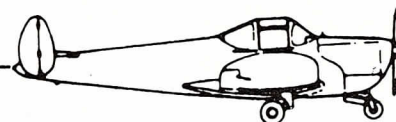


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 9, Number 7, December, 1980

Editor: Skip Carden

AREA NEWS

Region 1

Dear Northwest Coupers,

Can't believe this beautiful flying weather! The September Fly-in picnic in our back yard was a nice change from our restaurant routine. We had 7 Coupes and 19 Coupers, a fun White Elephant exchange, and lots of good company. Pauls stopped enroute home from a driving trip and Shortreeds drove over from Eastern Oregon. We appreciate their dedication! Al and Karen Henderson flew their Coupe which most of the gang had not yet seen; Loopers flew up from the coast; Art Doll brought his daughter Diane from Lebanon; Mohrs were here from Scotts Mills; and Ken Damewood came sole from Eugene. Bill and Midge Ruttan drove up from Salem and were able to meet Roscoes who flew in from Independence. Ruttans live in Salem but keep their Coupe at Independence Airport. They hadn't yet met anyone from there and are usually not free to fly anywhere on Sundays so hadn't joined our group before. We were glad they could make it this time and hope they'll become regulars next year when we switch back to Saturday gatherings.

Clarence Paul mentioned having heard from Jim Bradley recently. Jim had been passing through Roseburg, I believe, and had called Pauls to say "hi." We really miss seeing Jim since he has moved to Pendleton and appreciated hearing about his call. Sure wish he could sneak over the mountain sometimes to join us.

Some of you local Coupers may have received invitations to Reli Sutton's AArt Show this month. We had a nice note from her and were sorry our work schedule didn't permit us to go.

The day after I mailed our newsletter last month, we received a letter from Duane Jury asking if we'd advertise his Coupe for sale. I felt back about missing the notice so closely but, as it happens, the plane has already sold. The new owners of N2963H are Ed Stout and Merv Henkes. Hope they'll be able to join our lunch gatherings and get to know the group.

Speaking of For Sales, Jack Stevens called asking that we list his Forney. He is asking \$7,000. We'll be sorry to lose Jack but hope he'll still keep in touch.

You'll never guess who flew by last week! Bill Geddis and his nephew, Leroy, in N2735F. Leroy and Sue Geddis live in Springfield, Ore. and can hopefully join our crowd. Bill, on the other hand, lives in Calif. and drops in on us from time to time just to keep me alert, I think. He loves to Coupe but is in an area which is unfortunately lacking in fellow enthusiasts. He wiggles through the mountains when weather and his schedule permit and indulges his craving with our group - always pleased to have his company.

The monthly letter from Bob and Delores Packett, the Wash. Wing Leaders, report good attendance at their monthly Lunch-ins, too. They have a variety of restaurants on airfields so we'll try to get a list of intended sites for a few months ahead in case any of us have time on a good weather day to join them. We've flown up a couple of times in the past and enjoyed ourselves very much. It may be Spring now before we can get up the valley again. We sure appreciate the good work they are doing. They're getting some of the Canadian Coupers down to their functions, too, which is great!

Roy & Eileen Wright

REGION 2

Dale Harman from Stockton, CA, was delighted with the reception he got from San Fernando Ercoupers in November. He flew south to attend a convention at the Queen Mary in Long Beach, CA. But, bad weather ahead forced him down at, of all places, San Fernando, the Ercoupe capitol of the world. He tied down. Then he spotted an Ercoupe owner working on his coupe. Dale introduced himself to Ray Welland, and asked how he could get to Long Beach.

"Take my car," offered Welland. Dale declined that offer as being too generous. Instead, Welland drove Harman to Burbank, CA, so Harman could rent a car. Two days later another couper drove Harman from Burbank to San Fernando. Harman's starter clutch wouldn't operate so Dick Groff, another couper, hand propped the coupe.

Unless you fly in mountain territory you will not believe what happened to Harman next. Passing Gorman, CA, in a branch of Sierra Mountains, he caught a "wave" and was lifted from 6,500 feet to

11,000 feet in *two minutes twenty seconds*. That is 1931 feet per minute.

Harman welcomes coupers to Kingdon, Lodi Linds, Stockton Metro, or any other airport in the area. Give him a call 951-7572 work, 477-7825 home.



Dale Harman, Stockton, CA, departs the Ercoupe Capitol of the world, after business trip. Harman found coupers very helpful.

Region 2

Dear Skip,

Just a short note to let you know all is well on the West Coast.

We are all planning on a trip over to Arizona this weekend for the Copper State Fly-In. Hope the weather holds out for us. Sure enjoyed being with you at Bowling Green this year. And hope to see you at a fly-in soon.

Enclosed please find a new name to add to the club list. I believe this man will make a real good Coupe member.

Sorry I don't have much time as I am on my way to work. YES, BACK TO WORK. Can't keep the coupe on retirement pay. Ha Ha

Your Regional Director
Wayne

Region 10

Dear Skiparoo,

Wanted to share this with you. Last Saturday we had a UNITED CEREBRAL PALSY AVIATION FUN DAY here at our local Airport (Herndon).

Rides were offered over Orlando at 3 cents a pound. The event was sponsored by the Professional Air Traffic Control Organization.

They were not going to let me fly in my Coupe but I convinced them that it would be worthwhile.

Guess what! A Cessna 150 sat idle while I carried several passengers (one at a time!). My first passenger was a female tower controller. I also carried the son and daughter of the tower chief and a young boy rode with me twice, stating that he liked the Coupe better than the other two airplanes he had flown in that day.

We had two astronauts present, a male and a female. The male astronaut asked several questions about the Coupe and seemed interested in it.

I flew for seven hours, carrying from 15 to 20 passengers total.

All in all, a really rewarding day and a great chance to show how much interest people have in the Coupe and that it's still the world's finest, funnest, safest airplane.

I won't be able to make Camden so please give everyone my regards. We are just snowed at the office. I am still enjoying the memories of my visit with you and Carolyn.

Come see me.

KCF,
Joe B.

P.S. (Kirby Grant) "Sky King" was there too!

NEWS FROM HAWAII

Dear Club,

Just realized my dues have expired - per notification - so a check is enclosed.

My silver N3665H is still flying up a storm here in Hawaii - taking any 99-er who'd like for trips around Oahu which is fun.*

Handiflyers' N3731H has a new transponder and is busy on cross countries. Don't forget - Fly the Coupe in Hawaii from Handiflyers, Inc.

Mahalo and Aloaha,

Eleanor Sharpe

*Really inspired by all those highly polished Coupes at Oshkosh and now have a firm resolve to do the same.

REGION 7

SEPTEMBER FLY-IN

Dear Skip,

I am writing to say I am sorry for not getting these pictures of Leonard and Laur's Sept. Fly-in in on time to put in the last Caper copy, but here they are. What a great time, more hanger flying than you could digest in a week-end. The music was the best good ole foot stomping tunes. Leonard even played the Texas National Anthem "Rose of San Antone." Unfortunately I had to fly my PA12 Super Cruiser so I could haul all we took. Carried our "Brown Hilton Tent" (Our Blue Holiday Inn leaked at Oshkosh) and all the fussing from my spouse prompted me to keep her dry so I can go to the Fly-ins.

I saw Horton at Tullahoma fly-in and took pictures of the Wasp, but only Kaherine saw and talked to Leonard. We sure invite all Ercoupers to go to this fly-in. Had about 12 coupes there including the Pallmetto Air Force. We had to leave Sat. morning early to get home as we were driving.

Katherine and myself got to go to Tahlequah, Okla. AAA and EAA fly-in Oct. 10th to 12th. We were the first arrivals by air as we were walking to the hanger to see what was going on we heard a plane coming in from the north and you guessed it, it was an Ercoupe. It was Les Ledbetter from Topeka, Kan. he was number 2. Had not seen him since Sept. fly-in at Leonards. We had a small reunion, Leonard, Cliff Sims, Horton and a fellow with a cap on that said Kiss my Grits flew in Sat. morning and stayed all day - left late Sat. We all set under the wing of Horton's plane and ate up all Laura's beans and weiners. Somebody even got out some army c rations and passed them around and guess what? We ate them all. Several Alons and another Coupe came in, but didn't get a chance to catch them. Had 125 registered Aircraft and 327 at the awards Banquet. A big surprise came at the awards. A young Japanese lad flew in with a beautiful KR2 with Red meat balls on the side and wings. He was about 4'2" tall and come leaping out of his plane like a jumping jack. I think he was from Kan. His name is so odd he said call him Ta-kie. Sure was a pleasant fellow. Said he has been over here 7 yrs. Also has built a VP2 airplane.

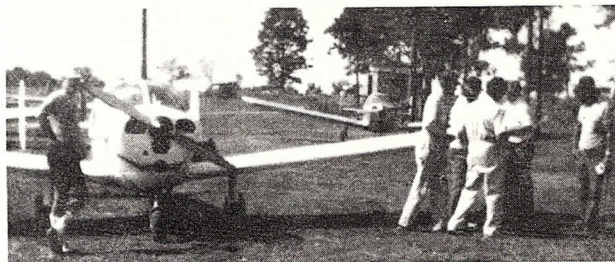
By the way, I saw the Red stamp on this Caper and am sending my dues. I would like to have printed in the Caper paper that I need a useable nose strut for N3475H we are rebuilding. If possible, with a double fork nose wheel. I'll stop this rambling and close with a Keep up all your good work - it's really appreciated by us all.

Your Friends,

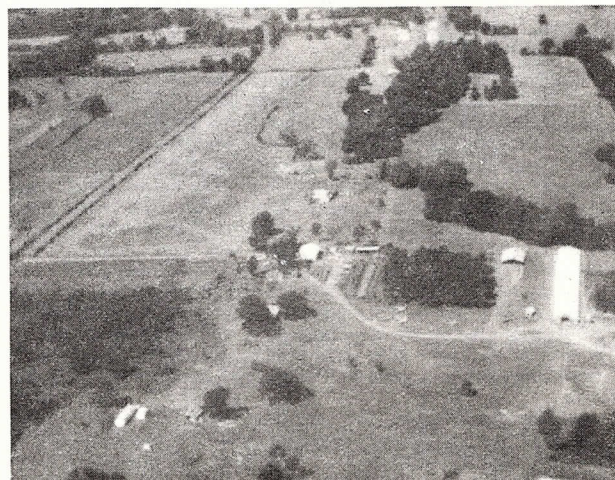
Katherine and Archie Brixey
1926 Mayfield Rd., Grand Prairie, TX 75051
214 - 647-0809 (collects are ok)



Leonard singing Rose of San Antonio. Son playing Bass (Cajun Boy, John Gaither) playing French Harp, Fred Shannon playing "Blonde", Guitar that is in the rear. Now, this is all in Leonard & Laura's living room.



Left of center and rear plane is the Wasp. The convertible is in front. That's a Brixey in front of Fred Shannon's Alon. Cliff Sim's coupe on right - Leonard, Fred, George.



The sod strip by the road is where all the cow piles are. Laura got her broom and dust pan and cleaned the north south strip.

REGION 8



Connersville Holiday Inn welcomes EOC Pilots



EOC Members at Connersville

NEW PRODUCT

Dear Skip,

As per our phone conversation I am forwarding an advertisement to be placed in the Coupe Capers for Microlon. I am working with the distributor presently and should be able to set up a good price for club members. There are a few points of interest you might want to pass on. First, the aircraft treatment is of a slightly different composition than the automotive treatment. There was a report in the AVIATION CONSUMER which suggested that there was no difference, which is completely false. Second, there are two separate kits available for aircraft, and which you use is dependent upon engine size and design. Fortunately, the majority of coupes will be able to take advantage of the smaller kit. I will furnish this information along with the rest of the information on Microlon as people write.

I believe that Microlon is going to have a significant impact on the entire General Aviation spectrum. Of interest is the fact that the Confederate Air Force is treating their B-29 'FIFI' with Microlon as they seem to be very impressed with its performance. On a pure cost-efficiency basis, Microlon is proving itself in industrial as well as Aircraft and Automotive applications. I will be very interested to hear from customers as they use it and get their reactions. I have it in my coupe (A C-85 equipped plane) and I'm quite pleased. Knowing that the engine will be turning over with or even without oil pressure is a comfort that can't be measured in dollars.

As an aside, you might want to pass this tip on. Some of the coupes with the old 13 amp generator cannot handle the current load with radios, nav lites, beacon and the two 100 watt landing lites on at the same time. I like to keep the landing lites on whenever I'm flying at night, and this presented a problem with keeping the battery charged. What I've done is to replace the No. 4509 bulbs with the automotive No. 4416. The automotive bulb is the same size and design, however, it is rated at 35 watts. This change does not seem to effect the lighting power very much, yet I can now fly with the lites on and still show a charge on the ammeter. An additional bonus, while the aircraft 100 watt bulbs have a life expectancy of 25 hours, the 4416 bulb will last an average of 300 hours...and it's much cheaper to buy! I don't know if the F.A.A. approves of this change, but I don't really care. It works and that's all that matters.

Well Skip, Keep up the excellent work with COUPE CAPERS. I realize it's often a thankless job but we all do appreciate it. And remember, two tails have always been better than one!

Thanks for your help,
William C. Divens, Jr.
EconoSystems

745 Penny Drive, Pittsburgh, Pa. 15235

HINTS 'N' TIPS

Dear Skip:

I cam across a low cost aluminum cleaner I want to share with the other "coupers." Went into a supermarket and bought an 8 oz. can of "Brasso" (copper and chrome cleaner) and mixed it with household amonia. The cost was \$1.24 plus a bit of amonia. It cleans as well as anything I've found.*

*Since it says on the can "Just for use on Aluminum" and I'm not a chemist, I won't take any responsibility for its use by anyone. But it's the best cleaner I've ever found at about 1/6th the cost of comparable ones.

Thanks also for the notice of the Camden Fly-In. I'll keep it in mind but not likely I'll make it.

Best wishes,
Allan J. Gelbin

HINTS 'N' TIPS

At every Fly-in the subject of jacking the "coupe" seems to come up. Every system of which I have heard seems like a lot of trouble. As you already know, the best place to get the best ideas is from a person who really knows.

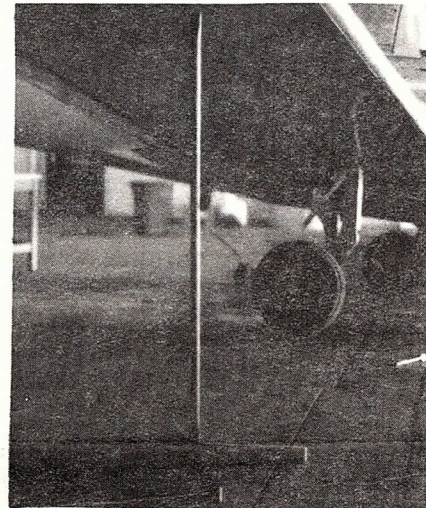
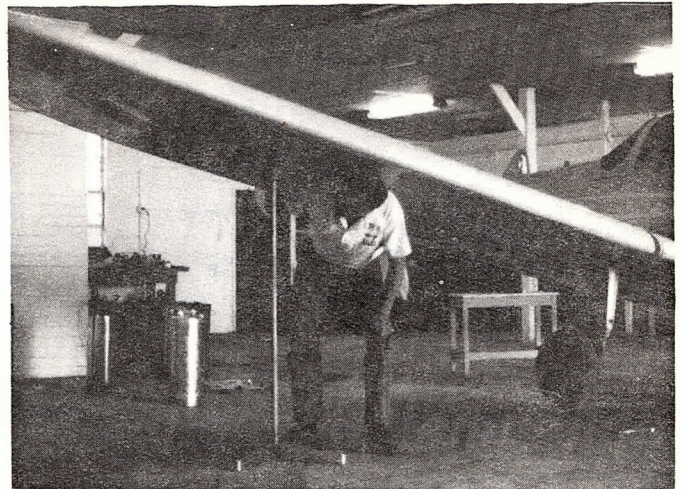
That's how I came to ask our greatest mentor, Mr. Weick. At one of our meetings the subject came up and Fred asked "Why make it so difficult? At the factory I recall seeing the workmen grab a pipe, get under the wing and lift at the spar with their backs and place the pipe on the tie down."

I had to try this out - as you might know, it worked. However, you must chalk the two wheels still on the ground. Another thing it seemed a bit unsteady. This I solved by adding a base to the pipe.

As you can tell from the photos, I put a piece of pipe into an old X chair base I had. The pipe should be about 4' long and flattened at the top to fit part way on to the tie down ring. My pipe comes out of the base for better storage.

In only a moment I can lift my wing and place the support; all this at junk costs and with little effort.

KCF
Carl Hall



MEMBERS IN THE NEWS

*Aiken County Rambler,
Thursday, August 7, 1980*

THOMS, AT 78, IS CROSS COUNTRY PILOT

Look, up in the sky! It's a bird, it's a plane! Yes, it's a plane and a super man may very well be the pilot.

He is John Thoms, who at 78 says he "is the oldest cross-country pilot in South Carolina."

In 1930 Thoms became interested in flying and began to take lessons. But the onset of the depression, coupled with the fact that he was constantly moving about in his U.S. Coast Guard position, caused Thoms to delay his piloting plans.

Thoms was working in Aiken 24 years later when he got the flying bug once again. He found that he could take flying lessons and at the age of 54 received his pilot's license.

"A tremendous amount of learning is involved in flying a plane. You must master navigation and pilotage and that is no easy job," Thoms said.

He owns a 1947 model Ercoupe plane. He says the plane's inception and design were brought forth by Fred Weick.

"An Ercoupe doesn't have rudder pedals, and therefore it's spin-proof. This is an important safety feature which minimizes your chances for having accidents," Thoms explained.

Thoms is an enthusiastic member of the Ercoupe Owners Club. For the past three years he's been flying to Tahlequah, Okla., for the club's annual convention.

He participates in many of the competitions at the convention and has lately been the consistent winner of the "oldest pilot" award.

This week Thoms left for Oshkosh, Wisc., to meet with members of the Experimental Aircraft Association. Club members are interested in constructing home-built aircrafts.

"I've seen people show off planes they've built ranging from a man-powered Gossamer Albatross to high powered racing planes that will carry a half dozen people," reminisced Thoms.

When he's not flying, he is busy reading murder mysteries. He may win another award for his extensive book collection. Thoms claims to have every Perry Mason story ever written.



Clearing Off The Editor's Desk

Well, we hope that things will settle down a bit now and we can get things back on schedule. It seems that the printing business has been better since the 4th of July than in the past year, but it seems to have leveled off and now we can get to matters at hand.

DANNY ATKINS TRAGEDY

It was a real shock to learn of the tragic death of Dan Atkins of Memphis, Tenn. Dan was killed when he crashed his coupe into the side of a house in a busy residential area. It was also reported that the passenger later died of injuries sustained in the crash. Of course, the local newspapers gave it full coverage with color maps and photos on the front page. Dan was at the national in Bowling Green and had been very active in his area, wanting to have a Fly-In in the Nashville area in the future. We will all mourn the loss of this fellow pilot, friend and club member.

Skip

JOE KEEFER

Mrs. Faye Keefer called the other day to tell me of the untimely death of her husband, Joe. Joe and Faye had been active in the EOC and aviation for a lifetime with Joe learning to fly in 1927 and owned a OX-5 Travelair for his first airplane (CC Volume 4, No. 1, June 1975). Joe was an active member of the EOC and was the 44th person to join. Faye told me that she donated Joe's Coupe to the EAA museum and I hope we can see it on display soon. I will miss Joe as well as will all of his many friends and fellow EOC members.

KENNETH SCHULTZ

Mrs. Kenneth Schultz phoned to tell me that Kenneth had passed away as a result of injuries sustained in an auto accident. I was saddened to hear of the passing of another of our EOC members. Although I didn't know him well, it is always a loss when we lose any of our comrades. Our sympathy to his family in their time of need.

AN ALTERNATIVE

As can be seen from the above, quite often our loved ones are left with an airplane which they know little about and are at a loss as to what to do with it. Rather than sell at a loss or be the victim of unscrupulous buyers, there is an alternative.

One can bequeath their airplane to the EOC, a non profit educational corporation. The EOC can give you a statement of the value of the aircraft and then a TAX CREDIT for the full amount can be claimed. All items donated to the EOC are completely TAX DEDUCTIBLE. The EOC will be glad to accept any gifts and see that any Coupes are kept in flying condition and used as display planes whenever possible.

BACK TO COMPUTERS

Due to the size of our organization, we are now leasing a small Apple Computer which will be used to store all the club information. It will also be able to sort this information in a manner that will allow the printing of a new club directory. It will also print and sort mailing labels for our mailings. If you have any address or phone number corrections, send them in with a copy of your present mailing label at once.

FRED WEICK FUND OVER THE TOP

With our last deposit, the Fred Weick Scholarship Fund had a balance of \$5,364.98, well over our original goal of \$5,000.00. Plans will be announced in the Spring of 1981 as to the disbursing of the scholarships.

CAMDEN '80

With weather somewhat less than cooperative, the Chapter 3 Antique & Classic division met for their fall fly-in at Woodward Field in Camden. As usual the old aviation films on Friday evening were of interest to all. Saturday the weather was better and several planes got in. Wally Coleman the S.C. wing leader and the Commander of the Palmetto Airforce was there with the whole airforce (3). They did a marvelous job of Public Relations for the EOC, with their mini fights and matching uniforms. They flew anyone who wanted a ride and used Walley's camper trailer as headquarters, with posters that read: Serve at Home, Join the Palmetto Airforce; THE PALMETTO AIRFORCE WANTS YOU and others. They are a real fun bunch and really have a good time flying.

Also very much in attendance was John Thoms who also had his small travel trailer on the field. John, as usual, was seeing to the needs of the Coupers and furnishing auto transportation for those who needed it. We also enjoyed meeting the Kaess family from S.C., who are new members and are a two airplane family. Frank has a Fairchild 24W and Rose has a real lovely coupe. Shirley and Herb Potts flew all the way down from Ashland, Va., bringing his Grand Champion Coupe to Camden. Fred Fisher came along Saturday to view the coupes and chat with members about more flying activities for N.C. and S.C. Bill Shields brought his highly polished Coupe in from Clinton, S.C. and could be seen rubbing on his shiney Coupe. We had eight coupes attend, several coming in on Saturday for the day. Awards were won by the following: Poor bag award made by Evander Butt, a lovely pocket knife went to Bill Shields, Best Coupe went to Rose Kaess, and Herb Potts won the best Classic under 100 hp. All in all everyone had a swell time at this very informal and pleasant fly-in held in the S.C. horse country.

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

1969 Mooney M-10 Serial number 0001, N5461F. Original prototype, rebuilt by Univair in '78. Cont. C90 Approx. 300 hrs since new. 100 Oct. Valves. Full Panel, Vac system. Dual toe brakes, tinted w/sunshade. Voice ELT. Escort 110. EGT, CHT, GM, spring gear w/ premium tires. Strobes, canopy cover, tow bar, etc. Also, like new throughout. All adv. books and pics included. Always hangared. \$12,500 or best offer. Includes new annual at time of sale. Bob Plegge, 1693 Xenia St., Denver, CO. 80220, 303-322-6302.

S 2081, N99458, 1946 415C 85 hp. oil cooler baffles, complete overhaul, 3 new jugs, post lites, Narco Escort 110, KT 75 transponder, grines strobe, new Imron paint, ceconite wings, Cleveland wheels and brakes, rebuilt nose gear and new tires, new upholstery, new nose bowl not installed, Aleron counter weights. Fresh annual with sale. \$8,500.00. Home 617-828-2385, work 617-743-8016.

1965 Alon Aircoupe 875 total hours since new. Narco 320 channel radio, transponder strobe, new interior, most instruments new, needs painting, have paint. \$8,500.00, R.A. Swiezy, P.O. Box 1176, Jensen Beach, Fla. 33457, 305-334-3577 or 305-287-2242.

Narco Mark III, 90 channel Nav-Com in excellent condition and working perfectly \$225.00. Bendix all solid state NAV with glide slope. Just checked at Bendix factory and ok'd. Face measures 2 1/2 inches by 3 inches and the case is 11 inches long. Has adjustable squelch and voice ident filter; digital tuning to two decimal places. Matching Omni Bearing-Indicator included - \$195.00. Jim Cox (602) 973-6118.

1966 Alon Aircoupe A2A Serial No. 194, total time 670 hrs. Rudder pedals full panel MK-3 radio. Original paint white with blue trim. Real nice airplane, \$10,500.00. Also have cabin section for a Cadet Mooney 10. Some rebuilder might like this for his older coupe - \$600.00. Stan Gerlach, 312 W. Main Street, Palmyra, WI. 53156, call before 9:00 a.m. or after 6:00 p.m. 1-414-495-4349.

1946 415C Ercoupe, 40 hrs. SMOH, rebuilt instru., all metal, rudder pedals, metal prop - 46 pitch, red w/white sunburst on wings, no radio, asking \$5,500.00. Call Joe Latham (704) 764-7217 or work 372-8900, Rt. 10, Monroe, N.C. 28118.

1946 Ercoupe, 85 Cont. 415-C, TTOT 160, TTOE 1088, 100 octane valves, new generator, new carburator, new plug wires, Cleveland brakes, nose gear and wing tips damaged. \$2500.00. Gene Solisbee, 803-895-4246/803-895-2224.

1947 Ercoupe 1550 TT, 550 SMOH loaded with extras. Completely modern. \$6,000.00. Joseph Cael, 20 Stage Road, Newark, Del. 19711.

PEP 460 Teflon Engine Treatment. Concentrated 7.5 oz., \$8.50 including postage. Joseph Cael, 20 Stage Road, Newark, Del. 19711.

1946 Ercoupe 415C N3366H, 85 h.p. continental all aluminum construction, new windows and canopy, Narco MK III radio and omni. \$4800. May be seen at Gardner Municipal Airport, Gardner, Ma. Telephone (617) 249-4887 evenings and weekends. John E. Bussiere.

1946 415-C, N2083H, S/N 2706, New factory reman engine has 80 hrs. & 100 Oct. valves. Airframe 1365 hrs., Escort 110. Strokes and running lights. Polished metal finish. Annualized until May '81. Engine, airframe and all components recent, new or in perfect condition. Hangered. No expense spared to maintain perfectly. Asking \$8,000.00. Call Gary A. Dunn, 815-455-5395 evenings.

1946 415CD, 825 TTAE, 85 hp, 5 gph, NDH, Dual fork nose, bubble windshield, beacon, Com 120, KX-150A, 60 Amp system, split elevator, all Forney mods. Red/White/Black. Fresh annual. N104B, clean, \$6200. Richard E. Wiegand, 521 James Avenue, Rockford, IL. 61107. 815/399-3687.

1940 J-3 Piper cub, Serial Number 4482, Lycoming O-145B2, 65 hp, 465 SMOH, Burns 1 pint in 30 hours, yellow ceconite 101 in good condition, new tires, windshield, front, and sliding windows, never damaged, always hangared, wooden prop newly refinished, stainless steel straight pipes (no muffler), Licensed to Aug. 81, wooden spars look like new. Asking \$8,000.00. Curtis W. Hewitt, Sr., 60 Rainbow Road, Bethany, Ct. 06525 (203) 393-3677.

1946 Ercoupe 415-C, 85 H.P., N3426H, 1007 Hrs. T.T., 238 SMOH, annual 4/80, White W/Yellow trim, new Skyport Aircoupe Double Arm Fork Nose Gear, Bubble Windshield, new Sliding Side Windows, Ceconite wings, 11-4-77, Escort 110 Radio, Ram Horn Control Wheels. Very sharp Coupe, \$5500.00. Lincoln Santo, 15 Gamble Lane, Port Ludlow, Wash. 98365 (206) 437-2563.

C-85 Cont. less than 300 hrs. SMOH. The engine is in very good shape using about Qt. of oil in 8 to 10 hrs. Reason for selling: Am putting 0200 in my Coupe. Price is \$2250.00. Gary D. Whitlow, 6425 Franciscan N.E., Albuquerque, N.M. 87107 (1-505-344-9460).

1946 Ercoupe 415-D N89331, 85 hp. all polished including wings. Rebuilt or replaced the following: Mags, harness, main gear, nose gear, baggage compartment, oil sump, tires and more. Includes \$500.00 worth of Sigtronics transcom-Telex headsets (model 1400) Genave 190 nav-com. May 1979 annual, 1800 TT, 700 STOH. Time for a Major. Asking \$2900.00. Phone 312-898-2802.

Aerosonic Electric Aircraft Clocks. 1½ volt, 1 yr. battery operated. Pull set knob to disconnect battery for storage. \$62.50 + shipping charge (\$1.50). Elapse time model \$72.50. Also have long list of used Ercoupe parts. Write for needs. Too many parts to list. Joe Cael, 20 Stage Road, Newark, Del. 19711.

WANTED

Forney 85 HP Coupe in top condition. Low time. Western U.S. area. Ed Schaefer, 1262 Miramar Dr., Fullerton, CA. 92631 (714) 525-0546.

Alon A2, please send description and price. All letters answered. Tom Prutsman, 12 Rockwell Dr., Troy, Pa. 16947. (717) 297-2740 most evenings.

Set of wheel fairings for a 415. Call Bob Venn, 312-395-5353.

COMING EVENTS

COMING EVENTS

**TAMPA BAY
2nd ANNUAL
FLORIDA FLY-IN**
Bob White Airport
Zellwood, FLA.
November 21, 22, 23, 1980



Leonard and Laura Page have invited anyone who would like to come to their place for Thanksgiving. Lots of Couping - Flying - Feeding - Drop them a line or call if you can attend. Just a good down home meeting. Land at Woodson (Danville Intersection) on Sectional or at Farm 3 miles due east. Runway N.S. against mountain. 501-495-2647.

FROM THE MAIL BOX

Hello Skip,

I didn't expect to be writing again so soon, especially with unpleasant news, however, circumstances sometimes change sooner than any of us expect.

As you may recall from the last issue of Coupe Capers, I rambled on and on about buying my 415-D from Mr. Roy Alger. I learned last week, that Mr. Alger passed away October 17th at the age of 80. He had owned N3385-H for 34 years and was an E.O.C. member. I'm sure he will be missed by those who knew him.

On Sunday the 19th, I flew 85-H to the airshow at Searcy, Ark. and was greeted by none other than Leonard Page and several of the Coupe group. Sure was good to see new found friends from all over.

As usual the "Wasp" was the focus of a lot of attention, with questions like - What is it? Does it fly? Who built it? Why? Where does he keep the parachute? - and, as usual, Leonard, being shy, reserved and non-talkative would *occasionally* speak around one of those funny cigarettes in the corner of his beard. All kidding aside, I suspect that someday Leonard will be referred to as "Pappy Page" or "Mr. Ercoupe."

There's no doubt in my mind that the advice he and Fred Shannon passed on was indirectly responsible for my finding what I wanted in an airplane.

I can't help but feel that Leonard is just as proud of my 85-H as if he had bought it himself.

Lastly, (finally), I stopped at the Tullahoma fly-in and met several "coupers" there, and enjoyed the visit with Whitey Hawkins of Lenoir, N.C. He gave me the perfect answer to those poor misguided uninformed "experts." Who in their aviation wisdom downgrade the Coupe.

Whitey advises - ask the "expert" how many hours he has in a coupe. Almost always the wner will be - "Well, none." Then politely but bluntly let the "expert" know he/she doesn't really know what they are talking about. I like that reply.

So, Skip, thanks for the space, and the best to you.

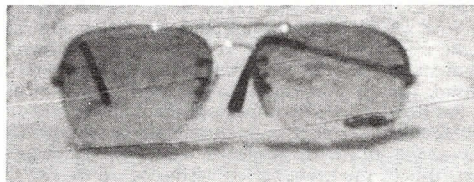
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NEW MEMBER WRITES

I'm now in your club, since last December when my son gave me the subscription for Christmas, that was number two son. Have number one who bought a coupe when he was in Arizona about three years ago which he flew home to Connecticut. Both loved the bird which number one sold as he couldn't bear the idea of tying it out when he went to work down in the Gulf of Mexico on an oil rig. Anyway, the Ercoupe I think, is at a small field in Agawan, Mass. where the famous Gee Bee was born.

I'm writing as I have since become the owner of N93765 which was owned since new by now deceased Constand A. Moeller. It is an original Engineering Ercoupe 415-C, S/N1088. He was an Engineering Test Pilot and had on his license the Sikorsky VS-300, Igor's first chopper. He had many firsts in that rotary wing field such as Altitude record of some 21,000' in a Sikorsky R-5 back in the forties. I happen to have the original VS-300 Lycoming engine in the cellar which is a O-145C3. It hasn't been run since it was expertly preserved in early 1940 and since it was never crated and rotated over regularly, it should run with no problem even now. The original purchaser wasn't alert enough to get the logs but I know from Moeller that the engine has roughly 50 hrs. since new.

Back to 93765. It last flew in April of 1960 when "Connie" brought it home to recover the wings, repaint the fuselage and put in some valve guides, which he did. Then his favorite grass lot airport - Bethany, Conn. - closed in 1965 and he went back to soaring and the Coupe sat in his cellar garage until I brought it home. I'm majoring the engine and recovering the wings again as the Irish limon didn't stand the years even tho they never got on the ship. Since I have a J3Cub and a 1946 Cessna 140, both flying, I'm not rushing the coupe project.

Curtis W. Hewitt, Sr.
60 Rainbow Rd., Bethany, Ct. 06525, 203-393-3677

Dear Skip,

Sorry I didn't have time to write earlier, even sorrier the (A)? group from Kansas didn't make the National fly-in. We got as far east as Springfield, Ill. We were plagued by thunder storms and mechanical problems. We will try again next year.

I noticed in your last Coupe Capers that you lost your computer services. I've been in the Data Processing business for about 10 years now and would be glad to help. I can get free computer time, the only cost would be the labels or whatever other materials (paper, etc.) we needed. My services and the computer-time are provided at no cost. Perhaps we can use some of the previous system. I'd like to see us publish an annual directory. I took a trip to New York a week ago and took along the old directory. Everyone I called was more than friendly. I felt like I had a friend in every town I stopped in.

My thanks to everyone for such a fine organization.

Ric Middlekamp
Kansas Wing Leader
15916 Brougham Court
Olathe, KS 66061

P.S. you have a typo on my address in the Wing Leaders section of Coupe Capers.

Good idea, Ric, but we now have a computer to use.

Skip

Hello Skip,

The time has come to put some thoughts in writing. I had intended to become very active in the Ercoupe organization and now fully realize that in the near future there is no way. My affiliation with the Model T Ford Club of America takes all my spare time and some I don't have. Just when I think I am about caught up and can get things started for the Coupers here, I have to make an out of town trip, attend a tour out-of-state, etc. All this time my Aircoupe/M-10 sits in the hangar, unused. And as you know, this is hard on any airplane. In the past year it has flown about 30 hours and then, it was hurry, hurry!

I have decided to sell it, even tho, it will be like parting with one of the family. It should make someone a fantastic machine with which to enjoy the fruits of the Ercoupers. I wish it could be me.

Would you, therefore, insert the enclosed ad in the next issue of Coupe Capers? Altho I know there is no charge for members, I am enclosing \$10.00 to do with as you see fit, and I would like to keep up my membership, even if I dispose of the plane. Perhaps, in a few years I can become active and, again, drive a coupe with the rest of you. I think you know the airplane. It was at Talequah, OK fly-ins held by the Club. Won the trophy every time entered. It's better now than when I bought it.

Thanks a million and I will sure 'deal' with an EOC member.

Robert E. Plegge
1693 Xenia St., Denver, CO 80220, 303-322-6302

Dear Skip,

The Veterans Administration has put me through a vocational rehabilitation program and I now have all my flight instructor ratings. I can instruct instrument flight, especially in Ercoupes. I have also my instrument and advanced ground instructor ratings. In addition, I just used some G.I. bill and earned my airline transport pilot rating. Now I endeavor to use this to increase my income to be above the poverty level so that my income tax will be high enough to cause this investment to be repaid.

So, if any of you readers need any kind of flight instruction, and you are near Delaware, I can do it for \$10/hr. plus transportation. Call 302-422-3980 in the evening. Perhaps a small commuter may also help as I check.

Sincerely yours,
Barney

Dear Skip:

Please find enclosed check for renewal of your fine magazine.

Seems as though these things get by us before we know it.

I still haven't reached a court hearing on the Aircraft I purchased over a year go, with all the engine problems.

The plane runs fine now, hope to reach the courtroom early next year. The F.A.A. has been notified, but as yet no reply. Thanks again for a fine organization.

Al Henderson
Rt. 2, Box 151F, Aurora, Ore. 97002

P.S. We really appreciate the help Roy and Eileen Wright have given us, they have a nice group of Coupers.

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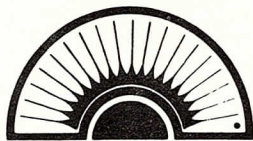
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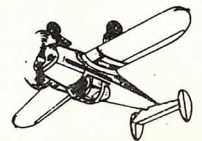
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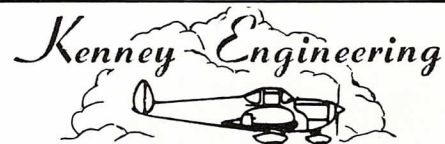
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