancho Buena Vista.

Bill Jacobi's address is 38545 Lamsford Ave., Palmdale, CA. 93550. (805) 947-9714.

Region 4

Dear Skip,

Yes, I would like to have one of the Budget Cards. I am enclosing a self-addressed envelope.

Region Four has been pretty slow about getting organized. So far all I've done is to write to the members on the list. There have been many changes in ownership, and although there has been some interest expressed, not really enough to get anything going.

Then, I was taking chemo-therapy treatments last year and I wasn't nearly as active as I should have been. Fortunately I have received a pretty good bill of health and I hope to accomplish more in the future.

I want to try to get a fly-in organized for early spring. So, I would appreciate a notice in the bulletin asking that the Coupers in this area contact me.

The weather hasn't been very cooperative this summer. It seemed that the week-ends were too windy and turbulent for me to get in the flying I would like to do. Now, winter seems to be coming early, there is already snow in the mountains.

Our Coupe is N87391 - A 415C - 1946. We certainly enjoy it and it has received a lot of compliments at some of the local fly-ins.

Sincerely,
Reuben W. Jodsaas (Jud)

Region 6

Hi Skip,

Thought that we had better let you and everyone of the Coupers know how our Fly-In went September 27 & 28, 1980 at Logan Co. Airport, Lincoln, Ill. We had 16 Coupes and 22 people for the banquet Saturday night held at the Tropics.

First of all, we want to thank Larry & Linda Steen, the operators of the Airport, for having us. And now all of our great Coupers: Jack & Elka Trnovac, Marengo, Ill.; Chuck & Ellie Ray, Dugue, Id.; Mark Hardin, Decatur, Ill.; Mr. & Mrs. G.E. Harvey, Watseka, Ill.; Jack & Dee Swan, Watseka, Ill.; Mr. & Mrs. Gordon Elliott, Watseka, Ill.; Gene & Jan Mowrey, Watseka, Ill.; Vern Brown & Russ Tourville, St. Paul, Mn.; Buz Kimball, Catlin, Ill.; Burt Ellegaard, Shakopee, Mn.; Jerry Mushrush, Lincoln, Ill.; Dick Brown, Champaign, Ill.; John Brooks and son, Pawnee, Ill.; C.K. Fusselman, Decatur, Ill.; Jim Folks, Heyworth, Ill.; Perry and Irene Tanner.

Our special thanks to all of you for helping us. "Especially Jack Trnovac who is going to be in charge of the Banquet next year. Maybe we will be able to eat before 8:00 p.m." "What do you say, Jack?" We all had a great time during the Fly-in. Jack has the best idea for a banquet.

We did away with all of the trophies this year. We just had a banquet and a heck of a lot of fun. We asked the members for some ideas of what they would like for next year's fly-in and they were very helpful. They all agreed to do away with the judging of the Coupes at the Regional Fly-In and have them at the Nationals. We will have trophies for the sport part of flying such as Bomb Drops, Toilet Paper drops, Identifying Objects in a center radius and a time limit, no flight plan or amount of fuel used. We have several more but we can't tell what they are. After the banquet we all went back to the Regal Eight and told airport lies and partied until 3:30 a.m. Except Jack Trnovac - we put him in another room to sleep - not once but twice, as we all had to change our party room so Jack's looked the best. "Sorry about that, Jack" "We all love you."

Everyone agreed that we would have next year's Fly-In at the Logan Co. Airport, Lincoln, Ill. the 2nd weekend of October. How's that for planning? We know that we are having it about the same time as Tallahoma's EAA Fly-In, but we also decided that not too many of the Coupers attend that and with all of the Fly-Ins around, it is very hard to plan a Fly-In without hitting part of them. Also the kids are back in school, most of the crops are out. September is not the best month for a Fly-In.

Jim & Patty Fohr didn't make it to the Fly-In because we forgot to send them a "Special Invitation" to it. We are truly sorry, Jim, so here's your invitation to next year's Fly-In.

Again, thanks to each and every one of you lovely Coupers and to Larry & Linda Steen, Regal Eight Motel and the Tropics for the nice hospitality that you gave us. You all helped our Fly-In to be a success one more year. Also, thanks to Mr. & Mrs. Cliff Sullvain and the Pilot's Ass'n. of Lincoln for having food on the field for us and coffee and donuts on Sunday.

John & Rita Wright
4 Flossmoor R 6
Springfield, Ill. 62707
217-546-0585

P.S. If anyone has anymore ideas to make the Fly-In more fun and successful, please drop us a line or call. All ideas are appreciated.

REGION 7

Nita and I would like to thank all the Coupers who came to our Fall Fly-In here in Mineola. We feel it was a great success. 20 Coupes were present, some from each of the four states. Amon Proctor of Lubbock, Texas traveled the farthest distance (429 miles).

We had lots of flying, "Dog Fighting" and hanger flying. There were several acts by the "3 ACES" (Joe Edington, Fred Shannon and Leonard Page). At the business meeting, sites for Fly-Ins in the Region were chosen for 1981, which included a return to our Airport - Wisener Field - 2nd oldest airfield in Texas, for May 1981.

Thanks again to all our Couper friends for making the Fly-In a huge success.

Eddy and Nita Hearn

P.S. Dear Skip - Wish you could have been with us. Had a really great Fly-In. If you will, please print the above letter in the next Capers.

Dear Skip,

Region 7 had a real good fly-in at Mineola, Texas.

Was sorry to see Snoopy all banged up after a short in the Mags caused engine failure on take off. Fred did a fantastic job of piloting and he nor John even scratched.

Eddy & Nita Hearn were such great hosts. They welcomed us all into their beautiful home and fixed a super meal on Saturday night. Even had a cake with runway, Coupes and "I flew the Coupe" on it.

We are looking forward to going back next year.

Laura & Leonard Page

501-495-2647

Belleville, Ark. 72824

SNOOPYDOUPE TAKES A DIVE

Dear Skip,

It can't possibly be September, but the red notice on Coupe Capers says it's true. As you probably have heard by now, Snoopydoupe took a dive at the Regional Fly-In at Mineola. The cause; plain and simply a 2½" piece of .025 inch copper safety wire had managed to short both mags to ground. Where it came from, no one knows. However, it is presumed to have been at one time utilized on the main fuel valve. FAA classified the forced landing as an "incident." Because of the fact that power was lost at the most critical part of any flight, take-off, I have written the following article which you may print if you like.

"Pay attention - Questions will be asked later."

This article is written in a chronological sequence of facts of September 13, 1980.

0630: You've got to be kidding! No one gets up and has eaten breakfast by this time on Saturday. A call is made to the "Red Baron" (Joe Edington) to ascertain his still breathing after the night before. He is and will meet us for a 0800 take-off.

0730: Arrival at the airport and all tires are "properly" inflated on both aircraft. Fuel sumps drained, oil checked, and both aircraft thoroughly checked by the "Buddy" method. We always do. It's a known fact that 2 heads are better than one. Lines drawn on the sectional are double checked and estimated time en-route is 58 minutes.

0800: After a thorough pre-flight run-up (both aircraft normal) it's line-up and go. Planned flight was to be made at 3500 on the Scurry VOR, but the haze is so bad, we decide to fly "IFR" which in these 2 planes with these 2 pilots means "I Fly Roads." Our Instrument Cards are a baby blue. We hold up both cards and when they match the sky, we fly.

0859: I know this was the time of arrival because my partner did the navigational pre-planning. I call to his attention that we missed the ETA by one minute and he replies that inflation has affected everything, even flight time.

0900: Strange airports always get the benefit of a look see from the "Goldust Twins." A fly-by indicates that if we have an emergency on take-off from runway "17" to go straight-out puts you in a residential area. To turn left could put you into a golf course, but it's heavily wooded. To turn right could place you into meadowland and with the drought in this area, the ground is hard enough to support a 747. Therefore, an Er-coupe/Aircoupe should be able to stay above ground level if an emergency were to arise. First question: Do you thoroughly check out the above items when you land at all airports with the realization that you may have to make an immediate decision to "put-it-in" at a most inopportune time?

0905: The landing was uneventful and post flight run-up indicates a 60-60 mag drop and all else checks ok.

1000 Approximately: Here comes the Arkansas Air Force; What's that riding on Leonard's back. Oh! It's just Laura, but as close as she was sitting to Leonard, it appeared that there were two heads on Leonard's body. Well, that makes sense. They are always together anyway. Another grease-job on the WASP. Not it's Cliff and Billie's turn. Hey! Why did Cliff pull

off the runway on the wrong side and he's not even to the parking area yet? Yep! You guessed it. Old "Tires" Cliff has done another one in. He did the same thing at Shawnee, you know. The FBO at Shawnee just charged Cliff \$33.00 for a nose gear tube. (Everyone should remember that). We all lend a hand to get Cliff's coupe to the "Reserved" parking area and Leonard lights a funny cigarette. I promptly get my tool-bag and in a matter of minutes the wheel is removed, inspected, and the business of getting the Convertible's Twin Sister back into the air is begun. When it's all finished we all sit down to some chili hot dogs and cold-drinks. I excell in this area, you know.

1200: The Baron issues the challenge and, of course, Snoopy responds. We check em out and all looks good. Off we go and do the "thing." Landing is normal and post flight run-up is ok. We park them and head for the Hangar again.

1240: Joe departs west bound for Dallas and I remain behind to "Breeze" with the pilots.

1250: Talking to John Gaither (Student Pilot, harmonica player, and good friend). He had wanted a ride at the Arkansas Picnic, but we had to depart too soon. We talk it over and decide that the Texas heat should support the two of us and we had for Runway 17. During the run-up, I thought I felt the engine "hesitate," for lack of a better word, on the left-magneto, but 2 rechecks showed the same 60-60 that I maintain on the engine.

1300: Line-up and away we go. Power is normal, everything in the "green" and decision is made to rotate. Instrument scan shows all to be normal. Approximately 150'-200' AGL the engine STOPS COLD! Cockpit fills up with hands in an already instinctive sequence; Primer unlocked and pumped at the steady-rate that results in the maximum amount of fuel to the fuel manifold (special note: this fuel input is subsequent to the carburetor in the fuel flow chain to the cylinders. If vapor lock is present, this action should at least result in some indication of engine restart). NOTHING! Next in "my" planned sequence is to actuate the ignition switch. By this time we have lost approximately 50 feet and I have maintained the aircraft at 80 mph and started a shallow, coordinated turn to the right - to my "pasture" for a controlled landing. The actuation of the magneto switch causes a momentary "spurt" of power. I do it again. NOTHING - John is very cool and his confidence in me overwhelms me with the responsibility that I now have both of our lives totally dependent upon my decisions and actions. Altitude loss now is to the point that I must start to pick the site and I don't even have time to convey to John my intentions. He is still on the primer. I take the master switch to the "off" position and ask John to "Sit Still." I've already talked to the Lord and told him once again that I still have his faith, but if he doesn't mind I'm going to help him a little. The situation is now grim. Absolutely no power, but prop is still spinning. My God, power lines! Three large primary service lines and just enough room to get below them. Not too far though because there's about a 6 foot cliff from the pasture to the road-bed and between those primary power lines a telephone cable (which later turned out to be a cable TV cable) is strapped to a 3/8" stranded steel cable. Instinct: place the spinner of the prop on the telephone cable. Hope that the still rotating prop will carry the cable down into the engine and away from the cockpit area. This clears the 3 primary power lines and I still have control surface action. The impact is made! Full up elevator is given to "Snoopydoupe" and Fred Weick's Creation responds beautifully. The nose starts up and my friend John is still as cool as a Caribou. I see the 3 primaries pass over us and I start to feel relieved because I know that the up elevator is producing the desired action for as "safe" a landing as can be expected. The cable breaks and I feel the bird release itself. The tail section is already in contact with the ground and main gear contact is made. Braking action is minimal, keeping the nose gear clear and the best bird ever designed for safety has done it again. I look at John and the grin on his face leaves me weak in the knees. How does not stay that calm and cool? (By the way John is a high-steel worker). We exit the aircraft, extinguish a small grass fire started by the broken cable. I look up and would you believe Amon Proctor is already overhead and radioing back that we are ok.

1310: Here comes the crew. Leonard, Cliff, and the whole bunch being driven by the nicest guy in Texas. Eddie Hearn from Mineola. We look it over and get ready for the investigation that we know will follow. I'll stop the story here, because the rest is regulation.

Most important of all questions you should ask yourself is "Are you prepared if it happens to you?" There's an old saying about pilots that reads "There are those of us that have made forced landings and those of us that are going to make forced landings."

Special Kudos (thanks) to the following: (I'm sure that I'll leave someone out).

Eddie Hearn - for providing us with a beautiful fly-in and

his personal interest in my demise.

Leonard Page - the first guy to come out of the Good coveralls and back into the greasers to get Snoopy out of the field. (Funny cigarettes and all).

Cliff Sims - for just being the friend he has always been. Of course special consideration has to be given to the wives of the above listed renegades.

Joe Edington - for being my long standing friend of 30 years.

John Gaither - for being an ideal passenger/worker and for his confidence in both the pilot and plane during this emergency.

Jerry Franklin - for his supply of "courage" at the end of this ordeal.

Last, but not least, to the No. 1 reason John and I are here: Mr. Fred Weick for providing us with a vehicle that responded to our actions, whether good or bad.

I'm sure this story will be picked apart as to sequence of my actions, but to be really truthful, I don't care. The aircraft suffered minimal damage, but more importantly John and I did not receive a scratch so some things were done right. I've heard so many people tell me that "You were lucky," but I have always been one that believes that careful "Instructive" planning breeds "Good Luck."

Print it if you like.

Sincerely,
Fred Shannon

FROM THE MAIL BOX

Dear Skip,

Just sitting here thinking Ercoupe. Got my wing off and coupe tore up and had a brainstorm. How about a diddie drive? Slogans, if you will.

I've conjured up a few. (Please excuse me if I might have stumbled onto someone else's goodie. I'm new at this being a member of less than a year).

"Two tails at a time is sublime"

"Life would be finer with an Erco Erliner"

"E.O.C. fly the friendly Skies United"

"Ercoupe Pilots tell of two tails - fuelconomy & fun"

"Ercoupe Pilots don't peddle their planes"

"No need to Stoop when you fly a Coupe"

"Ercoupes - We may be slow, but the Only way to Go"

"Ercoupers prefer two tails at a time"

"Fuel? Ercoupe today fuel tomorrow"

I hope it might have brought some humor amidst these gray clouds of the future. Thank you and all the other Coupers who contribute so much to Coupe Capers.

I hope some other wits will come up with other diddies and put them into Capers.

Eric Hill
Atlanta, Ill.

Dear Skip,

No doubt you will think this letter is like a voice coming out of the past. When you see the signature at the bottom, you will know it is.

Received an ERCOUPE parts price list from our good friends at SKYPORT several weeks ago, but due to the constant travelling I'm involved in, just got around to reading it. Must say the folks at SKYPORT brought back some pleasant memories, of my previous coupe N99955, Coupe Capers, and of course, our excellent personal relationship, especially the time you visited Atlanta and flew my coupe.

Am contemplating perhaps restoring another aircraft and am leaning towards an Alon, or Mooney M10 Cadet. Haven't quite made up my mind yet. As you well know, I usually re-build from the first rivet and up.

Enclosed please find my membership renewal check and start Coupe Capers and any other information available coming again.

Best wishes to all Coupers,
Bill Sword

No. 277 & Ham Operator VE3FPO/W4

Dear Skip,

Thank you for the reminder that our subscription to Coupe Capers is ready to expire. Here is a check for another year. We greatly enjoy your magazine and the information has been very helpful to us as Coupe owners.

In December, we are planning to fly our Coupe, N3718H, from Van Nuys, Calif. to Groton, Conn. and we would appreciate hearing from other Coupe owners along the way who have any hints, suggestions or just want to say "hi" to a fellow Couper.

Thanks again and keep up the good work. It's greatly appreciated.

Al & Lia Fullerton
4916-C Mokupea Pl.
Ewa Beach, HI 96706

Dear Sir,

We noticed someone put a red brand on our last Coupe Capers, so I guess it is that time again.

We are still working on the Horner wing tip for the new modified wing for the Ercoupe, and as soon as we complete it, we will send some pictures and a write-up about it.

We enjoyed the Fly-in in Arizona and sure enjoyed meeting you and talking to you. Keep up the good work.

Your truly,
Larry & Joseph Kruljac
Riverside, CA. 92504

Dear Skip,

About time I brought you up to date on Dan and Jan and "Dumbo." Remember Jan had brain surgery right after Tahlequah in '79. Well, she had a recurrence of the tumor in July and has just had her third craniotomy in 5 years. Jan is a real fighter and an inspiration to everyone around her. At this writing she is doing very well.

Now, if you have the space, here are two true stories about how "Dumbo" saved our lives and how I recently had a chance to save "Dumbo" (which his help).

Last Summer we were crusing on the right hand side of the Interstate at 2500' where we usually are and I had a sudden urge to "zoom." I quickly pulled back the wheel and gained a fast 75 feet or so. No sooner had we done this, than a Piper Arrow passed directly below us in the opposite direction exactly where we had been. Skip, before the "zoom" I had not seen the Arrow. Dumbo must have sensed it, though, and somehow told me what to do. I have never believed much in the "occult," but it sure doesn't hurt to own a smart airplane with a will to survive! No question that "Dumbo" saved our lives.

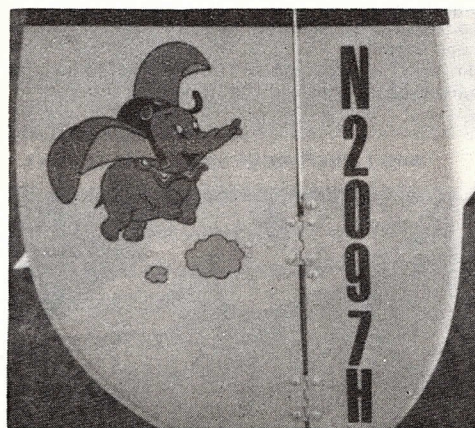
Just last week I had a chance to repay "Dumbo." While Jan has been hospitalized in Ft. Worth, "Dumbo" and I have been commuting to San Antonio 3 or 4 times a month. I was on the way to San Antonio and stopped midway for fuel. I had parked Dumbo in the grass between the ramp and the taxiway and hadn't set the hand brake. I was sitting under the shade trees drinking a Root Beer when the wind picked up something fierce. Couldn't hardly see for all the dust and trash blowing by. People running around trying to get airplanes tied down.

I looked at "Dumbo" and there he was, doing a 120 degree turn all by himself to face the wind. I ran to him and jumped in just to add another 150 pounds. I sat there for a minute while the wings rocked and the wind increased. I looked all around and all the tie downs were occupied. I realized that if I sat there much longer that Dumbo was gonna get rolled up into a ball. I taxied FAST to the end of the runway and began our takeoff run. We rolled 50 to 75 feet and were in the air, cocked 45 degrees to the runway. Left wing down, right wing down, fighting for altitude. I hadn't been that frightened in 20 years of flying. When we reached the numbers at the opposite end we were hovering. I made a gentle 180 and all of a sudden our groundspeed was about 140 mph. We spend the next half hour outrunning this sudden thunder storm and getting lost west of Austin. Finally found the interstate and our grass strip at Kardys airport (in Randolph AFB Control Zone) never looked so good.

Well, maybe I saved "Dumbo" from having that "windblown look," but I couldn't have done it in any other airplane! I called the next day to ask if they had any damage. Luckily only a Citabria had broken loose and damaged a wing. They told me that when we took off the wind was 40 mph gusting to 50.

Skip, I'm sure other Ercoupers have had similar experiences, so this is nothing new. Aren't we lucky to have an airplane capable of taxiing and taking off in these conditions? How many aircraft designs will take off in a 50 mph quartering crosswind? We were just fortunate that Fred designed the Ercoupe in the '30's using only engineering tables and a slide rule WITHOUT the aid of computer technology.

All the best to you and Carolyn,
Dan Dreeben



Dear Skip,

Tis red stamp time, so find enclosed the dues plus a little for the whatever fund. Bowling Green 1980 was just GREAT so a salute to all who worked so hard to bring it off so well. This was Irene's first trip to the National and my fifth.

I want to doubly thank everyone who phoned or sent letters or cards while I was recovering from the burns I received in my December mishap with my nose tank. I received cards and letters from Maine to Oregon and from Minnesota to Texas and all over in-between. So thanks again everyone.

I still have two coupes I'm slowly working on to restore and hope to fly to the next National or before.

Must get this in the mail so I don't miss the next issue of the Capers.

Very truly,
Perry Tanner

Dear Skip,

This is my third month of Ercoupe ownership and I am pleased to say that after many hours of fixing, painting and polishing my coupe 99831 is really looking good. I'm sure it is an asset to the Ercoupe fleet and I'm really proud of her. I do have one small problem. Perhaps you or someone can assist. I'm keeping the bird in all natural aluminum finish which as you know, requires a lot of work. I found that "Metal" polish works well to cut through the oxidation but does not keep it from tarnishing very long. I tried car wax but that also does not do too much to retard the oxidation. Do you know of any kind of wax or sealer I can apply to keep her looking bright and staying bright? If you or any other club member know the secret, please give me a collect call. I would be most appreciative.

Also, I would like to thank Bob Staight for his time and effort. He was instrumental in helping me find my coupe. Without his tip I would still be looking. Looking forward to hearing from someone who has a solution to my polishing problem. Keep em flying!!

Sincerely,
Bill Lesko

6574 Arbordale Ave., Solon, OH 44139, (216) 248-9247

I am writing you in regards to running an ad in Coupe Capers. I don't know if you still print it or not but presume you do. Ours ran out a few months before Kenny was killed in an automobile accident on Feb. 21, 1979 and so I never renewed the subscription.

I would like to see the airplane and though it would be a good place to advertise it. Please send me a statement for the cost of the advertisement and I will send you a check. Enclosed on a separate sheet is the ad.

Sincerely,
Mrs. Kenneth Schultz
Springfield, S.D. 57062

Dear Skip,

Belatedly please find enclosed my check for 80-81 membership renewal.

In addition am enclosing clipping from recent issue of our local paper depicting an "Air Coupe" at rest in someone's bedroom. The N number not too legible but possibly enough so to give you an indication as to possible ownership by an EOC member.

Also am including photo of "remains" of my Ercoupe 2532H. August 10, 1980 proved to be a very "Black Sunday" for me - first in suffering a heart attack, which was followed literally within hours by a very ill wind which took a very selected path across Greenville Downtown Airport, choosing only my plane and hangar to lift some 30-40' into the air before the two separated.

Needless to say, my family kept this news away from me until my recent discharge from hospital - although the news did not precipitate a second attack, I must confess that it did bring in some extra tears, since this little bird had been a labor of love and had afforded me with many hours of delightful flying.

In due course will be determining the extent of salvage parts for listing in Coupe Capers.

Meanwhile, my thanks to you and all the others who continue to do such an excellent job on behalf of the "Coupe Group."

Cordially,
Eslie Miller



Dear Skip,

Well I see by the red stamp on my last issue of Coupe Capers that it is that time of year again. Enclosed find my check for renewal.

I am very sorry that I did not get to meet you out at Bowling Green but did have the pleasure of flying out this year and meeting all the fine folks out there.

We had a very rough flight home but otherwise a good one, after we got on our way.

I want to thank all who were involved at Bowling Green. It was a job well done. Also want to thank the boys that helped me with my stuck valve. It is nice to know that you have people like that still around.

Well enough of that for now. Maybe we will get to meet you next year.

Keep Coupes Flying.

Joe & Joyce Caporale
Putney, Vermont

Dear Skip,

Enclosed is the receipt for the flowers for Shannon Carney. I thought you might want it for your files. I had it with me to give to you at the National but, of course, we didn't get there. I was so disappointed as I had been looking forward to it for so long, so much. I guess they told you our Coupe motor quit the day before we were to meet our group at Orlando, so we decided to drive and we got 55 miles from home and the Van broke down and we had to be towed back to Fort Myers. We were going to take turns driving and come straight through on I-75 and figured we would arrive Friday afternoon.

We are now looking forward to next year's National and I sure hope we make it.

Sincerely,
Ruth Jobes

P.S. I sure wanted to meet all those nice people I've heard about and never met.

Dear Skip,

Enclosed find check for another year of the Fantastic Capers. I am on my way to South Korea for another year of USAF, F-4 flying following my assignment to Clark AFB Philippines for the last two and a half years. RPC-331 my "G" Model 5061 is remaining in the Philippines for a major face lift which I'm in Korea. While in Hawaii I started the papers with the Fed for a U.S. registration and an original C of A. Good thing I allowed myself a few years - it looks like the paperwork is going to be awesome.

I'd like to express my thanks to fellow Couper, Desi Laperal of Manila for his invaluable help and treasured friendship which greatly facilitated my "Coupe" adventures throughout my 120 hrs. of light plane flying there. I considered taking 331 to Korea but will be very busy and didn't like to fly Okinawa-S-Korea over water leg!

Should any of your readers be able to offer me any advice from their experience regarding dealing with the FAA for an original Certificate of Airworthiness, 331 and I would be thankful. After 30 years, it's time for 331 to be heading home.

James D. O'Steen
PSC Box 4305
APO San Francisco 96366

Dear Skip:

I see by my address label that my subscription expires in October; consequently I enclose my check to renew it.

Although I still haven't flown to Washington or Oregon to join the other Ercoupe owners in one of their week-end meetings, I still hope to.

Until about three months ago there were four Ercoupes on our field here at Pitt Meadows (near Vancouver, B.C.). Unfortunately, the owner of one of the Ercoupes, a young deep-sea diver, died by drowning during the course of his work. Relatives took the aeroplane back to Quebec, the young man's home.

Strangely enough, the young man who had rebuilt the Ercoupe beautifully was killed in a motorcycle accident just a couple of weeks later.

Of Course, I am looking forward to receiving Coupe Capers for the next year.

Yours truly,
Hugh N. Matheson
428 Northcliffe Cre., Burnaby, B.C. V5A 1A1, Can.

Skip:

Enclosed is a check to cover my dues.

Enclosed is a blank sample check I had made up in "Antique Finish" with a special cut I had made. (You may print it).

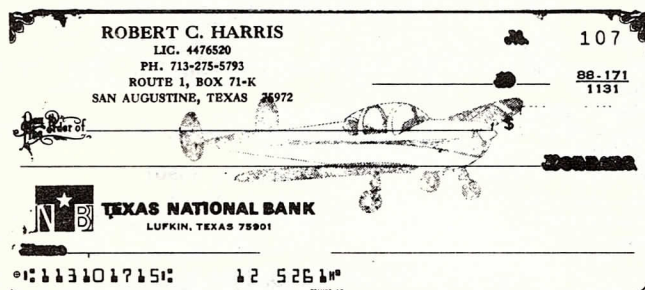
Enclosed is information from the "Deluxe" Check Company on how other coupers can get them made, if they want. BUT, it's going to cost extra. So, they should ask their Bank about the cost. If they still want them made up have them send me a letter with a stamped, self addressed envelope and I will shuttle the "Negative Cut" around, since there is only one.

Of course, this only applies to Coupers who live outside the country. (Anyone who lives out-of-Texas, lives outside the country).

Texans only have to ask for Cut No. Z7886 which is in the Dallas Plant. (you may print the "Deluxe" letter).

Leonard & Laura Page have the "negative cut" now. When they are finished, it will be available to others.

Skip Harris



Dear Mr. Harris:

Thank you for your letter concerning your friends' interest in your cut.

I am enclosing a negative that you will need to give your out of state friends. Unfortunately I can only provide one. They can take this to any bank, request Deluxe checks and the Deluxe plant which services their bank will make the cut.

Any friends that are in Texas may have their bank write Cut No. Z7886 on the other and note that this cut is in the Dallas Plant. Their order will then be printed with this cut. There are extra charges for this.

Unfortunately, I am not able to give prices out to individual customers. They must be obtained from the banks.

Thank you,
Deluxe Check Printers, Inc.
Sara Platten
Customer Service Department

HELP NEEDED

Hi Skip,

Enclosed is my check for my E.O.C. renewal. Incidentally, you have my last name spelled "Schuy" which is incorrect.

I look forward to receiving Coupe Capers every month — a great bunch of people! When I advertised I wanted a new prop - 71-48 instead of 71-50 Bill Jacobi and several others wrote and suggested I have my 71-50 repitched. I had already thought of that and when I took it to senseneck -they red tagged it! So \$500 for a senseneck reconditioned prop! There went my new interior budget until next year.

The exterior is real pretty — best I've seen except for Don Stretch's, and I've just installed larger rear windows and bubble windshield.

Have you a membership directory - names and addresses? I never got one.

Gradually I'm going to make a real cream puff out of N99280, mechanically and otherwise.

One problem I have now really bugs me. After I've been flying for a while and shut down for 1/2 hr. to an hour, on a hot day — it just doesn't want to start and I mean not even a cough or sputter - just as if I forgot to switch on the mags! NO, it isn't flooded, nor does it need prime — I've tried both. Several times it's left me stranded for 4 - 5 hours before it will start. When the engine is cold, and even in the winter, it starts up beautifully. Anybody know what gives? (Please don't suggest dirty plugs - I've already changed them).

Sorry you couldn't make it to Oshkosh. I met a lot of great Coupers there. My big thrill was going as passenger in the flyby with Don Stretch — a super guy, the plushiest coupe in existence and a good friend. For those of you who have seen the interior of Don's Coupe, believe it or not, the interiors he sells as "Stock" through his company, Airtex, are exactly the same and just as plush.

Thanks again,
Charley Schrey
P.O. Box 166
Cornwell Hts. Pa. 19020

EOC MEMBER MAKES NEWS--JUST BY FLYING HIS ERCOUBE

Ed McCarty celebrated the approach of his 78th year of matrimony to wife Maude last weekend by climbing into an airplane to log a few more hours of flight time. Spending their anniversary day in Kimberly, Idaho, McCarty talked of his place in the Guinness Book of World Records as the oldest pilot in the world. Said he, "I didn't have to do anything. I didn't even have to jump the Snake River Canyon. I just grew old." The McCartys are both 95.
Valley News, Van Nuys, CA, October 4, 1980

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

Several A/N Directional Gyros 5735-1 Nav. overhauled, \$25.00 each, guaranteed. Money back if not pleased. Trade, or what? Cliff Sinclair, 3204 Pinehurst Drive, Birmingham, AL. 35226.

1947 Model "E." All metal - We have done all the work. It's ready for you to enjoy. Low time engine, airframe. \$9300.00 investment. BEST OFFER (213) 882-9415. George Stanton, 10134 Glade Ave., Chatsworth, CA. 91311.

1946 Ercoupe 415C (N2576H), 75 hp continental. Can easily be converted to 85 hp as stainless steel skin over fuselage has already been installed. 1416 hours Total Time. 678 hours since Major overhaul. Wasn't flown from 1974 to 1979. Completely gone through in early 1979. Spent \$8,000.00. Annualed 4-5-80. Very clean. Based in Huntington, Indiana. Have to sell - \$5,800.00. Call Bill at (219) 375-3750 daily and (219) 375-2580 after 5 p.m.

1946 415CD 1470 T.T. 700 S.M.O.H. 65 S.T.O. New Mags, fabric wings, silver and blue, polished fuselage, full panel, MK-8 Bucket seats, sun shield. R.B. LL's. \$6,900.00. Virgil Rush, 1860 N. Washington Ave., Clearwater, FL. 33515 (813) 443-3123.

Slightly Damaged but easily repairable, right and left 415C Ercoupe Wings, uncovered. Price: \$100.00 each. Call (312) 639-2678 or write: Dick Shaffer, 518 Berriedale, Cary, Illinois 60013.

Set of wings, need recovering, never damaged. Other parts, tanks, etc. Dave Edens, 1410 NE 8 Ave., N. Miami, Fla. 33161, phone 1-305-891-9985.

FAA's Eastern Region has finally made a determination of sorts on the alleged violation of the Philadelphia (Pa.) TCA by an agency helicopter carrying administrator Langhorne Bond.

They have approved an "incident description" by Philadelphia GADO investigator James Graham that an "unintentional intrusion" did take place at approximately 1:30 p.m. EST on Sept. 9th, and have issued a "warning" notice to the pilot involved. However, an agency spokesman stressed that this was not a "finding," nor a conviction, nor an admission of guilt.

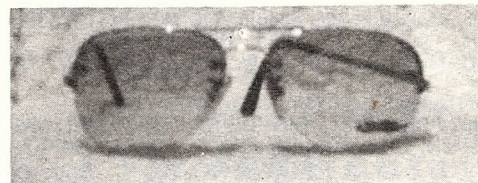
What is it then? We haven't the foggiest.

Nevertheless, we would guess we are safe in assuming that Mr. Bond did get a first hand look at one problem of the regulatory approach to safety. . .it's not much good if someone doesn't follow the rules.

* * * *

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Oregon — Roy Wright, 24490 S. Skylane Dr., Canby, Ore. 97013, (503) 266-9777
Idaho — Walter Rettig, 1574 Lola St., Idaho Falls, Id. 83401, (208) 522-7435
Alaska —

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Cal. S — Wayne Olson, 6788 Kittyhawk Ave., Hesperia Cal. 92345, (714) 244-9821
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Kans. — Rick Middlekamp, 15916 Brougham Dr., Olatua, KS. 66065, (913) 764-8534.
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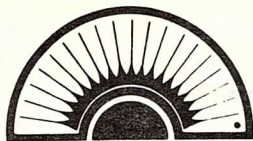
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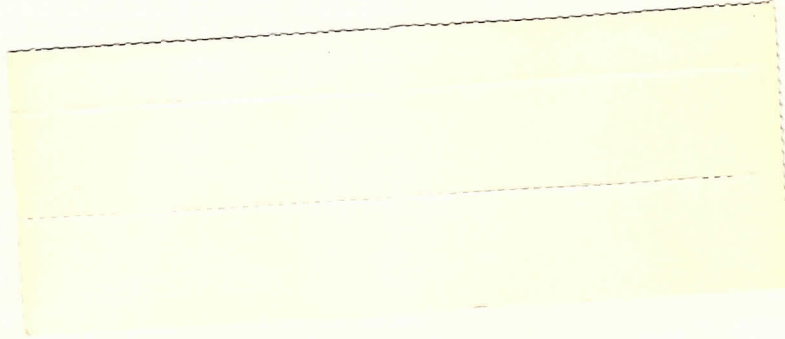
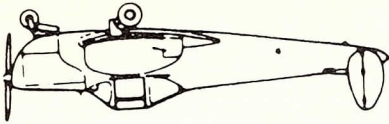
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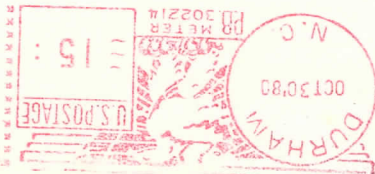
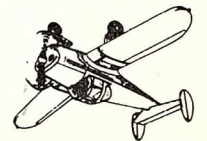


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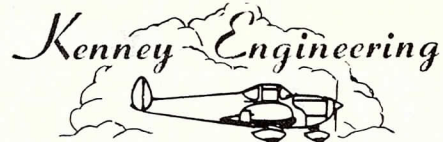
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