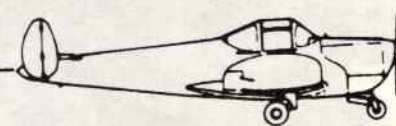


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB

Volume 8, Number 8, January 1980

Editor: Skip Carden



AREA NEWS

"I've never seen so many Ercoupes in one place in my life."

Stuart Holmes had just walked the Flightline. "I didn't know there were that many still flying."

The Texas Wing had landed.

Mr. Holmes has been the manager of the Taylor Municipal Airport for the past 25 years. The grin on his face almost covered the look of disbelief as he watched 24 Coupes come out of a cloudless September sky, turn final, and land to attend the first Texas-wide Fly-In of the Ercoupe Owners Club.

They came from El Paso, Lubbock, Graham, Dallas, Athens, Houston, Corpus Christi, San Antonio, Seguin, Austin, McAllen.

They came to visit, meet new Coupers, enjoy lunch, test their skill at spot landing, attend the maintenance seminar, and share stories. Many stayed overnight to enjoy happy hour, dinner and a great sharing of experiences, and the post-dinner happy hour.

Some went home a little heavier because of the Trophy that rested on the baggage shelf. Grand Champion headed for Houston with Gene Taylor. Reserve Champion and Champion went North to Waco with Ernest Wiedemann and Herb Knapp. Touchdown just 4 feet from the line got the Spot Landing award for Fred Shannon from Dallas.

Two Special Awards went to the Senior Citizen and Junior Couper. Senior Citizen, not to the oldest pilot, but to the Couper who has owned his aircraft for the longest time. George Parrigan bought his Coupe in December 1959. Junior Couper, or newest owner, Amon and Mark Proctor who bought their Alon on June 21, 1979.

Three Fun categories carried special awards: the Gary Cooper, Worm, and Mr. "X" awards. Remember Gary Cooper staring in that great movie, "High Noon?" Jack Nicholson must have, for he checked in at 11:50, closest to 12 noon. You've heard that the early bird gets the worm? Steve Hodnall was the early bird this time, and got the Worm Award for being the first to arrive at the airport. And, Ed Nusko received his special award for being the 25th person to shake hands with the master of congeniality, Mr. "X."

A few took over a new job. Area Leaders to spearhead and coordinate Wing activities throughout the State. Gene Taylor for Houston and Southeast Texas, Charles Fleece for the Corpus Christi area, Bob Lokey will be heading things in San Antonio, and Fred Shannon for North Texas.

Yes, the Texas Wing had landed; to visit, have fun, and enjoy great fellowship. But more importantly, to organize and really get the Texas Wing off the ground.

Look out world.....here we come.

Oliver W. Henry



Sometimes you've got to do a little fixin



Part of the 24 Coupes



Talk About it



Happy Hour
What Else?



Lots of Lunch

REGION 1

Dear Northwest Coupers,

Back to good flying. I can't remember more beautiful Fall weather in years and we love it. Last month at the Pancake Breakfast at Dietz Airpark we saw lots of our Coupe friends. Guy and Joanne McMackin had been our guests overnight and walked up the street with us for breakfast; the Conkeys who also live at Dietz, and Harry Larson who ties down at the north end, were there; the Roscoes and Stevens were on hand when we arrived; and the Gibsons, Crothers, and Perrymans arrived while we were stuffing. Good crowd!

For our monthly 3rd Sat. lunch in September at Albany, the weather was marginal. We flew down all right, and the Shorttreeds were already in the lot. Before we'd settled ourselves Bill and Lou Crothers and Tom Newton flew in. Hal and Helen Looper arrived by car since Hal had been weathered in at Corvallis the day before and planned to fly back home to the coast if it cleared. Next in was Ira Dare, new to the group, and sporting a beautiful belt buckle which he'd made with a resin-coated color photo of his Coupe (N94057) - CLEVER!! Also new to the crowd were Roy Perryman and his co-pilot, Don, who had previously stopped by Dietz with Dean Monson to show us his beautiful newly acquired Coupe. A sincere welcome to both these new Northwest Coupers and hope to see you often. The last arrivals were the McMackins in their Cherocoupe - they have previously owned two Coupes and we like them to keep in touch.

You may have read in the Western Flyer the article which we're enclosing, stating that the FAA has dropped its proposals for controlled visual flight rules. When the controversy was in full swing we asked you all to help by writing your feelings to the proper authorities and would now like to thank any of you who took the time and effort to do so. When another problem like this arises we hope we can count on even more of you. I know it's a nuisance, but if you leave it all for the other guy to do, pretty soon you've got nothing left. Thanks again.

Another place to inquire about airplane parts is: All-Aircraft Parts, 16673 Roscoe Boulevard, Sepulveda, CA. 91343 (213) 894-9115. Hal Looper has had good luck getting things from them he couldn't get elsewhere.

See you all Sat. October 20, 1979 - at noon - Sweptwing, Albany. There will be a Texaco representative to talk on the fuel situation and, hopefully, use of car gas for planes.

Roy & Eileen Wright
P.S. Just ran across Bill Geddis, our N. Cal. Coupe-buddy, in our Canby grocery store! He was driving through and took time to join us for dinner.

REGION 7

Dear Skip,

We had a good visit with Art and Marie LeBlanc as they stopped overnight on their way home from Harlingen, Tex. They had been at the Glen Becker's in Sequin. Glen and Curleen sent us some delicious pecans they had raised. I have good luck with fruits and vegetables but the only nut I've been able to raise is Leonard.

Bob & Phyllis Carney drove up from Mountain View, Ark. one Sunday. They are new coupe owners and new to EOC. Welcome to the club.

Eddy & Nita Hun of Mineola, Tex. dropped by one day as they were vacationing in Ark. Sure enjoy seeing fellow coupers. Anyone who wants to come here anytime is welcome and if you should be close and don't stop by we'll be offended.

Leonard has been up to his old tricks again. He hasn't flown for 6 weeks so Cliff let him take the left seat when they went to a fly-in

Sunday. They were having a spot landing contest as each plane arrived. A strange airplane, no rudder pedals and he put it right on the line.

Several Coupers have plans to come to our house for Thanksgiving weekend. May as well make it a big one - Come one and all - One day or four days. We have made arrangements for overnight guests. All are welcome.

See you then,
Leonard & Laura Page - 501-495-2647

I add the phone number because we live at Belleville but our phone is from Danville so the information operator tells people we do not have a phone listed.

Dear Skip,

Had a nice turn out for the fly-in in Missouri. Sorry you couldn't make it. Enjoyed seeing some old friends and meeting new ones.

Want to say a special Thank You to Wanda Hufft for being such a sweet hostess and for the use of her car. Also, to Keith Locke for using his car to transport to and from the Airport, and to everyone who attended and made it a success.

Fran Heath does love to fly. She convinced Ken the picnic was on Saturday. That way she got to fly up twice!

Our thanks to Jim and Vi Goldsmith for the donation they sent to cover some extra expense we were out at the fly-in.

President, Jim Fohr and his friend came all the way from Racine, Wisc. They had a little mechanical trouble and were late getting started home. I hope their lights worked as they were sure to be flying way after dark.

We drove to the EAA convention at Tullahoma. Arrived at Bobby Hall's home in Huntsville, Ala. at 11:00 Thurs. night and Mrs. Hall set us down to a meal fit for a king. Spent the night there and on to the fly-in the next morning.

The first E.O.C. member we saw was good ole Jim Jackson and his trusty van transporting the people just as he does at so many fly-ins all over the country.

Next was Howard & Margie Lee who, tho working nearly full time at the gate, took time to welcome us and helped us find a motel with a vacancy.

Enjoyed the Ercoupe forum held by Bob England. Met several members of E.O.C. and two new coupe owners that we think will be members soon.

Leonard & Laura Page

REGION 10

Hi Skip,

I am running a little late in getting this off. Since I have been chosen wing man for Alabama.

We had a great time at the EAA Tullahoma fly-in. 4 Ercoupes showed up. Howard Lee from Huntsville, Ala. won the trophy for Best Ercoupe and Classic. He really deserved it.

We were real proud. Jim Jackson, Laura & Leonard (and friends), Jerry Franklin and his friend were also there. Thanks to all the Coupers



that showed up. I am sending you a picture of Howard's award winning Coupe.

K.C.F.
Greg Cartier
PO Box 93 Lacey's Sp., South Huntsville Airport

ALTERNATE POWER

Dear Skip:

In regard to alternate power, I am getting near the time for a major overhaul. I am very much interested in replacement of the 100 H.P. engine, and especially interested in the 300 H.P. Turbine Diesel Engine. I am willing to assist in the certification on any of these engines. Could you supply some information or literature on the Diesel Engine? The

make, number of cylinders, domestic or foreign made. Have these been used in any experimental aircraft as yet?
Hoping to hear from you.

Sincerely,
Robert Hemmerle

Hello Skip,

Just finished reading Coupe Capers for December? Good job!
I've had Coupe 415C Serial 1410 since 1966. I rebuilt her completely except for the 85-12. Its ave and hours since major calls for action and because the 73/51 prop which is so good in cruise but so poor in climb, a replacement with more power is under consideration. The 300 H.P. turbine would really make her a fantastic performer! I've started preliminary analysis of the structural beef up's that will be required. Send the data on attack points, dimensions, etc. and include any photos, if possible. I'm eager to help.

Sincerely,
Ed Werner, N94087

Dear Skip,

Received the new issue today and wanted to advise I heartily concur on your comments on the Alternate Power. I have dickered with the idea for sometime on possible installation of the Lyc O-235 (110/115 HP) for the coupe. I note Al Wood has a 110 conversion so I'm practically sure he must have the Lyc. Too, in keeping with your comments, Continental is going out of sight on parts prices. I'm looking for the 4763 oil cooler adapter which I could have bought for \$60 four or five years ago and now they want \$161.00. Lyc hasn't gone so crazy — as yet!! Could I impose on you for Al's address. I'm very much interested.

I've done a little preliminary analysis of the standard coupe with a lot of measuring of stringers, etc., location, etc., rivet pattern and shear stress and I just don't feel there is enough safety factor to tie on too much more weight. If my figures are correct, the Lyc goes about 35 pounds or so, but the O-290 is more — and heavier, although the climb must be fantastic. A note for your readers who have lead sleds like my CD, (ie 600 FPM climb) might want to do as I and Walt Bacon did. Pulled the prop with 71-50 setting and for \$40.00, had the pitch cut back to 71-48. I also had mine overhauled at Western Airmotive as well for another \$100 and the climb is up to 750 to 800 FPM. Get full 2475 and static at 2100. It's well worth the money, cruise is at 108 to 110. I'm an aircraft modification designer on Navy P-3's so have some help when I need it in addition to my A/P which helps save bucks as well.

I noted Lloyd Olson's problem but hated to write and seem like a know-it-all, but could I suggest that he check his intake elbows at the cylinder for leakage. They warp but when cold and with the more dense mixture due to the cold engine, she will fire. When hot, the warp is more exaggerated and the leakage is worse, hot engine temp has cut the mixture or rather density to a lower figure and if you're leaking on top, she gets very contrary. Changing fuel pumps won't help. Remember she is a gravity feed. Cold or hot, she should fire if your gaskets are seated and no leaks. Combustion engineers call it volumetric efficiency, but pure and simple, if the induction system is tight and no leaks, she fires assuming the compression check indicates good rings and valves. On other thing that too many mechanics do is tinker with the carb. Many years ago as a farm kid, my dad used to pull mags and carbs on the tractors for annual overhaul and the specialist used to tell him that 70 to 80% of all engine problems were ignition related, in our case — the magneto. Down thru the years I have remembered this and it has worked out quite accurately on the sticky problems. Cold coils and condensers work good. When hot they "leak," sometimes badly. An Eisemann coil used to give me fits and checked ok. I finally bought a new one and no more problems. Hard to check a coil without any means of heating it. Any part of this you may want to use is heartily approved. Happy coupling is the answer. Again, would appreciate Al Woods' address. Thanks, from N3041H.

Larry Gallagher
1437-C Morton, Alameda, CA 94501

P.S. You write a fine editorial!

Howdy Skip:

Re-my Super Coupe.

Enclosed you will find a couple of pictures explaining the condition at this time of the Super Coupe.

I could not get Supplemental Type Certificates for my Coupe with the engine that was in it in Tahlequah, Okla. So I have found an Airboater who needed an O-290-G Lycoming and sold it to him. Now I am the proud owner of a O-320 that has never been cranked up since it was chrome major overhauled. This little jewel cost me about 4,000 simoleynuns.

I have received several letters from Coupe owners around the Country asking my advice on them doing the same thing that I have. I cannot be of assistance to anyone until I get this thing all balanced up with the F.A.A. Then I will be able to help everyone who wants to set theirs up like mine, and I will be able to give them the general costs of what it will take to do it.

I am keeping every letter and every name and address given to me by phone, and as soon as I go through all of the red tape I will contact each person by mail explaining what for them to do personally and what I can do for them so that they will not have the time consuming job that I have been through.

If you notice the wings and tail are tied down by chains. That had to be done so that my little girl could survive hurricane David. That is 1/2" plywood covering the wings, with the chain around the wings. If there had been only one plane left on the field it would have been N2814H.

Anybody who wants to do what I have done and am still doing, can write to me and as soon as I can I will give them the whole thing.

I figure that within three months I should be able to have things wrapped up so that I can put the show on the road so there can be a whole mess of Super Coupes in the air.

I will appreciate it very much if you will publish this letter for me as I am writing it as an apology to the people who have asked my advice and help and I have not been able to tell them anything yet.

Thanking you.

Ralph E. Johnson

Telephone 1-305-683-1201

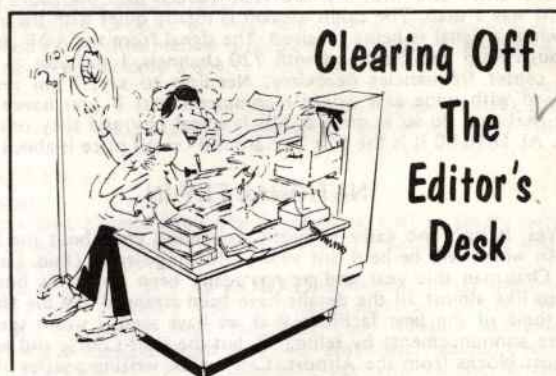
P.S. Skip, the new engine should give a cruise at least as fast as your Cherokee.



O-320 Lycoming Ready to go into Ercoeur N2814H



Ralph Johnson's Super Coupe being readied for a O-S.M.O.H. 150 horse O-320 Lycoming seen in other photo



ALTERNATE POWER

The response to last month's editorial about alternate power was very well received and the mail was most responsive to my suggestions. I must say that I have little to report as far as concrete efforts on installing alternate power plants with the exception of Ralph Johnson's Super Coupe. I contacted the fine folks at Rotorway who have a brand new 100 hp water cooled engine which looks like it would be a natural replacement for those tired Continentals. This would also allow you to

tightly enclose the engine as it doesn't need air as a collant, resulting in a more streamlined frontal area. I was told that this engine is not STC'd but that in the future it is hoped that it will be.

The acceptance of this engine by homebuilders has been overwhelming and they have almost a years orders on hand. They did express an interest in working with anyone interested in making an installation. They have a first class group of dedicated engineers and I was impressed with their frankness and straight talk. The engine is called the RW-100 and is completely produced by Rotorway aircraft, a long known company who produce the Scorpion Helicopter kits. If you are interested, here are some of the specs: Dry wt. with starter and mags 185 lbs. 100 hp at 3400 rpm, cooling capacity 6 qts. including radiator (wt. 19 lbs.), fuel 100/300 av. gas or 92 oct. auto fuel. Price approximately \$4,000. If you desire more information, contact Rotorway Aircraft Co., 14805 S. Interstate 10, Tempe, Arizona 85284.

The 300 hp turbine was a bust. I contacted the people who had placed the ad in Sport Aviation and found that they were less than interested in giving out any information. In fact, I really got the brush off. I have been told in researching out the turbine that this particular one was on display at a Fly-In and they couldn't even get it to run! The other problem is in a suitable propeller-seems that a turbine starts right up at almost full RPM and then the prop is engaged slowly and the pitch adjusted for power, and to get a prop and drive to do this would cost the price of a new plane, not to mention the maintenance associated with it. So, I gave up on this. Anyone on the west coast interested in looking into this, the ad is in last month's Sport Aviation in the classified section.

The 0240 is still another story. From an ad in Trad-A-Plane, I called the owner of this engine (the 024 is a 130 hp 0200 made in England by Rolls Royce). Seems that he had wanted to install it in a Luscomb and couldn't get the Feds to cooperate, so he sold the Luscomb and had the 0240 left over. Here is what is nice - the 0240 is the same size and the same weight as an 0200. It could literally be bolted in the Coupe on the existing mounts with no modification. It also has a mounting pad for the fuel pump and you wouldn't have to have an electric pump, as with a normal 0200 installation. The bad points are, the prop flange is not standard so you would have to have a prop made (or the center made to fit). The other bad news is the price - the man I talked to wants \$7,500 for his engine. He also told me that he had all the information on who to contact at Rolls Royce about getting additional engines. He also told me that Continental was negotiating to sell this engine to American makers and it would possibly be available over here soon. I plan to get the information on the contacts at RR and if you are interested you can contact:

In summary, I explored a lot of avenues but have not come up with an answer that will be right for everyone. I hope that by next year we may have several Alternative Machines flying. Why not form a group of persons who are interested in this and exchange ideas? I will be glad to assist in any way possible.

PRODUCT REPORT

Last month we told you about the availability of the King KY92 from Raleigh Durham Aviation. I bought one and am more than pleased with it. Some features that might interest you are: small size 1 3/4" high and only 10" long (would mount easily under the average Coupe panel), extra audio circuits - can be used as a ramp hailer - excellent automatic squelch-low power drain. I just returned from a 200 mile cross country and with my new ADF (which uses the audio from the 92) it was a snap. The cabin speaker is totally quiet with the exception of when a signal is being received. The signal from the ADF also comes through loud and clear and with 720 channels, I was able to work all the center frequencies necessary. Needless to say, I am more than pleased with mine and would recommend that if you haven't gotten one that you do so at once as this is a real buy and they only have 2 left. At \$650.00 it is the best buy around - retail price is about \$1300!!

Skip

NATIONAL FLY-IN

Yes, it isn't too early to begin to remind you about the National Fly-In which will be held this year at Bowling Green, Ohio. Carl Hall is the Chairman this year and he has really been doing his homework. Seems like almost all the details have been arranged and the University has some of the best facilities that we have seen. I won't spoil Carl's future announcements by telling all, but the Golf Course and new Gym are just blocks from the Airport. Carl will be writing a series of articles this year and you will get the poop first hand.

Skip

Dear Skip,

Just a short note of thanks. Thanks to all of the Couper's that wrote and called with suggestions on fixing my 415C (94317).

Seems that the problem was in the intake manifold. Loose clamps and a few dozen pin size holes in the rubber.

A simple fix, but one you don't usually look for. Needless to say she is now flying beautifully and feels great to be back in the air again.

Thanks again,

Lloyd L. Olson

PO Box 101, St. Cloud, FL 32769

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

20 amp. Delco Gen. My cost was \$174.00 and Delco 20 amp. Reg. My Cost was \$53.00. Both units new and balanced. Will trade for Ercoupe parts.

Call 517-349-2288 or write Buck Buchanan, 1448 Sylvan Glen, Okemos, Mi. 48864

All New Parts for 415-C - 20% Off. Muffler and wrap, cabin heater muff, 2 steering wheels, shafts, u-joints and bushings, bearings and racer for MLG and double fork nose wheels, overhead oil breather kit, air (carb.) filter, 8-c-26 spark plugs, 2 Eiseman plates caps (H24-923), 2 platinum pts. (H27-149), 2 condensers (H24-924), 8 rubber MLG shock absorbers, and C-2300 compass. All these items are brand new and are for sale at 20% off current price.

Contact L.C. Guilbeau, 314 W. Main St., New Iberia, LA. 70560 - Call (318) 364-0084 after 6:00 P.M. Central Time.

We are cleaning out the garage and would like to sell the following items: one 1936 Porterfield Disassembled with -5- 90 h.p. Labland Radial engines, also too many parts to mention for Commonwealth Skylanders, and one home built Cougar aircraft, fuselage welded, ribs & spars finished, and one McCulloch Drone engine from a Benson Gyro - 10 hrs. TT. Interested parties write: Fran Dargie, 14 B Street, North Adams, Mass. 01247

Parts for sale: 415-C Fuselage, main spar is good-tail cone aft of cabin is good, both wings damaged on outboard ends, damaged ailerons, complete tail assembly is good, main gears complete and good, fair engine mount-needs some repair, bent McCauley prop, single fork nose gear and wheel for parts, 2 nose bowls-one fiber glass one alumn. fair condition, lot of Misc. small parts. Would like to clean out the hangar. Will sell all for \$550.00 or will sell piece at a time, let me know your needs. Photos on request.

Would like to buy or trade for a nice set of upholstery for a 415-C, a compass that mounts to windshield post, artificial horizon, cyl. head temp complete, landing lights, either nose bowl mount or LG mounts, R/H fuel tank (long type that protrudes slightly into fuselage), plastic overlay for Inst. Panel that is sold by Skyport.

Keith Locke, 910 North Sycamore, Iola, KA. 66749, 316-365-3970, after 6:00 P.M.

1946 415-CD-400 SMOH, Recent rebuild, New Excort 110, Airtex int., Gyro PNL, Forney N.G. Many other items. Great Shape - \$5,000.00. L.J. Woods, 495 W. Ohio Ave., Sebring, Oh. 44672, Phone (216) 938-9542.

1946 Ercoupe 415-C-85 H.P. 675 SMOH - 381 STO - Wings ceconite 1974 - Double fork nose gear - Bubble windshield - rotating beacon Mark II Omnigrator - white with red and black trim - flies great but we need a 4 place. Hangared at Aitkin Mun. Airport, Aitkin, Mn. \$4,500.00.

Dick Hall, Rt. 4, Aitkin, MN. 56431, (218) 549-3283.

1946 Ercoupe N99999, Model 415D, 85 H.P. Good to excellent condition. Most extras including tinted glass and wheel fairings; Genave 200 nav-com. Never damaged. Paint - fair. \$6,000.00.

Bob Landry, Bush Hill Rd., Hudson, N.H. 03051, (603) 882-9025.

Nova Star II Tranceiver, with omni, speaker, power supply, cables and manual. \$125.00. Working when removed.

Ray K. Greba, 3104 Rose Pl, Bossier City, LA. 71112, (318) 746-7560.

Fiberglass nose bowl - \$40.00; Spinner & Backing Plate - \$15.00; Cessna Dir. Gyro - \$45.00; Airpath Compass - \$10.00; Throat Mike (Military Surplus) - \$15.00; Dual Radio Switcher - \$10.00. All items are plus U.P.S. or Mailing charges. Also for sale soon: Alpha 200, Piper ADF, King Xponder. Will remove from my craft as needed.

Joseph E. Todd, Connerville, Ind. (317) 827-0064 before 2:00 P.M. or After 10:00 P.M. Ind. time.

HELP!!!! Would someone sell me a set of ALON BUCKET SEATS. Also plans for 9CU. baggage compartment (Used) Contact Col. R.W. Moore, POB 622, Toccoa, GA. 30577, phone (404) 779-3446 after 7PM EST.

Skip, you asked about my Genave Alpha 200 Nav Com. I sent it to the Genave Factory to be repaired. I now have it back. Genave put it back in top shape. I haven't unwrapped it yet. It is now for sale at \$475.00. Would you please pass this information on to Joe McCawley for me.
Walter Bacon, 562 N-8th St., Grover City, CA 93433.

Forney left wing in beautiful condition with landing light, pilot and position lights - asking \$950.00.

D. Kight, 4530 S. Country Club, Tucson, AZ 85714 - (602) 889-4880.

415-C, strobe light, recent top overhaul, 1,200 hrs., ready for annual, but good shape. Best offer of over \$3,500.00. Contact: Carl Campbell, 215/932-4840.



1946 Ercoupe 415-C, C75 Engine, new ELT Battery, New Battery, Complete annual Jan. 1979, Good compression all jugs, Geneve 200, New interior, New 8.00 x 4 tires, New exhaust system, New doughnuts, New altimeter, New canopy cover, blue tinted canopy, excellent condition overall. 425 SMOH, 1760 TT. N87034, serial No. 207. Price: \$5,000.00.

John Q. Hooper, 3556 Yoko Lane, Douglasville, GA. 30135, Home: 949-5126, Toll Free outside of GA. 1-800-241-4990.

WANTED

2 Good Used Wings. Please call collect 1-302-335-4662, Joe Larrimore. Distance no problem. 1946 Ercoupe 415-C.

Ercoupe parts in Michigan area. Need motor mount, front landing gear assembly, prop. cowling, center section and fuselage. Would like to find a complete plane that is being junked out. William Fedus, 1396 Blackbird, Petoskey, Mich. 49770. Days: (616) 347-4635, Nights: (616) 347-3028.

Single fork nose wheel bearing conversion that bolts on right side of wheel and extends thru axle.

Dan Silliman, 1499 Ellis St., Augusta, GA. 30901, Days (404) 722-4818.

FROM THE MAILBOX

Hi Skip,

Find enclosed dues for the coming year. A bit late.

After arriving back from the National Fly-In (which by the way, was a great effort by the Ercoupe People), I had a motorcycle accident. That put me out of commission for a few weeks. I think I'll stick to flying.

Yours truly

D. Cornish

6389 Calldonia St., Niagara Falls, Ont. Can.

Dear Skip,

A sure sign of age is when September arrives and you are still thinking "July." A red stripe on Coupe Capers brought me back to the "Living," so enclosed find my annual dues, plus some little extra for the Weick Fund.

What a bash Tahlequah was. I only hope Bowling Green goes as well. We plan to meet Bob and Bonnie Plegge in Yankee land next year and fly in together. I guess you can tell by the gist of this letter that we are confirmed Coupers.

We flew to Cleburne, Texas on the 18th of August for their annual "Red Bean Dinner" and ran into our old friend, Ollie Henry. He informed us of the Central Texas Fly-in scheduled for September 21-22

and naturally we'll be there. Reservations are already made. After our return I hopped on the phone and called everyone I know including Mr. Charles Grice in Dalhart, Texas. He's a true Couper. He drove to Tahlequah because his Ercoupe ran out of oil the same time the fuel disappeared. Understand the old Continental has had a fresh ring job and he may make it to the September fly-in.

I wholeheartedly agree with your statement that Avis could become 4th or 5th. On many of my excursions I have experienced the same problems with this company. Maybe they have become too large for the little man.

Well, we put it off as long as we could, but "Snoopydoupe the Aircoupe" had to be reupholstered. We did the inside in Herculon and it looks fine. I sure did hate to see the factory original go. Gee, just imagine the old Alon has 165 hours total time now.

We had hoped to make the Page and Wright Fly-In in Missouri, but someone else has plans for us, so guess I had better call those good folks and wish them a merry time. I'm sure that Texas will be represented there.

Here's wishing all Coupers the best and may you have tail-winds at least 50% of the time.

Fred Shannon
N5659F

Skip,

I just want to say a sincere "Thanks!" to all the people who gave time and energy putting the '79 Fly-In together. It was great. My lady and I both had a great time. I only regret having left without getting the addresses of the three folks who made the stay in Tahlequah pure fun. I am referring to Harold and Dolores Frakes...and Don Werner. Wherever you folks are - drop a line, the Ballerina and I would love to hear from you.

Another thank you goes to Jon Hiles. His information-packed maintenance seminar has already saved me some dollars.

There's been an idea bouncing around in my head ever since seeing Ralph Johnson's Lyco-Coupe. Has anybody ever thought about fitting a small Rajay Turbocharger to a 'Coupe? It might not make much difference at sea-level, but it sure would take the pucker-factor away from those mountain crossings! Maybe some of you folks out there have tried some project like this? How's about sharing some ideas.

By the way - I showed the picture on page 3 of October's newsletter to some Bird-watchers. They have created a species name - "Leonard's Pagius Arkansius" to give to the bird pictured there.

Best wishes to all
Bill Divens
EOC 1367

Dear Coupers,

After numerous years of ground rot, and two years of rebuilding, Coupe 480, N87307 passed it's annual in April, and has flown 60 hours since.

We are often greeted with comments like "307, say again type aircraft" or "By God, it IS an Ercoupe." One lineboy did a 360 walkaround with a movie camera going.

Membership renewal enclosed. Please get the Coupe Capers coming again.

Have second Coupe, a CD (with damaged c/s gear and right wing) which I will part out to needy Coupers (KCF?). Metal left wing, gear, frame C back in fine shape, etc. Will take photos of parts, as needed (am a professional photographer).

Not many Coupers up here; don't know about Canada. Anyone interested in an information and parts exchange, or maybe a local fly-in, please call or drop a line.

Sincerely,

The Tired Tundra Traipser, Leszek Kovalski
P.O. Box 8427, Anchorage, AK 99508 (907) 276-6519

Dear Skip,

Since Desi Laperal (formerly of Saratoga, CA) so kindly loaned me his back issues of Coupe Capers, I feel as if I know you all well and I like what I've read so far.

I am enclosing \$15 for a new membership. You must realize, however, that I probably won't be able to make any of your fly-ins as can't get my coupe from Honolulu East. Getting her from the Philippines to Hawaii would be a real adventure, wouldn't it? I own RPC-331, a 1949 415G, No. 5061. She was exported directly from the factory to Manila and I am sure has lead an interesting life for the last 30 years and 4800 hours. I am enclosing a picture of my most worthy Coupe, which constitutes 50% of the Ercoupe flying population.

Flying in the Philippines is a real experience. Here you make low approaches to look for pot holes and clear the cattle off before landing. However, the people are friendly and there are a lot of really interesting places to go.

Should any of you find yourselves in Manila, please give me a call at Clark AB extension 33395.

Sincerely,

Capt. James D. O'Steen, Jr.
PSC 1, Box 5634, APO San Francisco 96286

Dear Skip:

Thanks for reminding me my membership is expiring.

Please find enclosed a check to cover another years dues. I sure enjoyed the trip to the National Ercoupe Fly-In at Tahlequah. It gave me a chance to see for myself what an Alon can do. We saw 12,500' on the altimeter and still wanting to climb in density altitude much higher than 12,500. We burned 5.1 gallons per hour total engine time for 47 hours. Very fine little Aeroplane. Enjoyed meeting past and present EOC officers. I especially enjoyed meeting Fred Weick who is truly a great man. But the big bang was meeting Leonard Page and his wife Laura. Leonard, in spite of all the B.S. he spreads, is as impressive a person as I have ever met. Those people who didn't believe Roy Wright's plane is fast have never tried keeping up with him. I flew home with Malcolm Gibson and Roy Wright. My Aircraft 5620F flies up to all the spec's in the book, but Roy's 5635F is at least 15 mph faster than mine at top speed.

I hope all the EOC members appreciated all the hard work that Roy Wright put into the office of President last year. We EOC people out here in Oregon think Roy and Eileen Wright are tops in all departments. Hope Joe McCawley has his A.R.P. Carb. Ice Det. installed. I think mine is the best instrument I have in the airplane. Keep up the good work, Skip.

Hal Looper, EOC 1860, Alon 5620F, Toledo, Or.

Hi Skip,

Missed you at Tullohoma '79.

The "Coupes" were very well represented and our forum, led by Bob England, was the best attended, I was told. It was a good forum covering the mods that are available. We also talked about the possibility of IFR'ing the Coupe. The weather did not dampen our spirit and we had a good turn out for food and good ole "coupe" talk at the "State House," the night of the forum. Enjoyed getting to know Howard and Marge Lee better. His Coupe sure made him proud when she got the "Classic in Type" award. He and Marge worked very hard on the flight line gates and were an honor to the EOC.

I worked in the Antique Classic registration for several hours of real fun.

N99026, my orange coupe, came through again in her good ole way and got the Classic Customized in her horse power group. The more we fly, the more I love her.

Enclosed is my renewal to Coupe Capers. Please change my address to the home, 625 Rebel Road, Old Hickory, Tenn 37138.

Oh, yes, Howard, Marge, John and I plan to get together and fly our coupes together and anyone in our area is welcomed to join us. In fact, we would like to have a group here in the Tennessee Valley to go x-country on weekends. Anyone interested is encouraged to get in touch with me (615) 758-5361 or Howard (205) 852-3375.

Keep up the good work.

Lucy H. Morgan

625 Rebel Road, Old Hickory, Tn. 37138

Dear Skip:

Just a quick note to say do it to us for another year.

Just returned from the Fall get-together of the Michigan Wing at Davis Airport, East Lansing, Mich. We had 18 Coupes there. Weather was so clear, it hurt the eyes.

See you at Bowling Green in '80.

Pat & Bill Beattie

103 Park Ave., Holly, Mich.

Dear Skip,

I just can't stand myself until I remark on the letter written to Coupe Capers by Skip Harris of Texas regarding Leonard and Laura. You can't meet the Pages without realizing they're special. Like the Coupe, they are remarkable for their stability, individuality, and stall-spin resistance. Mr. Harris' letter was probably the most accurate observation and commentary on two people I've ever read. It said what we all feel but lack the talent to express and I'd just like to say thanks!

Eileen Wright

Hi Gang,

Fred Ryan here, alive and doing well. I had a great time with Al Wood at Saratoga. I didn't know I had such a big family!

Thanks to all of you for our club.

Whatever you do don't let my membership run out. Enclosed is my check. For one more Happy Year.

Bless you All

Frederick J. Ryan

46 Marshall Avenue, Schdy, NY 12304

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